

The City of Mountain Home 2020 COMPREHENSIVE PLAN



one TOWN, one Team

Adopted by City Council December 23, 2019

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Prepared by:

HORROCKS
ENGINEERS

2775 W. Navigator Dr.
Suite 210
Meridian, ID 83642
horrocks.com
208.895.2520

In collaboration with:



My name is Rich Sykes, Mayor of Mountain Home, and my mission is to provide a clear vision, to provide strong leadership and to bring energy to the City of Mountain Home.

We will work together - as a team - to provide quality services and enhanced responsiveness to our citizens.

Thank you to all who contributed to this great effort.

We are: "ONE TOWN, ONE TEAM"

MAYOR

Rich Sykes

MOUNTAIN HOME CITY COUNCIL

Matt Bundy, MA, EdS

Mark Bryant

Jimmy Schipani

Daniel Brennan

MOUNTAIN HOME PLANNING & ZONING

Dennis Belt

James Eskridge

Nancy Brletic

Kristopher Wallaert

Dee Devol

Ralph Binion

Mary Miracle

CITY OF MOUNTAIN HOME STAFF

Courtney Lewis

Amy Pearson

Rich Urquidi

Deb Brito

Taylor Hurley

William Lamb

Nina Patterson

Danniele Strain

John Matthews

David Sonnentag

Gene Palmer

Tiffany Belt

Mike McCain

Mark Moore

Brenda Ellis

Lawrence Saterfield

Shirley Batchelor

Miguel Pedroza

CITY, STATE & COMMUNITY ORGANIZATIONS

Idaho Transportation Department, District 3
Elmore County

Mountain Home Police Department

Mountain Home Fire Department

Elmore County Board of Realtors

Mountain Home Parks and Recreation

Mountain Home Arts Council

Chamber of Commerce

Western Elmore County Recreation District

URBAN RENEWAL AGENCY

Alan Bermensolo

Mary Morin

Matt Bundy

Hampton Wright

Alain Isaac

Ron Swearingen

CONSULTANTS

HORROCKS ENGINEERS

Peggy Breski

Clint Boyle, AICP, Principal

Scott Duffin, PE, Principal

Derrick Sharp, GISP

Melissa Knee

Kammie McClintock

Beau Hunter

BOISE STATE UNIVERSITY

Idaho Policy Institute

Vanessa Fry, PhD

Gabe Osterhout

Lantz McGinnis-Brown

Ana Costa

UNIVERSITY OF IDAHO EXTENSION, ELMORE COUNTY

Betsy Lynn

Brad Stokes

STAKEHOLDER & ADVISORY MEMBERS

Marcella Trueba

Sheriff Hollinshead

Brenda Raub

Alexis Pickering

Debbie Shoemaker

Bud Corbus

Albert Clement

Chris DeVore

Brandie Kearby

Tim Green

James Green

Lisa Melchiorre

James Bledsoe

Eric Howard

Beth Bresnahan

Dennis Belt

Blake Watson

Barb Fogleman

Dan Gillies

TJ Gomez

Michelle Heins

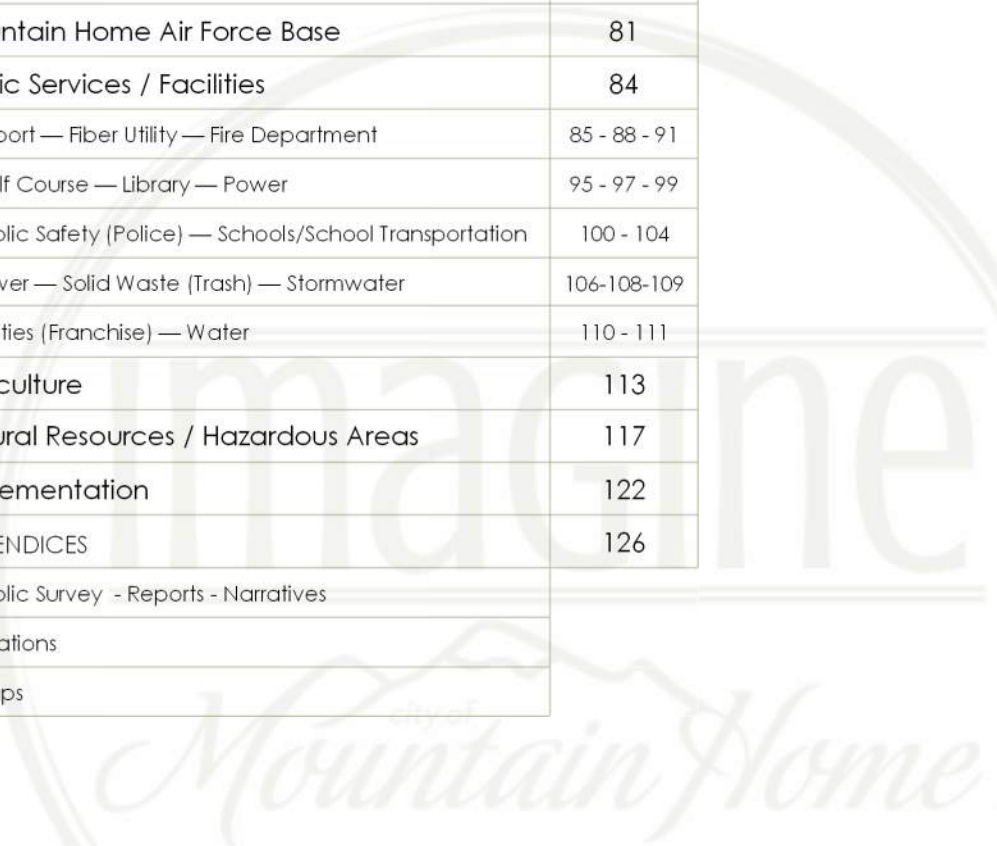
Rena Kerfoot

Denise Barresi



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WHAT IS A COMPREHENSIVE PLAN?

The Comprehensive Plan ("Plan") is a policy document—a document all municipalities in Idaho are required to have, per Idaho Statute—used to guide future development in the City. The Plan directs city officials relative to land use planning, public services, infrastructure, and resource management; the Plan is used to determine how and where growth should occur, ways to wisely invest capital improvements, and techniques for enhancing and sustaining a city's quality of life.

In short, a Comprehensive Plan is a blueprint that cities use to illustrate the visions and objectives of the community. This blueprint includes established goals to assist in realizing those visions and objectives. Because it is a tool that directs the future of the community, the Plan is based in large part on citizen's directives obtained through public input during the outreach efforts.

WITH THIS COMPREHENSIVE PLAN UPDATE, THE CITY OF MOUNTAIN HOME WILL STRIVE TO:



- **Preserve landowners' property rights and enhance property values.**
- **Ensure that adequate public facilities and services are provided at a reasonable cost.**
- **Safeguard and enhance the economy of the City of Mountain Home and its Area of Impact.**
- **Warrant that the development of land addresses the physical conditions of the land, and that development pays its own way.**
- **Protect life and property in areas of critical concern or that are potentially subject to natural hazards.**
- **Facilitate development to foster the City's "small town" character.**

PLAN UPDATE

This extensive Comprehensive Plan update to the 2008 Mountain Home Comprehensive Plan reflects not only an entirely new and updated look, but it also delivers a new path forward for the community. This update demonstrates the opportunity City leaders took to pause and reflect on where the community is, and should be, headed. The Plan illustrates the critical look the City took into the challenges and issues currently at hand, and exhibits the intensive planning the City has undertaken to formulate and prioritize a plan for the future.

This Plan update embodies the renewed perspective on the future direction of the City of Mountain Home, and all that means. With reprioritization of goals, and some action items already underway, this Plan will translate into a transformative Mountain Home, while ensuring that Mountain Home retains its small town identity that residents cherish.



RELATIONSHIP TO OTHER PLANS

The Mountain Home Comprehensive Plan is the master document the City uses to guide land development, infrastructure, economic and associated decisions. The Plan plays a critical role in many regulatory decisions that the City makes via City Council determinations, such as decisions on zoning, annexations, and development in general.

A product of public outreach and involvement, the Comprehensive Plan is an indicator of what the community as a whole desires for the future of the City. It becomes the barometer for City officials in making day to day decisions, as well as when making wide-reaching and globally impactful decisions for the community.

While the Comprehensive Plan is a stand-alone document intended for land use policy, the framework of the Plan conforms with other Master Plans that have been adopted, to ensure a seamless and uniform approach to community management.



2018 MOUNTAIN HOME DOWNTOWN MASTER PLAN

The 2018 Downtown Master Plan provides a wealth of innovative goals for the revitalization and economic support of the downtown corridor—the heart of the community. Separate from the Comprehensive Plan, it was developed for a very specific and limited area within the downtown core. Downtown health and vitality is one of the top factors for investors to determine where to invest, and the Downtown Master Plan is already proving fruitful for its purpose. Many components of the Downtown Plan will also be seen in the updated Comprehensive Plan.

2016 ASSESSMENT FINDINGS and SUGGESTIONS REPORT

The 2016 Assessment Findings and Suggestions Report by Roger Brooks was a very real world look at the community of Mountain Home—the good and the bad. The findings were taken to heart by City leaders and the 2018 Downtown Master Plan was one of the results. Critical points of the assessment are being addressed as Goals and Action Items in the updated Comprehensive Plan.

ELMORE COUNTY COMPREHENSIVE PLAN

Many of the goals of the Elmore County Comprehensive Plan align with those as stated and addressed in the updated Comprehensive Plan. And those shown priority also mirror those prioritized in this updated Plan: economic development, land development, protection of natural resources, protection of property rights, support for the continued expansion of Mountain Home Air Force Base, as well as a focus on protecting the rural lifestyle enjoyed by citizens.



BACKGROUND



Mountain Home boasts a rich history that spans back in time from the original Native American inhabitants - specifically the Shoshone Bannock tribes - forward in time to westward expansion and the immigration of Basque settlers. Originally simply a post office at Rattlesnake Station (a busy stagecoach stop on the Overland Stage Line) in 1864, as time progressed and the activity at the stage stop evolved, the name of the stage stop was changed fourteen years later in 1878 to Mountain Home.

Continued settlement in the area brought the Oregon Short Line Railroad to its current location in 1883, which prompted the move of the post office to the present downtown Mountain Home location.

Over time Mountain Home continued to gain both in population and in popularity, and in 1891 Elmore County moved the county seat to Mountain Home - where it remains today. Shortly thereafter, in 1896 the 'City of Mountain Home' was incorporated, becoming an official municipality of the great State of Idaho.

By the turn of the century Mountain Home was a busy trading station in the west. It had become the second largest sheep shipping station and wool-buying center in the country, with buyers coming to trade from all over the world.

MOUNTAIN HOME TODAY



Mountain Home is the largest city in Elmore County with a population of 14,206 per the 2010 U.S. Census, and it is also the principal city of the "Mountain Home, Idaho Micropolitan Statistical Area", which includes Elmore County. Additionally, due to its proximity to Boise - one of the fastest growing cities in the nation - Mountain Home is considered the next suburb of Boise, and is getting a lot of attention.

With Boise's growth expanding toward the quiet community of Mountain Home, the City is experiencing another factor for growth - the Air Force Base. After its namesake town, Mountain Home Air Force Base, one of the world's premier military facilities, is not only a major employer for the City of Mountain Home, it's also a major consumer of housing and services. And it, too, is growing. The City of Mountain Home must keep up.

For these reasons and more the City of Mountain Home is diligently conducting future planning, with the goals of managing and facilitating growth in Mountain Home in a way that preserves the small-town characteristics of the community, while also welcoming the prosperity that comes with expansion.



COMMUNITY OUTREACH AND PUBLIC INVOLVEMENT



The people that make up the City of Mountain Home are deeply passionate about their community, and as a result the City took steps to ensure that the planning process for this Plan update was highly inclusive of residents.

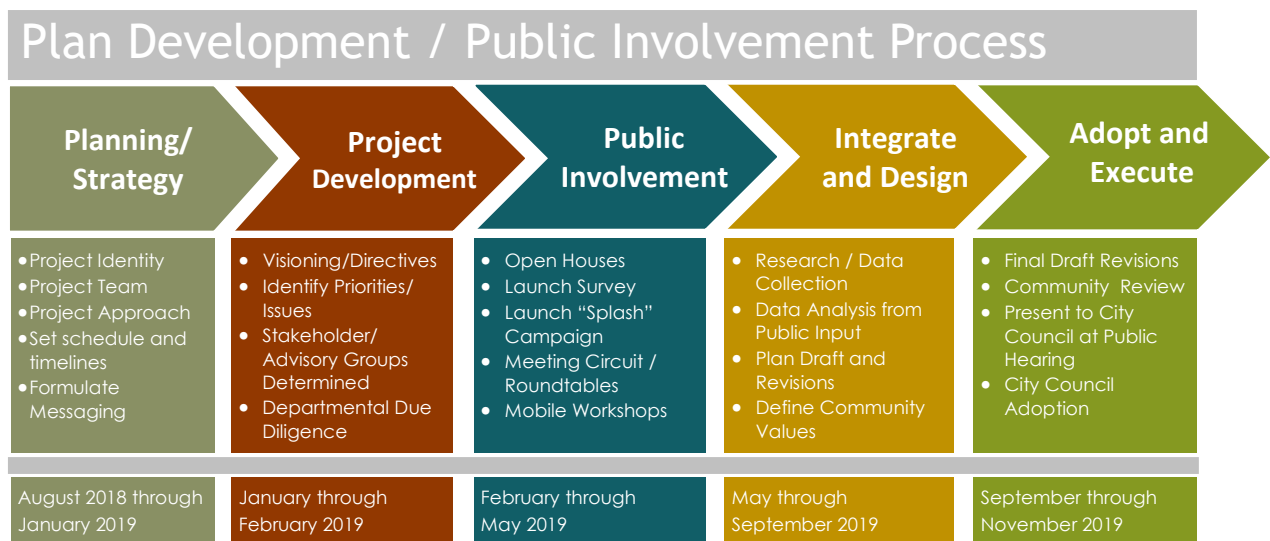
Since developing the Plan relied so heavily on broad public input, City staff employed a “Splash” campaign strategy in posing the update to the public and stakeholders to garner input. The “Splash” strategy was to receive input and post details in as many public venues as possible:

- Newsletters were emailed at regular intervals
- A public & online survey was left open on the City’s website for nearly two months to ensure ample time for residents to provide input
- A webpage dedicated to the Plan update was linked to the City’s website
- Stakeholder and Advisory Committee meetings were held
- Presentations were conducted at the high school
- Public Open Houses, Mobile Workshops and Roundtable Circuits were held throughout the community
- Inserts were put into utility bills
- A variety of social media methods (such as Facebook and Instagram) were utilized

The goal was to uncover the desires, hopes, interests and priorities of the community to ascertain where they envisioned their community going in the coming years, as well as to learn where they *didn't* want the community to go. The Public was instrumental in determining priorities and setting community goals.

PLAN DEVELOPMENT PROCESS OVERVIEW

The process included over a year of diligent work by City departments, Stakeholders, consultants and over 1,400 residents of Mountain Home. Statistically, for a community the size of Mountain Home, the level of public involvement achieved was greatly successful. The flow chart below depicts the process and timelines for the compilation of this Plan update.

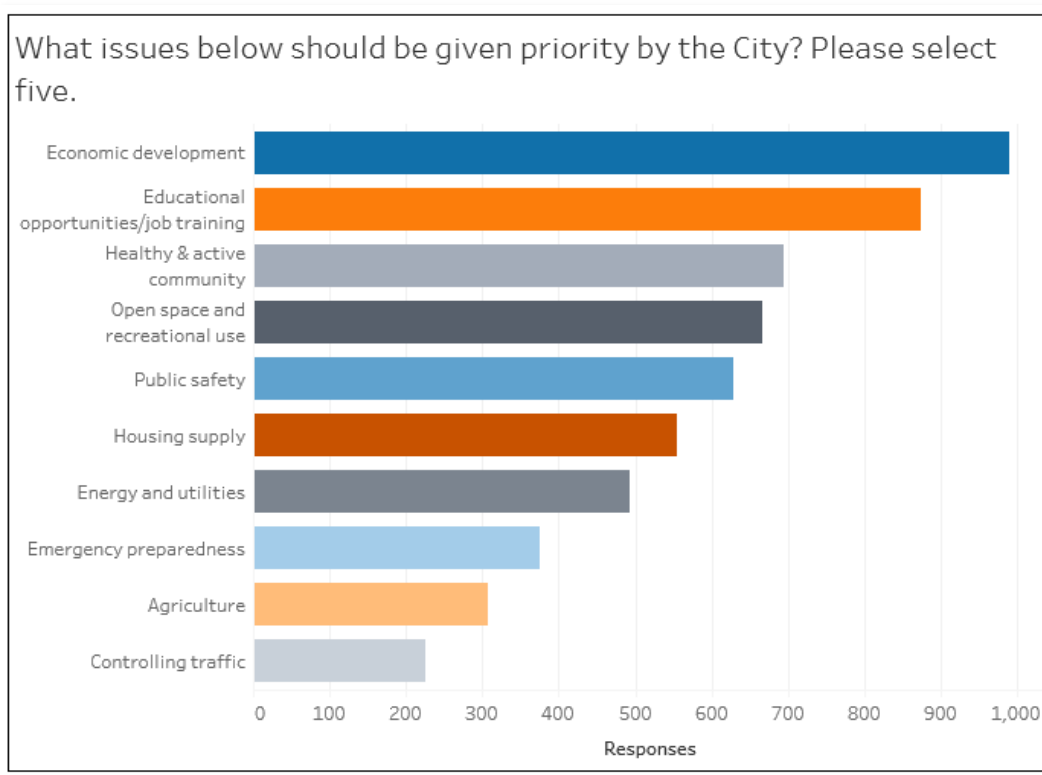


THE COMMUNITY'S VOICE



One of the most effective and proven ways of gathering information from a community-at-large is via online surveys. Online surveys allow the researchers (in this case the City) to focus on very specific topics and subtopics; and the nature of the automated survey allows for accurate and concise filtering of the data once collected. The survey performed for this Plan update was provided by Idaho Policy Institute, a division of Boise State University.

Survey results by topic will be included throughout various chapters of this Plan, and the full survey results can be found in **Appendix A**. Shown below is one of the most critical questions of the public campaign: *"What issues should be given priority by the City?"*. The responses to this question were the foundation upon which this Plan was written.



In short, the public's priorities clearly focus around those things that directly affect their potential future prosperity:

100% of those that responded to this question indicated that Economic Development was a priority, followed by Educational Opportunities at 88%

Subsequently the results of the above responses were then cross-referenced with age demographic—see results shown on the table on the next page.



THE COMMUNITY'S VOICE



As prefaced on the previous page, the responses taken from one of the most critical survey questions:

"What issues should be given priority by the City?"

were cross-referenced by age demographics allowing the city to further define priorities.

The data in the table is important in helping the City to fully understand the mindsets and the patterns that shape the community's needs and decisions.

What issues below should be given priority by the City? Please select five.

	Please select your age range.						Prefer not to answer
	18-24	25-34	35-44	45-54	55-64	65 or over	
Agriculture	6.67%	5.24%	4.95%	5.20%	4.30%	5.67%	7.00%
Controlling traffic	3.33%	2.45%	3.55%	4.53%	5.62%	4.41%	3.50%
Economic development	13.21%	16.98%	19.16%	18.21%	16.85%	18.28%	13.23%
Educational opportunities/ job training	15.77%	15.88%	15.33%	14.74%	13.22%	13.45%	17.51%
Emergency preparedness	6.41%	5.32%	4.95%	6.45%	7.93%	8.19%	10.89%
Energy and utilities	9.36%	6.84%	8.60%	8.57%	9.91%	8.61%	6.23%
Healthy & active community	12.69%	13.94%	11.68%	10.50%	12.33%	9.66%	10.12%
Housing supply	9.74%	11.06%	9.91%	9.83%	8.37%	7.98%	7.39%
Open space and recreational use	13.08%	13.77%	11.59%	10.12%	9.80%	10.29%	9.73%
Public safety	9.74%	8.53%	10.28%	11.85%	11.67%	13.45%	14.40%



- The **darker the blue color of a particular cell/block**, the more people in that age group selected the corresponding topic as a priority.
- Here, again, **economic development was the prevailing priority across nearly all age groups**, followed again by Education/Training Opportunities.



City Council Objectives for the Next 10 Years



Preserve Small Town Feel

Many choose to live in Mountain Home for its small town charm. Protecting and fostering the current “small town feel” was one of the most often seen comments during the public outreach campaign. So while growth in Mountain Home is inevitable due to its proximity to one of the nation’s fastest growing cities, City officials have made this a critical goal to work diligently towards preserving and fostering.

Promote Community Health and Well-being

Elmore County is among the lowest ranked counties in Idaho relative to community health and well-being; as the largest city in Elmore County, Mountain Home has made a commitment to enacting policy and practices that help improve overall community health. Only healthy communities thrive, which is why this objective will remain top of mind during all future planning for the City.

Livability - Providing Amenities and Resources

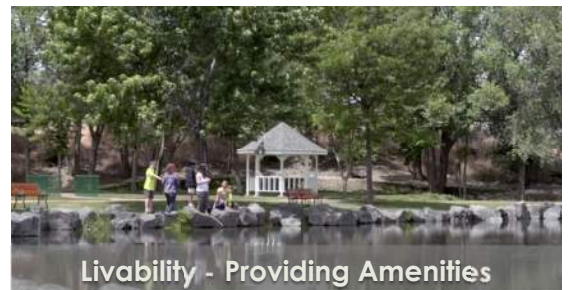
Updating Mountain Home to ensure it remains a great place to live is important to City staff and officials. By providing amenities that speak to the priorities of our citizens, within all demographic groups, the City will keep families enriched and engaged. Doing so also enhances perceptions of Mountain Home by those who may seek to relocate or invest here.

Build Relationships with Statewide Partners

Due to Mountain Home’s proximity to Mountain Home Air Force Base, to State highways intersecting our community, and proximity to Boise; and due to being a rural town with limited resources; partnerships with outside agencies are critical to the success of everything that the City wants to achieve. The City is eager to develop new, and nurture existing, relationships to aid Mountain Home in the continual process of keeping Mountain Home a great place to live.

Maximize Resources & Remove Internal/External Silos

In organizations like cities that have many departments—often in multiple locations—it’s common to see a certain level of disconnectedness. Mountain Home is making a concerted effort to overcome this common problem by taking steps to improve integration between departments. By working collaboratively with frequent communication the goal is to realize value in efficiencies for the City, which can thereby work to maximize impact and budget.

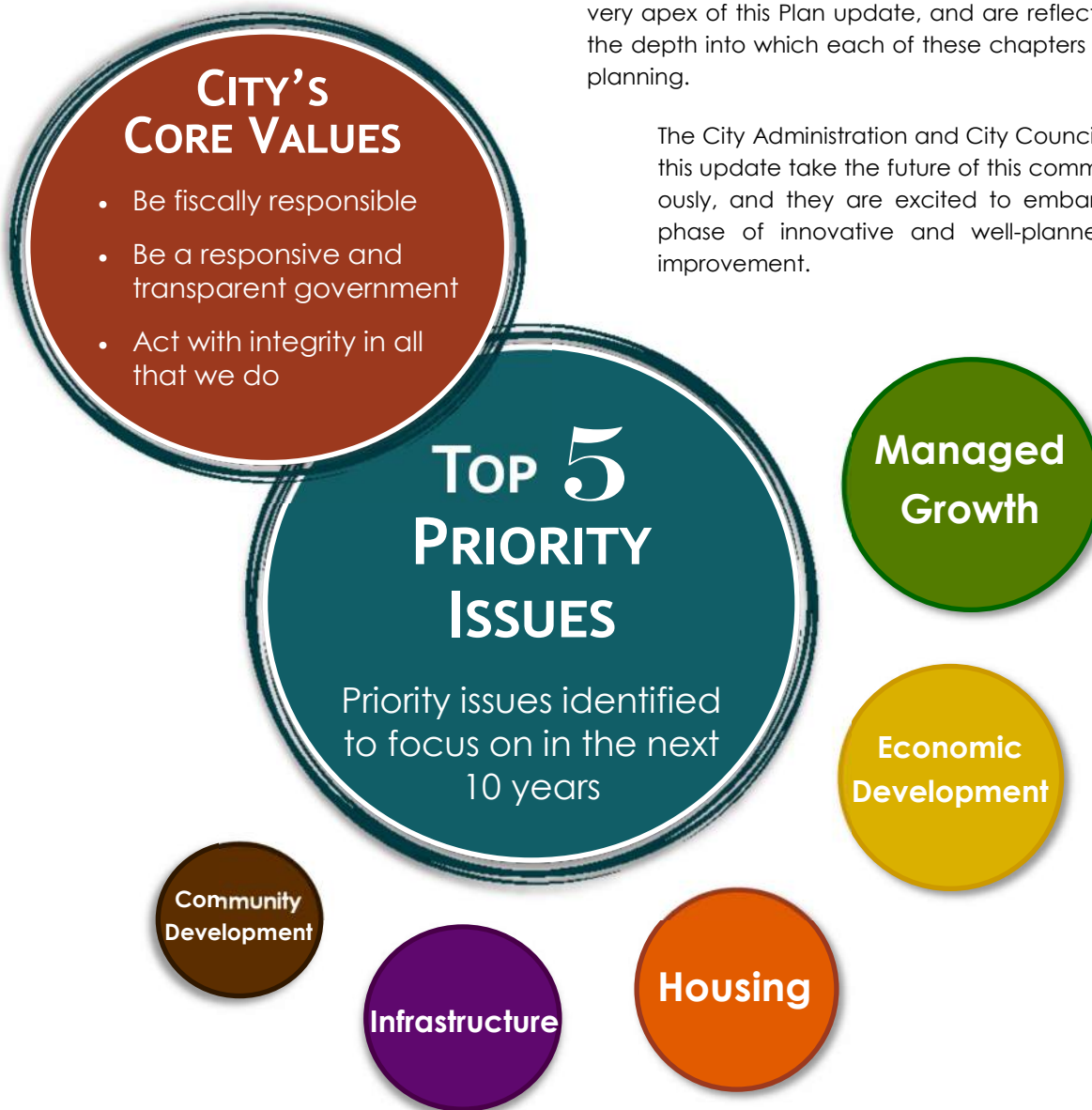


MISSION & PRIORITIES CHARTING A NEW PATH

The process and tasks undertaken for the development and compilation of this updated Comprehensive Plan was a very important next step for the community of Mountain Home. An historic town with roots that go further back than many of the larger cities in Idaho, Mountain Home has seen many decades of prosperity; but so too has it seen decades of decline.

Below is the culmination of this planning effort: the **City's Top 5 Priority Issues** as identified during the process. They are the very apex of this Plan update, and are reflected as such by the depth into which each of these chapters goes for future planning.

The City Administration and City Council charged with this update take the future of this community very seriously, and they are excited to embark on this next phase of innovative and well-planned community improvement.





3.1 EXECUTIVE SUMMARY*

Mountain Home is on the precipice of experiencing substantial changes economically. Factors such as anticipated population growth, ongoing impacts of the Air Force Base, the City's proximity to Boise, the housing shortage, as well as improvement and investment efforts already underway by the City—all impact economic development; and vice versa.

By common definition and understanding, Economic Development is about creating places where people want to invest, work and live; it's about making connections between people, companies, institutions, and communities.

Economic development plays a key role in balancing the evolution that communities organically experience; it works to direct how that evolution will unfold, and in what way it will affect the citizens and businesses of the community.

From a policy perspective, economic development can be defined as the efforts that seek to improve the economic well-being and quality of life for a community by creating and retaining jobs; by expanding existing business; as well as supporting or growing incomes and the tax base.

3.2 BACKGROUND

The City of Mountain Home is economically supported in large part by robust government and agricultural sectors. Mountain Home's government sector is mainly comprised of Mountain Home Air Force Base, local government and Mountain Home School District. Healthcare, manufacturing and other service and retail businesses support the town's growing economic base. **Table 3.1** identifies the Top 10 Large Employers in Mountain Home.

3.3 COOPERATIVE ECONOMIC DEVELOPMENT

Economic development is embedded in every component of a community and its purpose has direct impacts on land use, therefore it is a contributor to every chapter of this Comprehensive Plan. From creating relationships with developers and builders (Housing / Land Use); to attracting investors and corporations (Commerce / Jobs / Workforce); to building and fostering statewide and local partnerships (Education / Business Retention), Economic Development is a critical cooperative element of the City.

Mountain Home's Economic Development Department is highly focused on capitalizing on the current national and state economic climate, while at the same time creating new economic opportunities for the community. Key areas of focus for the Department (shown above right) align not only with the key priorities of the City, but also with the input and sentiment of the public.



Attract & Create Diverse Jobs



Enhance Workforce Readiness



Business Retention & Expansion



Community Development through Building Partnerships

*Statistical data for this chapter is a compilation of figures from the economic report at **Appendix B**, which was cross-tabulated with updated statistics by Idaho Policy Institute.



TOP 10 LARGE EMPLOYERS IN MOUNTAIN HOME

Table 3.1

No.	Business	Employment Range	Sector
1	Marathon Cheese Corp	550-599	Manufacturing
2	Mountain Home School District #193	450-499	Educational Services - Local Government
3	U.S. Department of Defense	400-449	Federal Government - National Security
4	Walmart	250-299	Retail Sales
5	St. Luke's Health System	200-249	Health Care
6	Elmore County	150-199	Administrative Services - Local Government
7	Mountain Home Air Force Base - HQ AFSVA/SVTEP	150-199	Federal Government - National Security
8	City of Mountain Home	100-149	Administrative Services - Local Government
9	Mountain Home Air Force Base Exchange	100-149	Federal Government - Retail Trade
10	PKL Services Inc.	100-149	Transportation & Warehousing

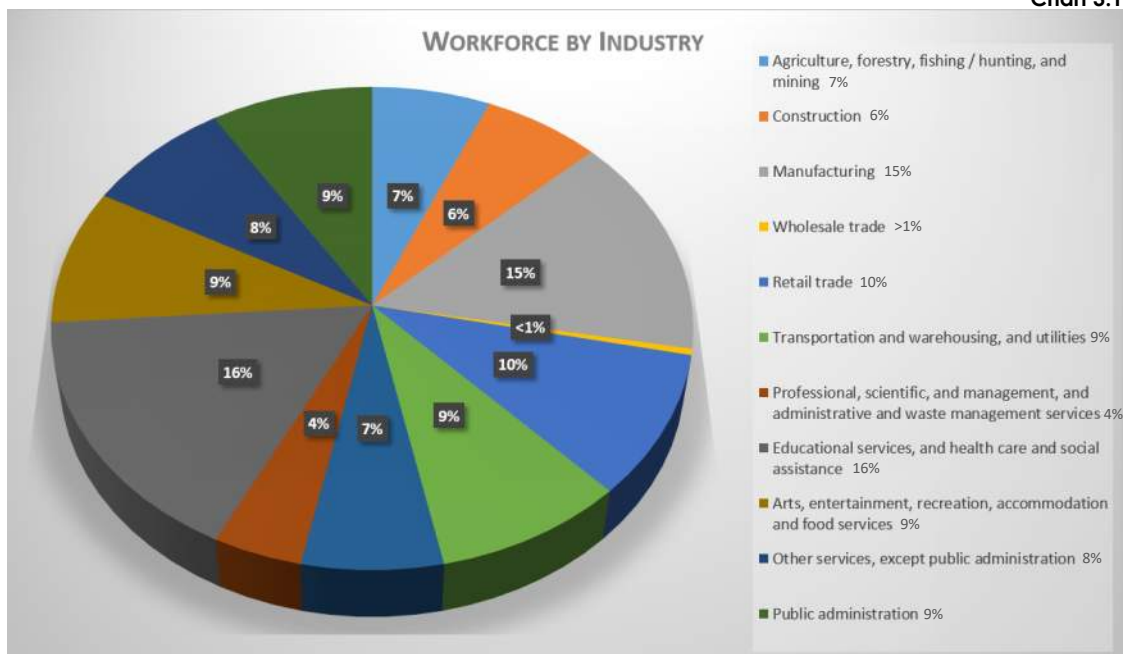
*Source: Idaho Department of Labor, 2017

3.4 CURRENT ECONOMIC CLIMATE

Mountain Home's workforce composition (**Chart 3.1**) illustrates that Mountain Home needs more professional, science, technical/technology and industrial jobs, as well as more medical professionals. While Mountain Home enjoys a broad range of job types, a large segment of job types tend to be lower wage earning positions. With Mountain Home's concentration of lower wage job types being higher than the national average, it is difficult for residents to thrive economically.

This data aligns with the current efforts and priorities of the Economic Development Department in expanding Mountain Home's workforce readiness and training opportunities, as well as their efforts on business expansion and partnership building. Without these efforts, the make-up of the existing workforce limits opportunities for individuals and families to grow economically, which has a big impact on the economic health of a community.

Chart 3.1



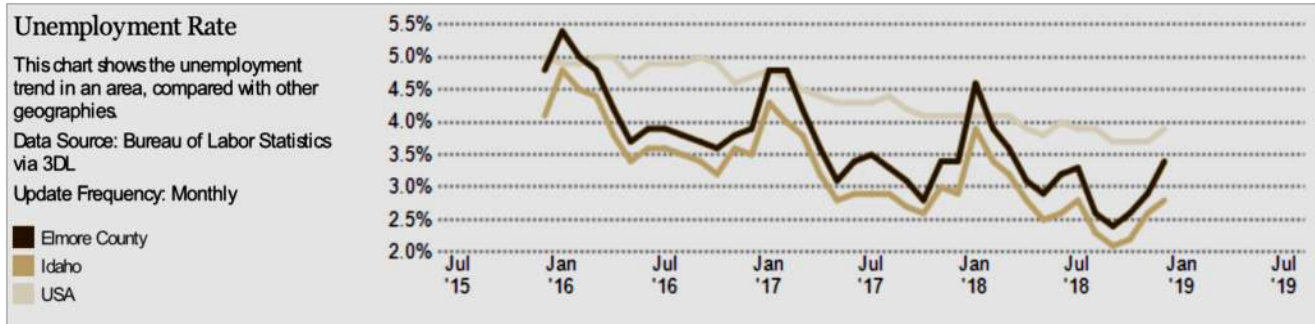
*Source: U.S. Census Bureau, 2017 American Community Survey 1-year estimates



3.4 CURRENT ECONOMIC CLIMATE

Mountain Home, like most communities in the current vibrant economic climate, is fortunate to enjoy low unemployment rates—lower than the national average (**Graph 3.1**). So while the City is actively seeking diversity in added higher paying employment opportunities, the positive is that the citizens are indeed working.

Graph 3.1

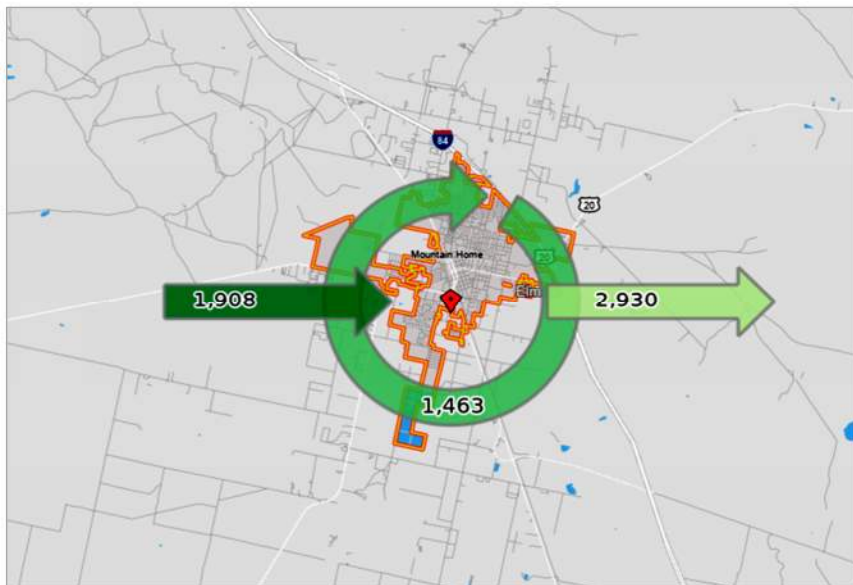


3.4.1 WORKFORCE LEAKAGE

Economically speaking, **where** the residents of Mountain Home are working is an important indicator of the economic success of the City. As a fast-becoming suburb of the Boise metropolitan area, Mountain Home experiences substantial workforce leakage to the Boise area. **Illustration 3.1** demonstrates that only a small number of people both live and work in Mountain Home.

42.3% of the total labor force of Mountain Home commutes to work out of town, while only 27.5% commute into Mountain Home. This loss of over 1,000 workers has serious impacts to the economic well-being of Mountain Home. A few of the most obvious impacts to the local economy include loss of both tax and spending dollars in the community (see next page for Retail Leakage statistics); significant impacts to transportation and other household costs to local workforce talent that are commuting out of town; in addition to the toll a lack of local workforce availability takes on the local businesses and their potential business growth.

Illustration 3.1



The City has been taking many steps toward attracting new business investment (discussed later in this Chapter) with the goal of keeping local workforce local, as well as keeping local and Air Force Base spending local too.

- Workers coming INTO Mountain Home
- Workers that live AND work IN Mountain Home
- Workers going OUT OF Mountain Home

*Source: U.S. Census Bureau, OnTheMap Application/LEHD Origin-Destination Employment Statistics 2002-2015.

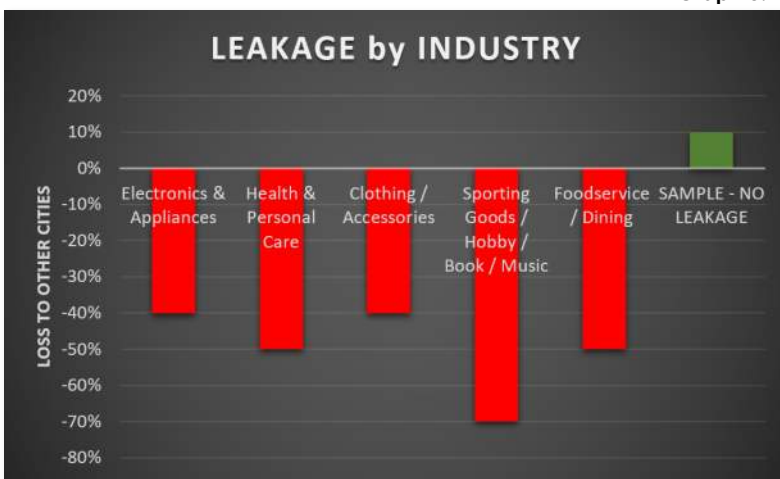


3.4.2 RETAIL LEAKAGE

Retail leakage is another important measure when contemplating the health and vibrancy of any local economy. Since Mountain Home is undergoing a “transition period” — going from a small town and maturing into a small city — retail and commercial options are not as plentiful as in nearby Boise or Twin Falls; so Mountain Home experiences a great deal of “retail leakage” - which is an abbreviated way of saying losing spending dollars to other cities.

From data collected and provided by Buxton (**Appendix C**) for the graphs below, it illustrates that while Mountain Home does experience areas of retail leakage, the City also benefits from a great many retail surplus dollars from other communities. When comparing the data with sentiment from the community regarding the same or similar services, the results corroborated and supported the other.

Graph 3.2



The type of leakage—by industry—reflected in the graphs, correlates with the industries that residents expressed Mountain Home was in need of:

Approximately 86.4% responded with the desire for more restaurants, which aligns with the 50% food service/dining leakage to neighboring cities.



Approximately 75.4% of responders of the survey indicated a need for more / new retail businesses in Mountain Home, which supports the 40% - 70% retail leakage currently experienced.

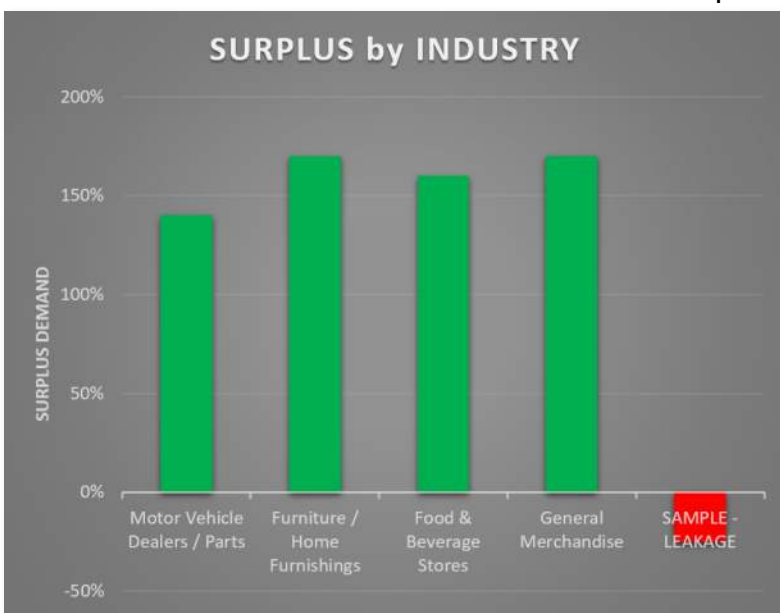
Alternatively, for those areas and industries that the City enjoys the benefits of surplus by industry:

Just 9% of respondents indicated a need for more automotive services, which corresponds with the current 140% surplus.



Only 11% of survey-takers stated there needed to be more services classified as “other” (or “General Merchandise”), which correlates to the surplus of 170% in that group.

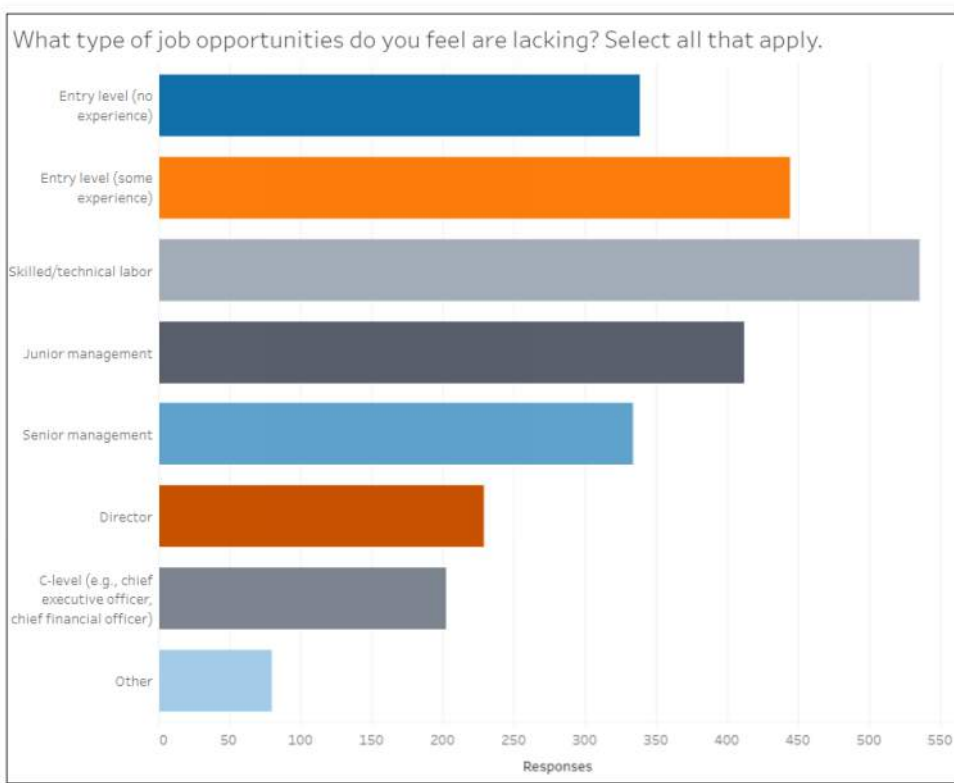
Graph 3.3



*Source: Buxtonco Report, 2017, Appendix B



3.4.3 CURRENT ECONOMIC CLIMATE: THE PUBLIC'S VOICE



Hearing what the citizens of Mountain Home think and believe relative to jobs and the local economy is imperative to strategizing the appropriate path for the City.

The survey question shown top left provides support for the goals that the City has already been driving towards with their most recent economic development activities.

49.75% of those responding to this question indicated the need for skilled, technical, junior and senior level jobs; this correlates to the types of jobs Chart 3.1 indicates are lacking in the community.

Additionally, when the data from that same survey question was cross-referenced and tabulated with the demographics of age, it showed that the younger respondents are hoping for jobs that require little or no skills and training; while the mature generations are desirous of skilled jobs and jobs likely requiring some level of formal education.

Other indicators of residents eager for more diversity in jobs is the survey question at the top of the next page.

86.73% desire more commercial development

75.04% want the downtown revitalization plan fulfilled

69.43% see the need for the rail park/industrial development

Each of these three are critical job creation categories.

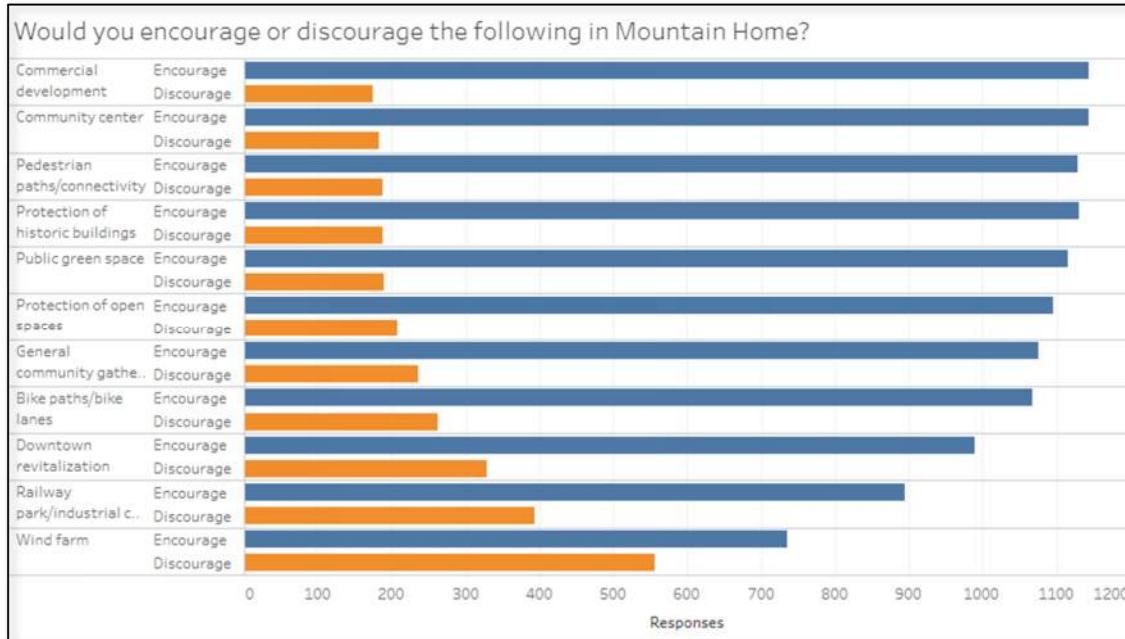
What type of job opportunities do you feel are lacking? Select all that apply.

	Please select your age range.						Prefer not to answer
	18-24	25-34	35-44	45-54	55-64	65 or over	
Entry level (no experience)	24.90%	10.98%	10.45%	11.86%	11.75%	15.86%	13.24%
Entry level (some experience)	21.99%	17.60%	14.99%	18.14%	15.96%	17.24%	15.44%
Skilled/technical labor	12.45%	16.90%	20.91%	23.02%	27.41%	29.66%	23.53%
Junior management	11.62%	16.55%	18.93%	16.28%	15.66%	12.41%	14.71%
Senior management	8.71%	13.94%	15.58%	12.33%	13.25%	12.41%	9.56%
Director	8.71%	11.15%	8.68%	7.67%	7.83%	5.52%	11.76%
C-level (e.g., chief executive officer, chief financial officer)	8.71%	9.58%	7.69%	6.74%	6.02%	5.52%	8.82%
Other	2.90%	3.31%	2.76%	3.95%	2.11%	1.38%	2.94%

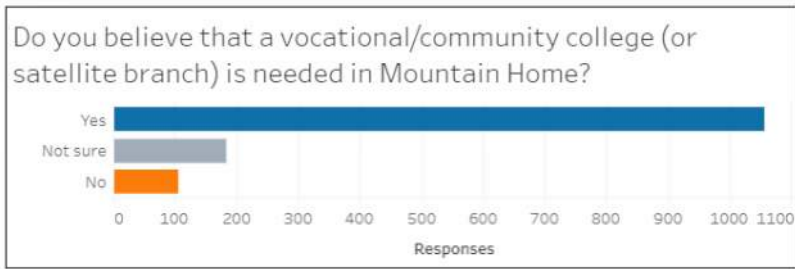
The **darker the blue color of a particular cell/block**, the more people in that age group selected the corresponding topic as a priority.



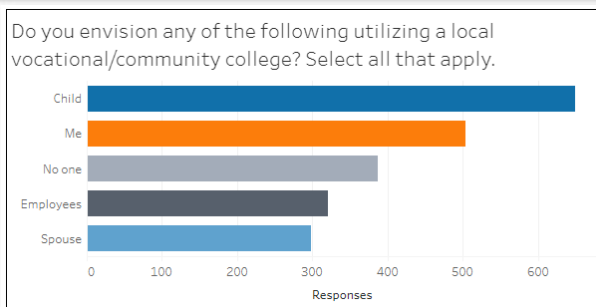
3.4.3 CURRENT ECONOMIC CLIMATE: THE PUBLIC'S VOICE



See previous page for information about this graph that reflect the needs for jobs as defined by residents.

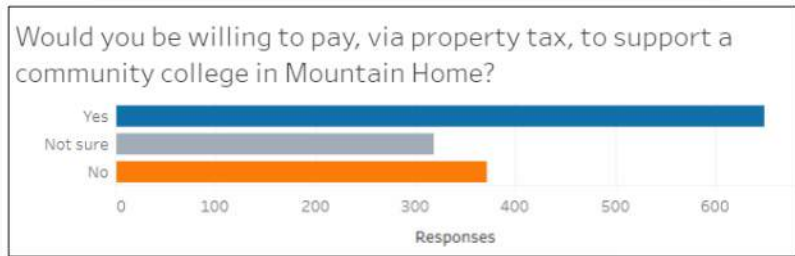


Finally, though many respondents to the survey questions desire jobs that fit current training and experience levels, it was imminently clear that a large majority of the population sees value in continuing education and other types of training; and that they not only see the value in it, but that they want to see opportunities to expand training and education, and to see if offered locally.



78.53% of respondents indicate they believe a vocational or community college is needed in Mountain Home

80% of respondent groups indicated that they, their family or their employees would likely access educational programs offered locally



48.43% affirmed that they would be willing to contribute tax benefits to support higher education in Mountain Home



3.5 FUTURE ECONOMIC PLANNING

Generally speaking Mountain Home is reasonably healthy economically, but there is ample room for increased diversity in development and growth relative to jobs, housing/community design and workforce readiness. The City has already launched strategic initiatives pertaining to these priorities, and with progress in these areas, the community's socio-economic patterns should begin to experience positive and impactful change.



Attract & Create Diverse Jobs

3.5.1 ATTRACT & CREATE DIVERSE JOBS

Efforts for attracting new business to the City are ongoing and highly strategic. The City is taking a deeply focused approach in order to maximize resources and options, as well as to maintain a balance of managed growth.

- Understanding the right types of companies to pursue—those that would have a genuine interest in Mountain Home based on “fit”, is important and takes time.
- Listening to citizens and what type of companies and jobs they want is equally as important as the “fit” of a corporation.
- Suitable land and adequate infrastructure must be appropriate and available when marketing Mountain Home to potential incoming companies.
- The Air Force Base and jobs for military community members is also a priority.

Blending these and other important facets of consideration are key to successful economic development, and are critical to Mountain Home continuing the momentum of growth.



Enhance Workforce Readiness

3.5.2 ENHANCE WORKFORCE READINESS

It is clear by the public survey responses that citizens desire more educational and training opportunities to compete for jobs. And since potential employers look at community-wide educational attainment and technical skillsets as barometers for potential investment sites, Mountain Home is focused on preparing the community to compete. Current concerns:

- Statistics show an inverse trend in educational attainment in Mountain Home versus the rest of the state of Idaho (see **Appendix D**).
- Idaho has a severe shortage of a Career & Technical Educated (“CTE”) workforce.

Mountain Home has begun addressing the City's competitive capacity by looking toward creating partnerships with institutions of higher education.

The City has been in discussion with various secondary educational institutions aiming to bring satellite campuses to Mountain Home.

The City is also looking to capitalize on existing talent in Mountain Home—veterans. 25% of residents of Mountain Home are veterans, and they have a lot to offer: skilled and trained, with many still of working age, for starters. The City is making efforts to generate opportunities for this under-utilized sector, not only providing the existing market and potential companies with a skilled workforce, but also providing veterans expanded employment options.



3.5 FUTURE ECONOMIC PLANNING



Business Retention & Expansion

3.5.3 BUSINESS RETENTION & EXPANSION

Usually identified as “Business Retention & Expansion” (“BRE”), BRE is one of the most logical, important and seamless ways to help grow the economy in communities. Statistics show that up to 80% of all new jobs in small towns come from existing business expansion². The return on investment in helping existing businesses to grow and expand make BRE a prominent focus and priority in economic development.

MOUNTAIN HOME’S DILIGENT EFFORTS IN THIS AREA ARE TAKING ROOT. SOME SPECIFIC EXAMPLES FOLLOW:

- **Pioneer Federal Credit Union**—a Mountain Home “Employer of Choice” - is expanding their Administration Building and Main Branch which will incorporate the addition of a multi-level building to their site.
- **Inventive LLC**—another “Employer of Choice” with product lines ‘*In the Ditch*’ towing products, ‘*Razorback Offroad*’ and ‘*Fish Fighter*’ products - is building a new state-of-the-art manufacturing facility which will bring new jobs and technologies to Mountain Home.
- **The Downtown Mountain Home Master Plan Improvement Project** is underway, as is the **Urban Renewal Agency’s HUB Project**. Both projects are intended to revitalize the downtown corridor in support of local, small businesses. It is proven that by increasing safety and creating placemaking, pedestrian traffic in downtown areas will increase, boosting the economy. Renewed interest by a variety of business owners and developers has already been expressed in the area.

A large part of business expansion and growth is achieved through partnerships and relationship-building. This ties in directly with another of the Department’s priority goals since one is dependent on the other.



Community Development through Building Partnerships

3.5.4 COMMUNITY DEVELOPMENT THROUGH BUILDING PARTNERSHIPS

Community Development—a large facet of land use—is highly connected to economic development. Only through building partnerships with other agencies, business owners, potential investors and developers, can a community really transform as a City plans, and as citizens desire.

Relative to economic development, the main concern with Community Development in Mountain Home today is housing. Current housing inventories (of all types) are inadequate for existing and potential workforce growth. Without adequate housing, there is no workforce.

A LARGE STUMBLING BLOCK FOR PROSPECTIVE INCOMING COMPANIES IS THE HOUSING SHORTAGE.

With numerous economic development projects currently underway that are, or will be, affected by lack of workforce housing, housing has become the predominant factor of economic growth due to its widespread impact and implications to businesses’ ability to function. This includes the concerns for Mountain Home Air Force Base’s operations and missions, the proposed rail park, in addition to others.





Community Development through Building Partnerships

3.5.4 COMMUNITY DEVELOPMENT / BUILDING PARTNERSHIPS continued

When working on data for the Housing Chapter of the Comprehensive Plan, statisticians from Boise State University's Idaho Policy Institute made strong recommendations for the City to plan ahead for continued rising housing and rental costs; they indicated the need to plan not only for the current housing climate, but forecasted there to be a continued spur of growth - surpassing the Boise area's growth spur timeline.

Housing is a critical priority for the City as described in the Housing Chapter, and it is also a critical priority for the Economic Development Chapter. The City has identified key strategies in approaching the topic from an Economic Development perspective as follows:

- Amend City Code and Ordinances to create a streamlined process that will entice builders, developers and investors to want to build in Mountain Home.
- Focus on density. While the community spoke to a desire for more single family homes, and the City takes the voice of the public seriously, the current market—both in inventory and pricing—will not sustain the addition of single family homes exclusively; therefore revisiting existing densities and beginning to integrate smart growth planning will be vital next steps.

With rental costs having increased by 48% in Mountain Home since 2017 alone, higher density housing needs to be contemplated in order to address the immediate housing crisis, and to minimize how the crisis impacts economic growth in the City.

- Establish the necessary and appropriate tools to be able to pursue the goals and action items contained in this Comprehensive Plan—**especially in relation to staffing**. Current staffing levels within the City will not be adequate in handling the requirements of projects already underway, in addition to projects on the horizon, without appropriate manpower. There must be staff designated specifically for the strenuous efforts of Economic Development, in addition to staff designated specifically for the complex efforts of Community Development and Housing; otherwise managed growth and City planning overall will falter.
- Start building new, and nurturing existing, relationships which will be mutually beneficial. The City must look for partners to engage with to fulfill the climate of growth.



3.6 Economic Development Projects Underway

3.6.1 Downtown Mountain Home Revitalization Plan

Downtown Mountain Home has seen a fluctuation of economic prosperity over the past few decades, however, one constant has remained since the town's origination in the early 1900s: the infrastructure. Although the downtown has seen minor updates to the infrastructure system over the decades, there has never been a major update to the infrastructure—including the storm water management system or sidewalks—throughout. Decades of degradation on the existing infrastructure became a call for action when Mountain Home experienced a change in City leadership in 2015.

With downtowns being a critical economic development focus, and a community health indicator, the City began its effort to revitalize the downtown by encouraging the pedestrian traffic needed by the downtown retail and service industries. The catalyst for this effort, the **2018 Downtown Mountain Home Master Plan** was created and adopted by City Council in March of 2018. The Master Plan set forth a multifaceted approach to recovering the formerly vibrant pedestrian-friendly environment by proposing "Complete Streets" elements.



N. 2nd Street East
Before & After



Main Street
Before & After

These elements focus on the pedestrian and multi-modal experiences in downtown and integrate such things as streetscapes and crosswalk improvements, pathways for different modes of transport into and around the downtown, traffic calming, wayfinding and signage, as well as place-making. Complete Streets elements have been studied extensively and proven to not only boost economic vitality in downtown environments, but also to provide effective solutions to downtown issues such as those Mountain Home had been facing.

Implementation of a significant project listed within the 2018 Downtown Master Plan was currently underway as of the date of this document being drafted with construction of phase one of the three phase project anticipated to conclude in late fall of 2019. The first phase was funded as a collaborative effort between the City of Mountain Home and the Mountain Home Urban Renewal Agency. Phases II & III are set to begin in spring of 2020 and be completed by spring of 2021, with funding by the City, the Urban Renewal Agency and a \$500,000 grant awarded by the Idaho Department of Commerce's Community Development Block Grant (CDBG) program.



3.7 Economic Development Projects Underway

3.7.1 Proposed Mountain Home Rail Industrial Park

For more than three years it has been a top goal of the City of Mountain Home's Mayor Sykes to acquire a 4.25-mile rail spur to diversify and grow Mountain Home's economy; this rail spur adjoins with a Union Pacific Rail Line that bisects the town and as of the drafting of this Plan update came into the City ownership.

Southern Idaho is home to Union Pacific's main artery to the entire Pacific Northwest, including Portland, Oregon; Boise, Idaho; and Salt Lake City, Utah. This route is a lucrative and important route for a wealth of corporations and could bring tremendous value to investing in Mountain Home.

The City has continued to build and foster relationships between the City and the Air Force Base, making the acquisition a tangible goal. In September of 2017, acting as a temporary milestone, a lease was signed to convey the rail to the City. After the approval of the rail conveyance by the National Defense Authorization Act signed by President Trump, Congress authorized the conveyance in 2018.

The Economic Development office continues to work tirelessly on ensuring the success and viability of the Rail Industrial Park. As a result of this, **Mountain Home has been named the only Preferred Site in Idaho for Union Pacific** and, as of the date of the completion of this Plan update, has nearly completed the process of becoming part of the **Foreign Trade Zone (FTZ #280)** (a type of "free trade" zone—which is a geographical area which can provide cost savings for companies involved in import and export activities). These designations are valuable tools when recruiting new industry.

Additionally the City has developed both land use concept plans for the site, as well as marketing materials in collaboration with Idaho Power, who produced a marketing video of the site.

As plans progress in the due diligence process for the proposed Rail Industrial Park, the City of Mountain Home has plans to both obtain public input on the project, as well as to continue to establish further partnership opportunities with private landowners, potential investors and developers.



3.6 GOAL 1

Enhance Mountain Home's current resources and opportunities to attract new industry to allow for a more diverse economic base.

- A. Conduct an analysis to determine appropriate industrial/manufacturing targets for attraction efforts to grow and strengthen our manufacturing sector by capitalizing on strengths and opportunities.
- B. Evaluate capacities of existing infrastructure and address infrastructure needs and capacities to create shovel ready industrial/commercial projects.
- C. Explore opportunities to create new Urban Renewal Districts to capitalize on Tax Increment Financing.
- D. Streamline planning and zoning processes to expedite time to market for businesses locating in Mountain Home.
- E. Market the assets and opportunities that Mountain Home provides for businesses to aid in attraction efforts.
- F. Create individual marketing strategies and collateral for Industrial, Retail and Housing marketing.
- G. Support downtown business owners in the development of a LID or BID (Local Improvement District/Business Improvement District) or a CBD (Central Business District) to capitalize tax resources for investment downtown.

3.7 GOAL 2

Complete the proposed Rail Industrial Park to allow for a rail-served industrial/manufacturing sector, which will broaden Mountain Home's economy, utilizing a previously untapped opportunity with the Mountain Home Air Force Base Rail spur.

- A. Complete application process of Foreign Trade Zone #280 to include Elmore County in order to provide this benefit to existing and potential manufacturers in Mountain Home.
- B. Acquire the unused Mountain Home Air Force Base rail spur and coordinate service with Union Pacific Railroad.
- C. Work with adjacent property owners to ensure ample land is available for creation and expansion of the industrial park.
- D. Perform extensive public outreach making sure the public gains a strong understanding of benefits and value that the Park will bring to the City and regional economy.

3.8 GOAL 3

Enhance and expand workforce readiness and educational opportunities to better support and attract industry.

- A. Work with School District #193, higher education partners, Mountain Home Air Force Base, and local businesses to create a talent pipeline that meets workforce needs and encourages retention of youth by providing career and training opportunities.
- B. Continue partnerships and strengthen relationships with neighboring colleges and universities to generate postsecondary education opportunities such as:
 - Community College satellite branch
 - Technical Career and Technical Education (CTE) Programs
 - General Educational Development (GED) Programs
- C. Identify needs of local industry through Gap Analysis and Business Retention & Expansion Assessment.
- D. Partner with Idaho Department of Labor and Workforce Council to initiate and facilitate Apprenticeship Programs.



3.9 GOAL 4

Proactively create and foster relationships through Business Retention & Expansion (“BRE”).

- A. Develop strategic BRE plan to outline formal BRE processes.
- B. Identify supply chain and industry clusters to strengthen the flow of goods and services. Once supply chains are established, evaluate exporting goods and services.
- C. Regularly conduct BR&E visits and surveys to proactively address needs of businesses and industry.
- D. Provide resources to businesses for future training and funding opportunities through partners such as:
 - Idaho Department of Commerce
 - Idaho Department of Labor
 - Workforce Council
 - Small Business Association
 - Idaho Small Business Development Center

3.10 GOAL 5

Encourage proactive community development and readiness by managing economic growth.

- A. Identify, evaluate and update current infrastructure, zoning, land use and ordinances to ensure they are conducive to smart growth.
- B. Assess available land for future development and housing opportunities to accommodate growth.
- C. Identify the current conditions and appearances of Mountain Home's gateways such as the downtown core, Airbase Road, Sunset Strip, and American Legion Boulevard up to Exit 95's Business Loop in order to create an implementation plan that corrects negative perceptions and facilitates a cleaner, more presentable community upon first impressions.
- D. Implement a wayfinding system throughout Mountain Home to improve the quality and ease of visitor experience, aid uninterrupted traffic flow by enhancing visibility and directionality, and reinforce a cohesive community aesthetic.
- E. Collaborate with Mountain Home Chamber of Commerce and Parks & Recreation to consistently program the downtown core and promote the downtown as a local gathering space that encourages community events.





4.1 EXECUTIVE SUMMARY*

Situated in one of the fastest growing states in the country currently, and located within 35 miles of one of the fastest growing cities in the nation, Mountain Home is uniquely positioned to experience noticeable population growth. This chapter illustrates **bold** and **moderate** projections of the city's future population growth (see **Graph 4.1**), as well as touches on demographics of Mountain Home residents in terms of age, ethnicity, household size, income, military service and educational attainment. Comparisons of Mountain Home's data to statewide data, and additional contextual data, can be found at **Appendix D**.

4.2 POPULATION CHARACTERISTICS

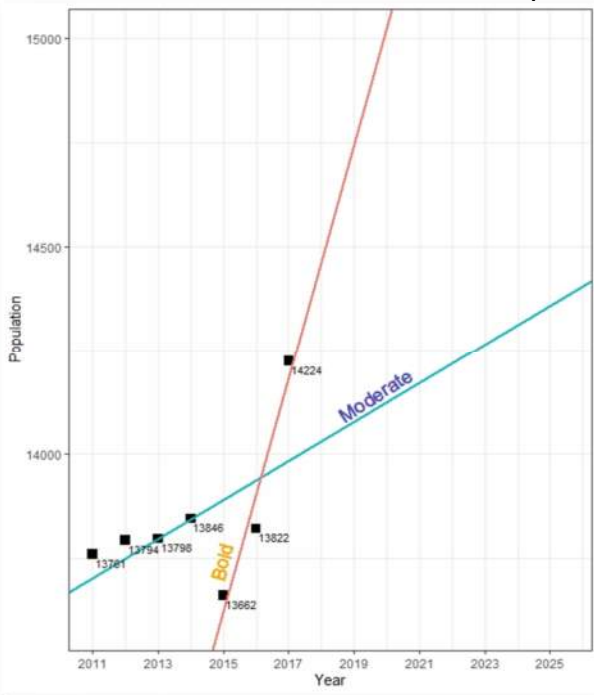
Compared to the rest of the state, Mountain Home's population tends to be younger, more diverse and more involved in military service (due to the City's relationship and proximity to Mountain Home Air Force Base). But Mountain Home's residents also tend to have a slightly lower median income and lower education levels.

Between 2010 and 2017, the city of Mountain Home's population has remained fairly consistent (see **Graph 4.2**). Despite a few annual swings during this time period, a slight decline in residents early in the decade has been offset by consecutive years of growth during 2015-17. Overall, though, the city's population has decreased by 0.3% since 2010.

To be clear, even though there was a slight population decline at the beginning of the decade, like most things Mountain Home experiences, changes occur at a delayed rate. The growth in population is still anticipated to spill over from Boise, simply a little later.

Mountain Home's population has typically been between 13,600 and 13,800 residents since 2011. In 2017 it increased to 14,224. Population projections using regression were produced for 2018-2025 based on the actual populations from the years 2011-2017. According to a **moderate** model, the city is expected to grow by about 46 new residents every year. Based on this expectation, Mountain Home's population should reach near 14,358 residents by the year 2025.

Graph 4.1



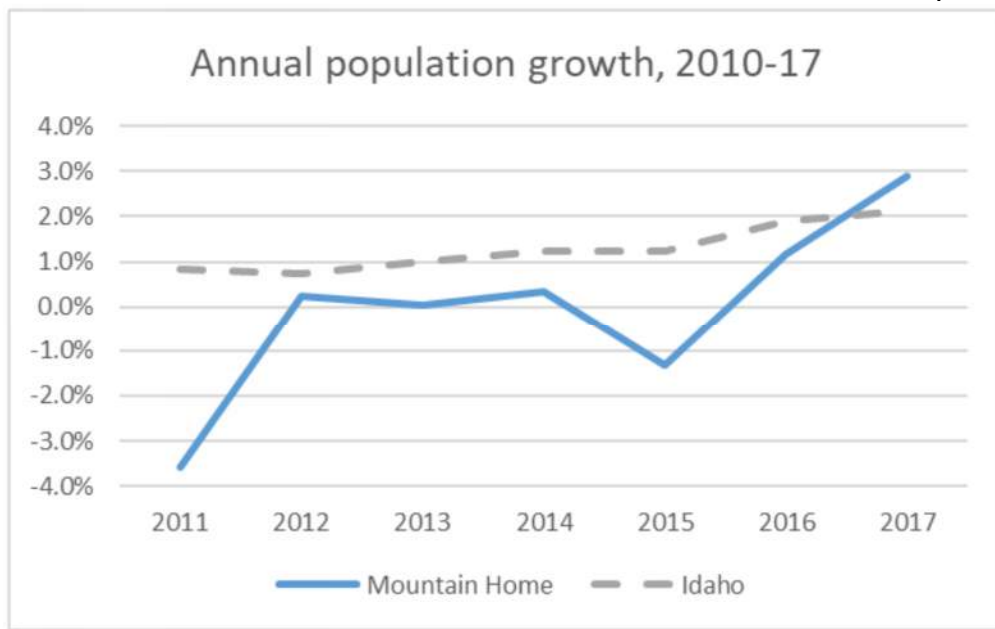
* This Chapter is a summary of data excerpted from a comprehensive statistical narrative, which is attached, along with citations, as **Appendix D**.

4.2 POPULATION CHARACTERISTICS

In reference to **Graph 4.1**, the **bold** projection model predicts 281 new residents to be added annually based on the 2016-2017 populations. This annual addition represents a much faster rate of population growth than the moderate model explained on the same graph. The difference of growth rate between the moderate and bold models stems from the city experiencing both the peak (14,224 in 2017) and the trough (13,662 in 2015) of the decade's population within just three years.

Exclusive reliance on this short period of time with extreme values produces a very different projection model compared to using data from longer periods of time. Although Mountain Home is likely to continue growing, the rate of that growth is uncertain.

Graph 4.2



U.S. Census Bureau; Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2017.

4.3 FUTURE

Mountain Home's population growth is influenced by many factors, including the national economy, the influx of residents from the Treasure Valley and changes to the nearby Air Force Base, among others. If any of these factors change, like an economic recession or the development of more housing closer to, or within, the Treasure Valley, the sudden population growth between 2015 and 2017 may not hold. As such, the bold projection model may not reliably take into account long-term factors.

The projections made here, both the moderate and bold, are provided for informational purposes only. Population growth projection models, even when made with the best data and knowledge, are still susceptible to the uncertain nature of the future.

For context of growth in Idaho and how it may impact and influence growth in Mountain Home, population projections for the state of Idaho are presented for reference in **Appendix D**.

4.4 MOUNTAIN HOME AIR FORCE BASE: Impact on Population



Mountain Home Air Force Base (MHAFB) is reported as a separate entity from the City of Mountain Home and is designated by the U.S. Census Bureau as a "Census-Designated Place" (or CDP). As any substantial change in the size of the military personnel stationed in MHAFB would have an impact on the city in many aspects, including but not limited to housing or to economic development, it would be helpful to be aware of the recent trends.

MHAFB had a total population of 3,238 in 2010 decennial census, and 8,894 in the 2000 decennial census. The total population was 3,245 in 2008-2012 ACS 5-year estimates, and then 3,070 in 2013-2017 ACS 5-year estimates. Taken together, these figures suggest that there had been a major decline between 2000 and 2010, but the size sustained around 3,000 through the decade after 2010.

4.5 POPULATION DEMOGRAPHICS

AGE

Mountain Home's median age, 30.3 years, remained virtually unchanged over recent years. It continues to be lower than Idaho's median age of 35.9, which increased from 34.7 in 2012. Among the city's residents, 27% are younger than 18 years old and 11% are 65 and older (see graph to the left for illustration of these statistics).

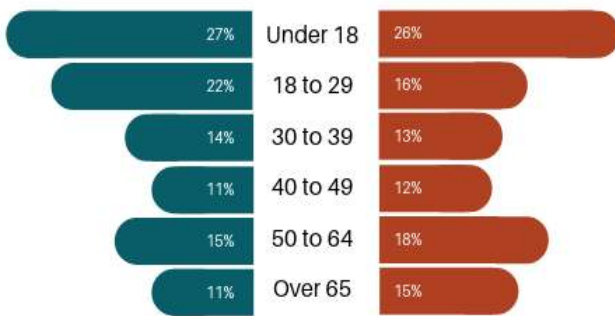
The remaining residents are aged 18 to 29 (22%), 30 to 39 (14%), 40 to 49 (11%) and 50 to 64 (15%). This is slightly different compared to the statewide breakdown, where the youngest and oldest groups make up 26% (under 18) and 15% (over 65). Idaho's other age groups are 18 to 29 (16%), 30 to 39 (13%), 40 to 49 (12%), and 50 to 64 (18%).

RACE

As of 2017, 76.4% of Mountain Home residents identify exclusively as white and 12.1% claim Hispanic or Latino origin (of any race). These numbers have not significantly shifted in recent years. Across Idaho, 82.5% are white (down 1.4% since 2012) and 12.2% have Hispanic or Latino heritage (up 1%). The main difference in ethnic makeup between the city and state is that, on the state level, other minority groups constitute a slightly larger share of the overall population.

Mountain Home

Idaho



4.6 Population: Economics



HOUSEHOLD SIZE

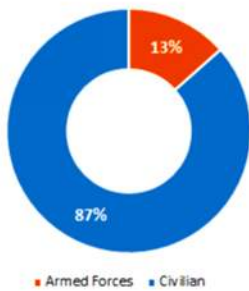
The average households in Mountain Home and Idaho are of a comparable size—in 2012, each jurisdiction had 2.66 residents per household. Since then, Idaho’s average has essentially remained the same while Mountain Home’s has slightly decreased to 2.56 per household. A similar trend exists in household composition. 67.1% of homes in the city are occupied by families, while the remaining 32.9% are nonfamily. Across the state, the split among households is 68% family and 32% nonfamily. Each jurisdiction experienced a similar 2% decrease in family-occupied households between 2012 and 2017.



INCOME

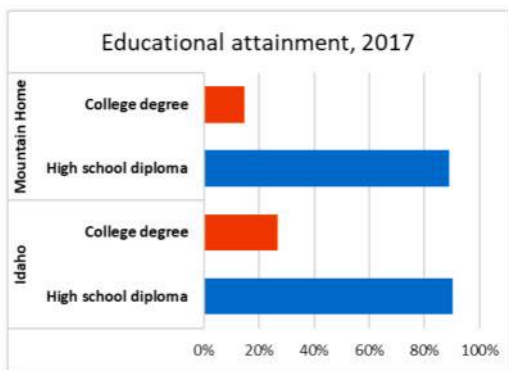
Mountain Home’s median household income is \$48,625, slightly lower than Idaho’s median income of \$50,985. The city also has a larger share of residents below the poverty level (16.5%) compared to the state’s 14.5%. Mountain Home, and Idaho’s number of residents experiencing poverty, has gradually increased over the last two decades. In 2010, the city and state had 12.8% and 13.6% of residents below the poverty line, respectively. Poverty rates were lower still in 2000, when Mountain Home had 10.4% and Idaho 11.8%.

Mountain Home labor force, 2017



JOBS

It is estimated that 6,766 Mountain Home residents are part of the labor force, which is 64.9% of residents over the age of 16. Among those in the labor force, 13.4% are serving in the military, a substantial share compared to Idaho’s 0.5%, which is a direct consequence of Mountain Home Air Force Base’s proximity to the city. **Mountain Home’s unique connection to the armed forces is also seen in its veteran population.** Civilian veterans in Mountain Home make up 25.3% of all adults, compared to only 9.5% in Idaho, and only 7.6% nationwide.



EDUCATION

Regarding educational attainment, 89.1% of residents have a high school diploma or equivalent, which is consistent with the statewide rate. There is a significant difference, however, among college graduates. Only 14.7% of city residents hold a four-year degree, compared to 26.8% of Idahoans. The city and state are currently experiencing inverse trends related to higher education. Since 2000, the former has been losing college graduates while the latter has been gaining ground. Specifically, Mountain Home’s number of degree earners has decreased by about 5%, while the state’s percentage has increased by the same amount.

4.7 GOAL 1

To proactively manage growth by taking steps to maintain Mountain Home's "small town" character.

- A. Actively utilize population forecast tools to project facility, service and utility needs, as well as to strategize actions necessary to preserve the character of the community.
- B. Remain proactive and become highly focused on balancing the housing needs in concert with ensuring that population growth does not outpace the City's ability to provide services.
- C. Partner with the Air Force, state and federal officials on future planning for Mountain Home Air Force Base.
- D. Update development regulations for compatibility with anticipated growth.
- E. Ensure that no development is granted building privileges unless water, sewer, gas and power availability and capacity can be secured/verified.
- F. Improve the level of development monitoring and generate status reports on subdivision and building permits on a routine basis.

4.8 GOAL 2

Facilitate smart growth strategies to increase and diversify economic development and enhance the quality of life for citizens.

- A. Promote density in areas near existing commercial and community development to capitalize on existing infrastructure.
- B. Encourage development in areas that are environmentally compatible with nearby surroundings to protect the quality of life.



5.1 EXECUTIVE SUMMARY

Availability of housing for all demographics is critically important to the economic vitality and livability of communities. Affordable homes attract and retain employees to a community for the benefit of employers; home inventory supports the local workforce to reduce commuting and associated costs; shorter commutes allow workers to spend more time with their families; and the community benefits from reduction in traffic congestion, air pollution, and expenditures on roads. In growing communities the construction and availability of a range of homes helps stimulate economic growth. A healthy mix of housing options, whether homeownership or rentals, single-family homes, duplexes, apartments or senior living, ensures opportunities for all individuals to improve their economic situation and contribute to their communities.

AVAILABILITY OF A MIX OF HOUSING TYPES IS ESSENTIAL FOR THE SOCIAL STRUCTURE OF A COMMUNITY.

Communities without available housing, especially affordable housing, quickly become segregated by income and family background. Large differences in classes of a community tend to wear on the fabric of that social structure. In order to promote economic and social health, a community needs to provide for the needs of all families from all income levels. Well-placed housing developments allow communities to welcome a wide range of families and to create a vibrant, diverse group of residents. The results of this are healthier children and families, a stronger social community and improved outcomes for all demographics.



5.2 BACKGROUND

While the City experienced a robust housing economy from 1999 through 2007 (Table 5.1, top half), the recession and economic downturn in the national economy around 2008 had a significant impact on housing in Mountain Home. An extreme drop in new construction occurred from 2009—2019 (see Table 5.1 - bottom half):

The most desirous and critical residential type - the single family home - experienced a drop of 72.2% in building permits from 2009 to 2019.

Multi-family housing types (duplex, fourplex, townhomes, apartments) fell by 100%; not a single multi-family unit has been built (or permitted) since 2008.

New construction, for all housing types, dropped by an extraordinary 80%, from 1999 - 2008, as compared to 2009 - 2019.

Graph 5.1 exhibits the long lasting results of the drop in construction for the last decade. Housing availability (for purchase) for the first half of 2019 was at a mere 1.2-months supply of inventory, when a healthy and balanced housing market calls for 6-months of inventory.

With the concerns surrounding housing becoming a chronic community issue, **housing has been designated as one of the City's Top 5 Priority Issues to address** through the next ten years.

Graph 5.1

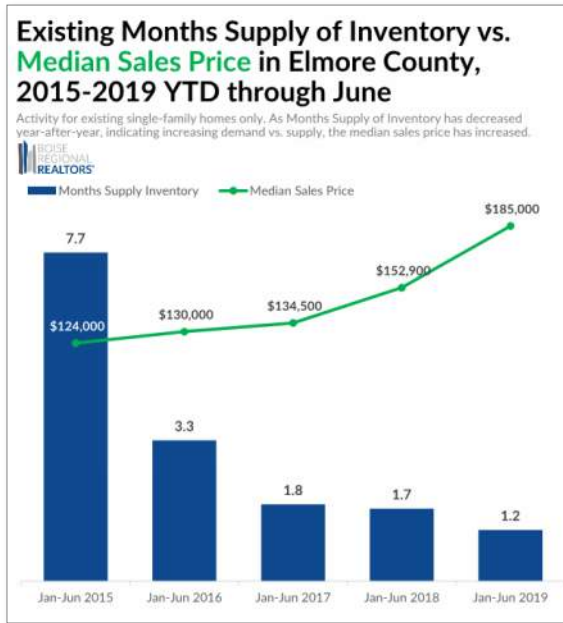


Table 5.1

BACKGROUND: New Home Construction Activity 1999–2019						
	SINGLE FAMILY	DUPLEX	4-PLEX	TOWN HOME	TOTAL PERMITS	TOTAL NEW UNITS
1999	76	2	0	0	78	80
2000	100	7	2	4	113	126
2001	91	3	0	4	101	106
2002	105	10	2	6	123	133
2003	113	5	16	2	136	187
2004	156	25	0	4	185	210
2005	135	33	8	4	181	240
2006	119	25	0	10	157	188
2007	146	22	13	16	197	258
2008	103	10	2	4	119	135
Subtotal	1,144	142	43	54	1390	1663
2009	71	1	0	0	72	73
2010	21	0	0	0	21	21
2011	10	0	0	0	10	10
2012	40	0	0	0	40	40
2013	42	0	0	0	42	42
2014	33	0	0	0	33	33
2015	32	0	0	0	32	32
2016	36	0	0	0	36	36
2017	16	0	0	0	11	16
2018	11	0	0	0	1	11
2019	5	0	0	0	0	5
Subtotal	317	1	0	0	298	319
2008 vs. 2019	-72.2%	-99.3%	-100%	-100%	-78.5%	-80.8%

* City of Mountain Home Building Services Department

5.3 EXISTING CONDITIONS

The existing housing market in Mountain Home is in crisis, and the community is feeling the ramifications of the shortage.

- House prices are nearing, and some have reached, unaffordable rates; and rental rates are the highest they've ever been.

Rental costs having increased by 48% since 2017 alone (see Appendix E).

- Low inventories have impacted the workforce - without housing there is no workforce to hire.
- Potential incoming companies wonder where their talent and employee pool will come from if they invest in Mountain Home.
- The Air Force Base is overburdened at 98% base housing occupancy; they are at least 100 airmen over occupancy.

- * The Base has been using hotel rooms in the community as dorms.

- * Without relief the ramifications could be severe with regard to the Base. Mountain Home Air Force Base has a significant impact on the local community (see **Graph 5.2**).

- The lack of impact fees coming into the City are stretching municipal budgets, simply to maintain existing infrastructure, with little investment in new infrastructure possible.
- The school district has experienced jumps in student body, with families moving in from all over the nation, as well as from the rapidly growing metropolitan area of Boise.

The City's approach to this concern is multi-faceted, and is already underway

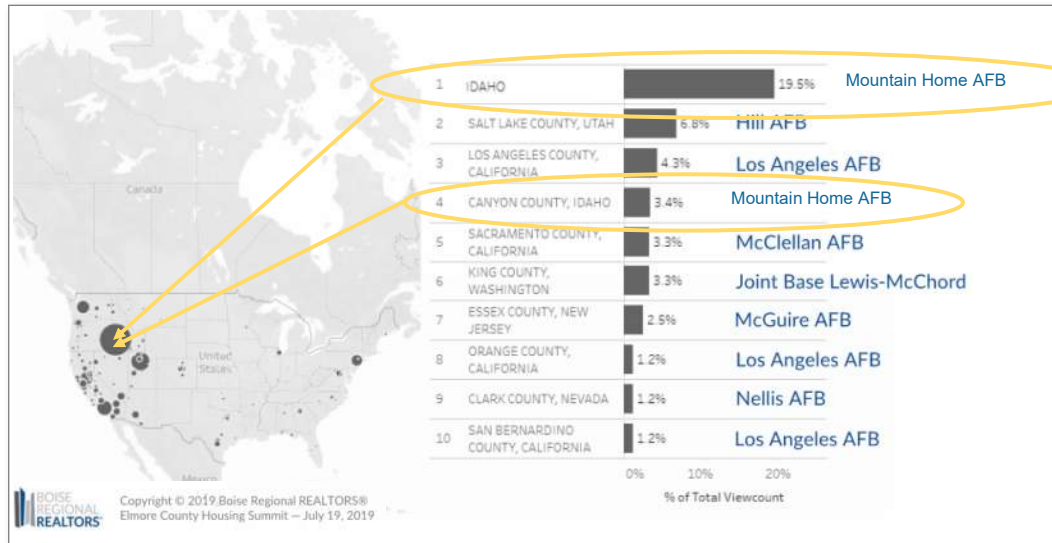
- New policies, code and ordinances are being drafted pertaining to housing and zoning;
- The City's Area of Impact is to be expanded to allow for more land to develop;
- Updates to the City's zoning map and future land use map have been made to encourage and highlight the City's new priorities regarding housing development;
- Policies and marketing geared toward attracting developers, investors and builders is ongoing.



5.3 EXISTING CONDITIONS

The Impact of Mountain Home Air Force Base on the Local / Idaho Market

Graph 5.2



Mountain Home Air Force Base ("MHAFB") has the most significant impact on its local community when compared to other Air Force Bases within the western region.

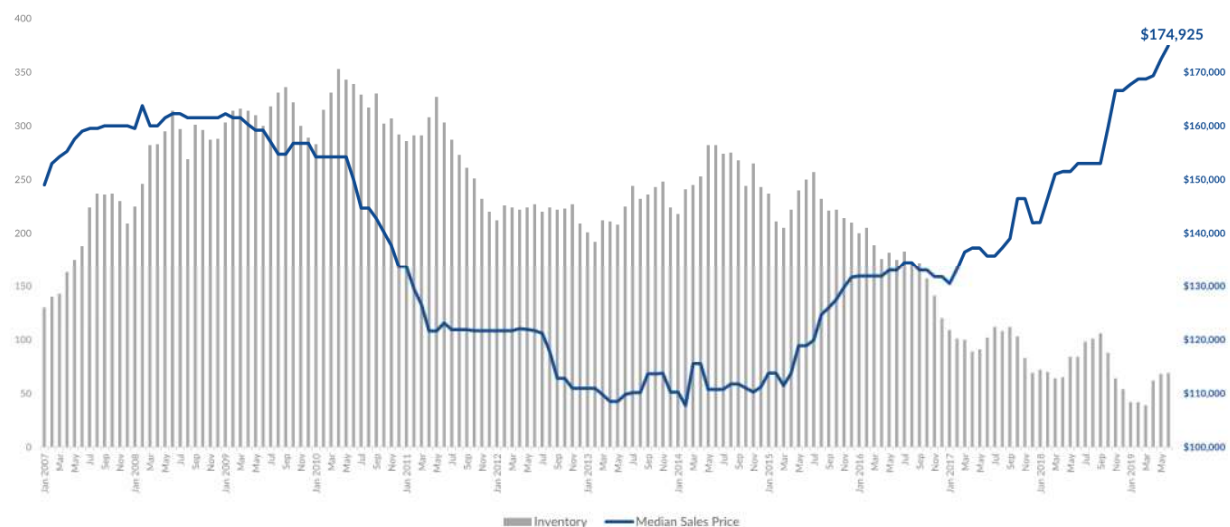
Graph 5.2 illustrates the reach that each Air Force Base has within its associated zone. MHAFB's influence range is substantial, especially for the City of Mountain Home.

Since housing availability for the Air Force Base is a critical factor to the continued success of the Air Base, and the Base relationship with the City, solutions are critical.

Graph 5.3

Historical Monthly Median Sales Price vs. Inventory in Elmore County

Activity for existing and new single-family homes combined between Jan 2007 - Jun 2019. The median sales price and inventory rose and fell together between Jan 2007 and Aug 2015. Since then, inventory has not kept up with demand, contributing to prices being pushed upwards. Prices between 2011-2013 were depressed as more than 40% of all sales were considered "distressed" (foreclosure, short sale, REO/bank-owned, or HUD-owned).

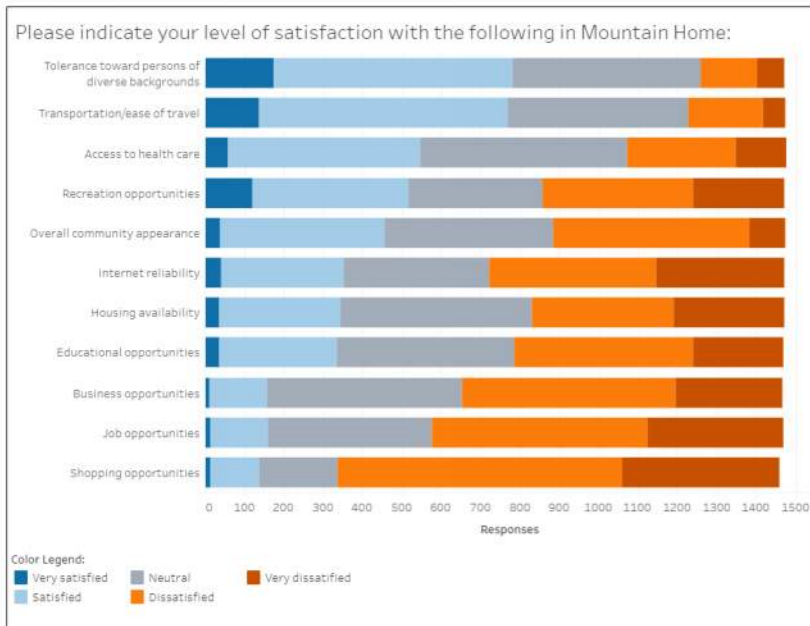


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Elmore County Housing Summit – July 19, 2019

Source: Intermountain MLS as of July 11, 2019.



5.4 THE PUBLIC'S VOICE



When the public was asked about their **Level of Satisfaction** with **Housing**, a large segment of the community voiced an overall dissatisfaction with the City's current housing options:

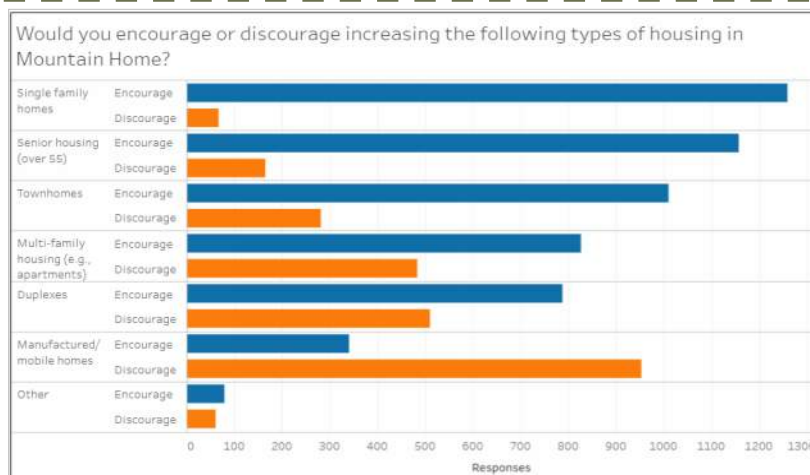
- 19.05% were very dissatisfied
- 24.42% were dissatisfied
- 33.06% were **neutral**
- 20.88% were satisfied
- 2.59% were very satisfied

Overall, **43.47% of the community lack satisfaction of housing availability**, while only 23.47% were satisfied on some level.

The survey data contained in the graph and chart (left and bottom left) shows cross-tabulated data between questions about **housing types**, to data based on the **age groups** providing the answers.

The darker the blue box in the bottom table, the higher the number of respondents within each age group desired that type of housing. In summary, the data infers the following conclusions:

- Single-family homes are the highest priority for all age groups.
- Senior housing is highly desirable for age groups 35 and older.
- Multi-family units have strongest interest by the 18-24-year old group, while the rest of the age groups show a fairly balance interest, with townhomes being higher priority.
- Further, the least desirable housing type was manufactured homes with more people desiring to discourage it, rather than encourage it.



Would you encourage or discourage increasing the following types of housing in Mountain Home?

		Please select your age range.						
		18-24	25-34	35-44	45-54	55-64	65 or over	Prefer not to answer
Single family homes	Encourage	95.68%	98.18%	96.05%	93.04%	92.61%	94.06%	93.44%
Single family homes	Discourage	4.32%	1.82%	3.95%	6.96%	7.39%	5.94%	6.56%
Senior housing (over 55)	Encourage	79.67%	76.40%	87.60%	93.99%	95.61%	99.11%	88.14%
Senior housing (over 55)	Discourage	20.33%	23.60%	12.40%	6.01%	4.39%	0.89%	11.86%
Townhomes	Encourage	76.80%	82.96%	79.68%	78.76%	75.13%	74.47%	64.91%
Townhomes	Discourage	23.20%	17.04%	20.32%	21.24%	24.87%	25.53%	35.09%
Multi-family housing (e.g., apartments)	Encourage	82.51%	61.03%	61.96%	58.52%	56.78%	59.18%	59.32%
Multi-family housing (e.g., apartments)	Discourage	17.49%	38.97%	38.04%	41.48%	43.22%	40.82%	40.68%
Duplexes	Encourage	63.69%	59.48%	60.09%	59.39%	64.62%	58.59%	56.14%
Duplexes	Discourage	36.31%	40.52%	39.91%	40.61%	35.38%	41.41%	43.86%
Manufactured/mobile homes	Encourage	35.16%	21.32%	25.50%	19.30%	32.64%	27.37%	35.09%
Manufactured/mobile homes	Discourage	64.84%	78.68%	74.50%	80.70%	67.36%	72.63%	64.91%
Other	Encourage	61.29%	41.67%	55.56%	54.84%	71.43%	72.73%	33.33%
Other	Discourage	38.71%	58.33%	44.44%	45.16%	28.57%	27.27%	66.67%

% of Total Responses along Pivot Field Values broken down by Please select your age range, vs. Pivot Field Names and Pivot Field Values. Color shows % of Total Responses. The marks are labeled by % of Total Responses along Pivot Field Values. The view is filtered on Pivot Field Values, which keeps Discourage and Encourage.

The darker the box, the higher the response rate for that item (type of housing by age group).
 19.30% 99.11%



5.5 PLANNING FOR GROWTH: Smart Growth Strategies

The City is on alert with regard to housing, and strategic planning by the City is underway. One of the components of planning for housing that is being arranged includes employing Smart Growth Strategies.

Smart Growth Strategies include providing quality housing for people of all income levels, across the entirety of the community. Smart growth strategies work to create inclusive, livable and sustainable communities. And since housing is a critical part of the way communities grow, it will take smart planning.

Why is it so important to plan where housing goes, and what type of housing it is?

No single type of housing can serve the varied needs of today's diverse households. Smart growth represents an opportunity to increase housing choice not only by modifying land-use patterns on newly developed land, but also by increasing housing supply in existing neighborhoods, and on land served by existing infrastructure.

Taking advantage of infill land and adding units (such as attached housing, accessory units, or conversion to multi-family dwellings) to existing neighborhoods creates opportunities for communities to slowly increase density without radically changing the landscape.

Why is it important to plan this now?

Based on the known growth factors, the City is either experiencing or anticipating (see bullets below), the City is already behind in positioning the proper planning, budgeting, estimating, marketing and other preparations to handle the next decade's anticipated growth.

Proper planning now will avoid haphazard growth that many communities experience and will ensure a thoughtful and livable community, with services and amenities based on smart growth practices.

- Existing housing shortfalls in current housing market (1.2—month current inventory versus a health and necessary 6—month inventory).
- Estimated housing needs at **Table 5.2**.
- Interest the City is getting from outside developers and investors.



Table 5.2

Year	Households, Elmore County	Share of Mountain Home (a ratio of 0.557 multiplied)
2014	9,396	5,233.6
2015	10,164	5,661.3
2016	9,812	5,465.3
2017	10,441	5,815.6
2018	10,649 estimated	<u>5,931.5</u>
2019	10,927 est.	<u>6,086.5</u>
2020	11,206 est.	<u>6,241.5</u>
2021	11,484 est.	<u>6,396.5</u>
2022	11,762 est.	<u>6,551.5</u>
2023	12,041 est.	<u>6,706.6</u>
2024	12,319 est.	<u>6,861.6</u>
2025	12,597 est.	<u>7,016.6</u>
2026	12,875 est.	<u>7,171.6</u>
2027	13,154 est.	<u>7,326.6</u>

* Source: Idaho Policy Institute, Boise State University

5.6 FUTURE

Apart from the existing need for additional housing in Mountain Home, adding housing will be an economic stimulus for the community.

It will add valuable and much needed tax base to the City, which will allow for increased and improved services; and it will also provide impact fees which are used to maintain and plan for expansion of infrastructure - infrastructure that has already been determined to be sorely in need of updating throughout the community.

Additionally, commercial centers will prosper from added population, as will schools, downtown, local businesses, and other community organizations and programs.

The City has made it a priority to plan wisely for growth in order to maintain and preserve the small town feel that Mountain Home residents cherish, while empowering and preparing the community to thrive.

Smart growth principles will act as a mechanism of ensuring the community retains its heritage. The City's goal is to promote a variety of housing choices:

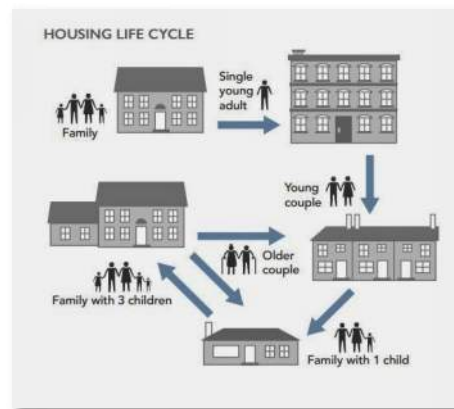
- Affordable and Workforce Housing
- Variations of Multi-family Housing
- Generational Housing
- Single Family Housing
- Next Generation Housing

The City's processes will include planning where housing growth occurs since this is a key factor in determining households' and individuals' access to transportation and commuting patterns. It determines citizens' accessibility to services and education, and it influences consumption of energy and other natural resources.

By using smart growth approaches to plan and create a wider range of housing choices, Mountain Home can work to use existing infrastructure resources more efficiently; ensure a better job/housing balance; and generate a strong foundation of support for neighborhood commercial centers, and other services.



Planned subdivisions with open space and connectivity are a priority for the City.



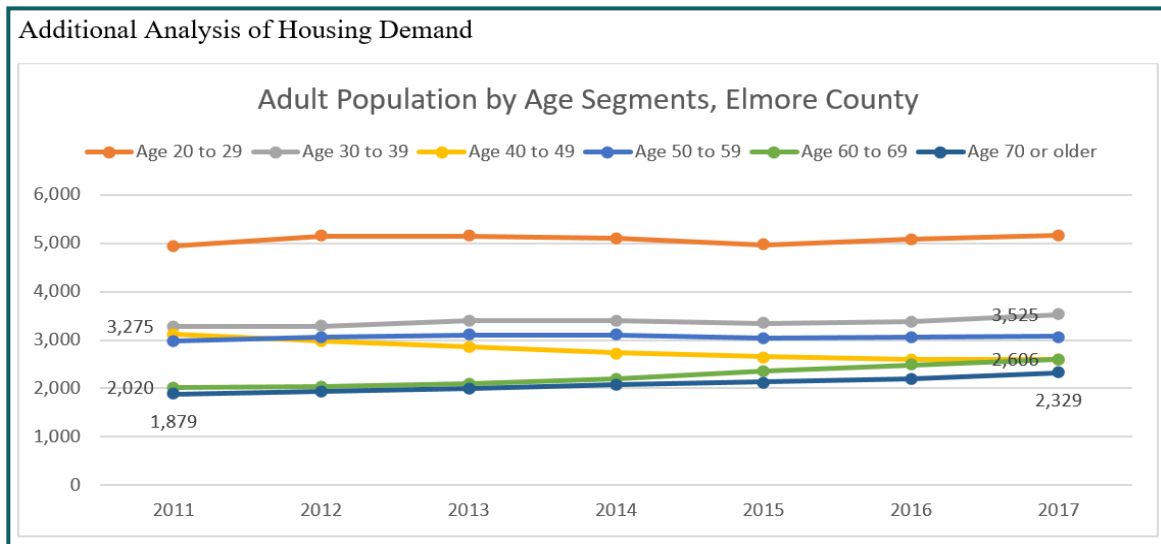
"Life Cycle Housing"
Housing built to be adaptable to the different stages and physical needs of homeowners.



The City's priority is to promote and encourage the development of multiple housing types that will meet the needs of residents, and that will follow smart growth planning principles.

5.7 DEMOGRAPHICS RELATED TO HOUSING

Graph 5.4



* Source: Idaho Policy Institute, Boise State University

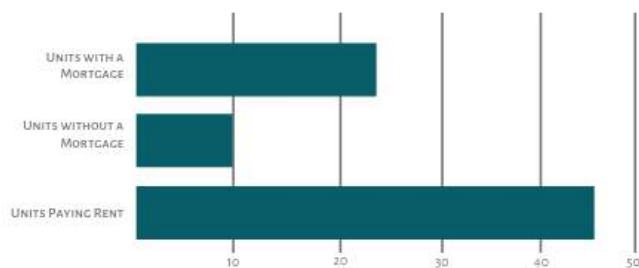
Graph 5.4 shows that changes in housing needs based on age will continue to have impacts on the housing situation in Mountain Home. Population segments in the 30-39 age category, as well as the 60-69, are known to hold high potential to establish new households because of changes in familial status.

Additionally, growth in certain age segments will be an additional factor in growth impact; in particular, the 30-39 segment, which was **3,275 in 2011**—and then increased to **3,525 in 2017**.

During the same period, the age 60-69 segment grew from **2,020 to 2,606**. Likewise, the population with ages **70 or older** grew from **1,879 in 2011 to 2,329 in 2017**. These observations signal an increasing housing demand trend, on top of the crisis already underway.

Housing Burden

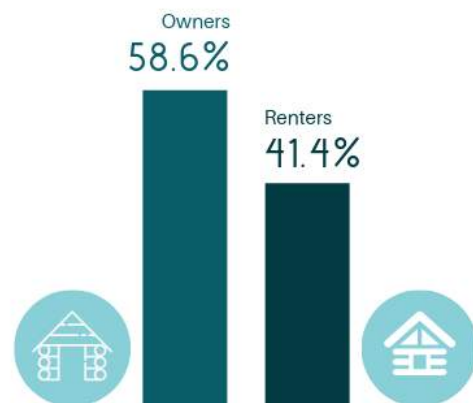
In Mountain Home, ID households spend more than 30% of monthly income on housing costs. This chart shows the percentage of housing units and their burden.



* Data provided by the Census Bureau 2017 data, ACS 5-year estimates.

Housing

Owners vs. Renters



* Data provided by the Census Bureau 2017 data, ACS 5-year estimates.



5.8 MOUNTAIN HOME HOUSING STATISTICS*

Property Value

\$138,800 **\$132,400**

2017 MEDIAN
± \$7,942

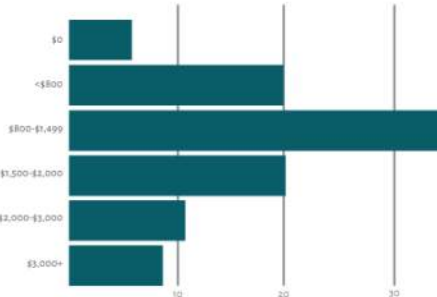
2016 MEDIAN
± \$8,807

In 2017, the median property value in Mountain Home, ID grew to to \$138,800 from the previous year's value of \$132,400.

The following charts display, first, the property values in Mountain Home, ID compared to it's parent and neighbor geographies and, second, owner-occupied housing units distributed between a series of property value buckets compared to the national averages for each bucket. In Mountain Home, ID the largest share of households have a property value in the \$150k - \$175k range.

Property Taxes

This chart shows the households in Mountain Home, ID distributed between a series of property tax buckets. In Mountain Home, ID the largest share of households pay taxes in the \$800-\$1,499 range.



* Data provided by the Census Bureau 2017 data, ACS 5-year estimates.

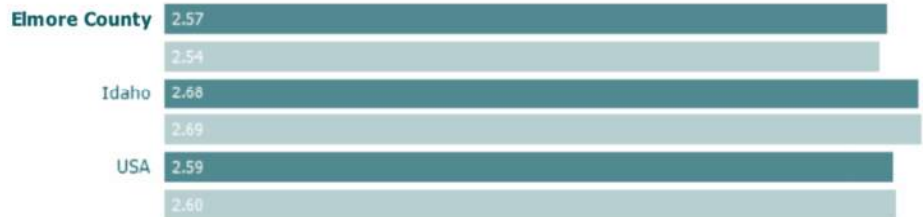
Average Household Size

This chart shows the average household size in an area, compared with other geographies.

Data Source: U.S. Census American Community Survey via Esri, 2017

Update Frequency: Annually

■ 2017
■ 2022 (Projected)



Population Density

This chart shows the number of people per square mile in an area, compared with other geographies.

Data Source: U.S. Census American Community Survey via Esri, 2017

Update Frequency: Annually

■ 2017
■ 2022 (Projected)



* Source for Data on this page:
U.S. Census American Community Survey via Esri, 2017



5.9 GOAL 1

Create an environment that will encourage rapid and well-planned development of a variety of housing types.

- A. Implement Smart Growth Policies in planning for land use and community design, and shall encourage and support residential developments that integrate the same.
- B. Openly collaborate with developers and builders to assist with the conceptual planning of areas that will be developed ensuring a mix of housing types and connectivity to other parts of the City.
- C. Encourage developments that offer affordability and diversity in housing, including housing for retiring generations.
- D. Initiate and promote a campaign of partnering with Air Force Base housing authority and other stakeholders to strategize means of increasing local housing stock.
- E. Support programs aimed at increasing homeownership among entry-level and moderate-income households.
- F. Create an advisory group of professionals in the industry and from the Air Force Base to pursue development and investor opportunities, and to approach local land owners to offer land for sale to developers.
- G. Consider creating a Builder's Association to partner with the City in offering incentives to builder and developer members to build in Mountain Home.
- H. Execute a marketing campaign to in-state and out-of-state builders and developers of multi-family and military housing.

5.10 GOAL 2

Promote residential development that integrates alternative housing and site design solutions throughout the community in areas where standard housing types may not be feasible.

- A. Conduct an evaluation of publicly owned property to determine if any properties could be redeveloped or renovated for residential use.
- B. Encourage live-work units in areas in close proximity to commercial and/or bordered by atypical residential development.
- C. Collaborate with the Mountain Home Community Transit system for feasible options of expanding route of eligible transit stops, thus reducing resident transportation costs and enhancing community livability.
- D. Explore allowance for a range of innovative housing types, including but not limited to accessory and attached dwelling units, row homes, live/work units and multi-generational units.

5.11 GOAL 3

Support and prioritize development and redevelopment that will provide opportunities for mixed housing types in the Downtown area.

- A. Pursue development and redevelopment housing opportunities, and encourage a mix of uses within Downtown to promote a live-work environment.
- B. Promote the development of higher density housing in and around the Downtown area.



5.12 GOAL 4

Develop and adopt updates to code, ordinances, policies and processes in order to streamline residential development and redefine the direction of the community, while also ensuring that new development will foster livability and innovative design.

- A. Encourage and support housing that promotes and provides multi-generational and retirement housing products.
- B. Implement Smart Growth Policies in updating code, ordinance, policies and processes relative to land use, community design and residential development approvals.
- C. Foster creatively designed subdivision layouts in which open space and recreational amenities are thoughtfully integrated throughout, and that which promote density appropriate to the surrounding area.
- D. Promote planned residential communities which provide a range of housing options and promote socio-economic balance.
- E. Require that developments constructed within the Area of City Impact meet all City Standards and Design Guidelines.
- F. The City's updated codes and ordinances shall encourage the rehabilitation of existing residential areas, especially in the downtown area, by maximizing densities and potentially allowing more flexibility in setbacks.
- G. Given anticipated growth, the City shall implement a Design Review Process for approvals that will be streamlined and expedient to avoid City-instigated delays in new home construction.
- H. Evaluate current code, ordinance and policy language, and draft new language, to allow for a range of standard and innovative housing types, including but not limited to accessory and attached dwelling units, row homes, live/work units and multi-generational units.
- I. Amend code and ordinances to adjust setbacks and other standards as needed to promote innovative new construction or renovations which could increase housing units and provide affordable housing alternatives.
- J. Develop and adopt Design Review guidelines which shall be applied to mixed-use developments, as well as to applications for redevelopment, renovations and remodels.



5.13 GOAL 5

Work to improve the characteristics of existing residential areas of the community to revitalize the physical and social fabric of neighborhoods that are in decline.

- A. Devise a public awareness campaign of code and ordinances that pertain to community regulation, with a focus on educating residents that reside in areas of decline, in order to provide for safe and healthy living environments.
- B. Strengthen existing codes and ordinances that pertain to low-income areas and areas that are in decline, and begin a campaign of proactive enforcement in partnership with local law enforcement agencies.
- C. Promote infill development of a variety of housing types that would increase density and promote revitalization to the neighborhood.
- D. Encourage the provision of attractively designed small-to-medium scale neighborhood centers that offer convenience goods and services for the daily needs of nearby neighborhoods, thereby enhancing walkability and livability in the community.
- E. Conduct an evaluation of public property to determine if any properties could be redeveloped or renovated for green space or open use.



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6.1 EXECUTIVE SUMMARY

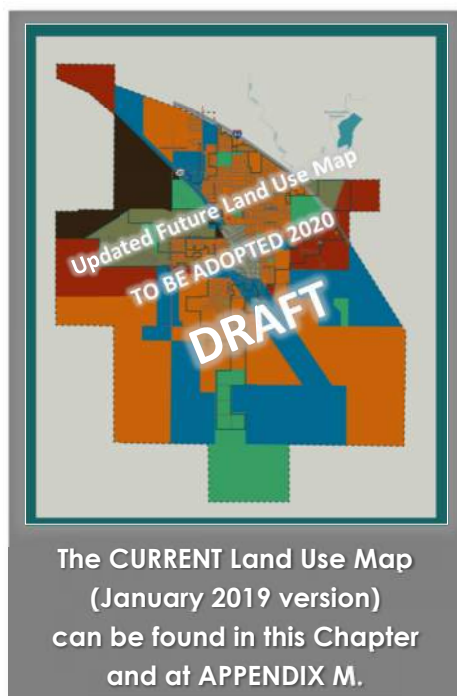


Land use planning by definition is the process of regulating the use and development of land in an effort to promote desirable social and environmental outcomes, as well as to strive for an efficient use of resources. With proper land use planning government can plan for the needs of the community while safeguarding natural resources and quality of life.

In essence, the purpose of the land use element of the Comprehensive Plan is to guide development and growth, while balancing and managing land use changes with community sentiment.

Key considerations of land use planning include a myriad of elements such as land use types or designations (such as commercial, residential, industrial, etc); land use composition; transportation networks; utility infrastructure; natural resources in and surrounding the community; economic factors; public sentiment; and more.

As land use planning takes place goals are identified, some short-term and some long-term, along with strategies for achieving the goals. The foremost tool and visual reference for land use planning is the **Comprehensive Plan Land Use Map (this Chapter and at Appendix M)**. The land use map designates planned land uses within the City and the City's Area of Impact, illustrating the City's goals and objectives for the framework of the community and future development.



Likewise, the land use map serves as a planning tool for those parties interested in developing in the community; it assists developers, companies and investors in ensuring that their project aligns with the goals and objectives of the overall Comprehensive Plan (which is a specific requirement for all land development submittals and applications).

COMPREHENSIVE PLAN LAND USE MAP

- The map dictates orderly and efficient development patterns which saves tax dollars
- The map prevents conflicts that can occur with unregulated development decisions
- The map saves time for developers and applicants by providing a clear picture of what the City's objectives are for growth and development

To be clear, **the land use map is not a zoning map**. Land use maps reflect general designations indicative of the intended use and development for a particular area, whereas a zoning map shows zoning districts—which specifically define areas for allowable uses and prescribe the design and development guidelines for those intended uses.



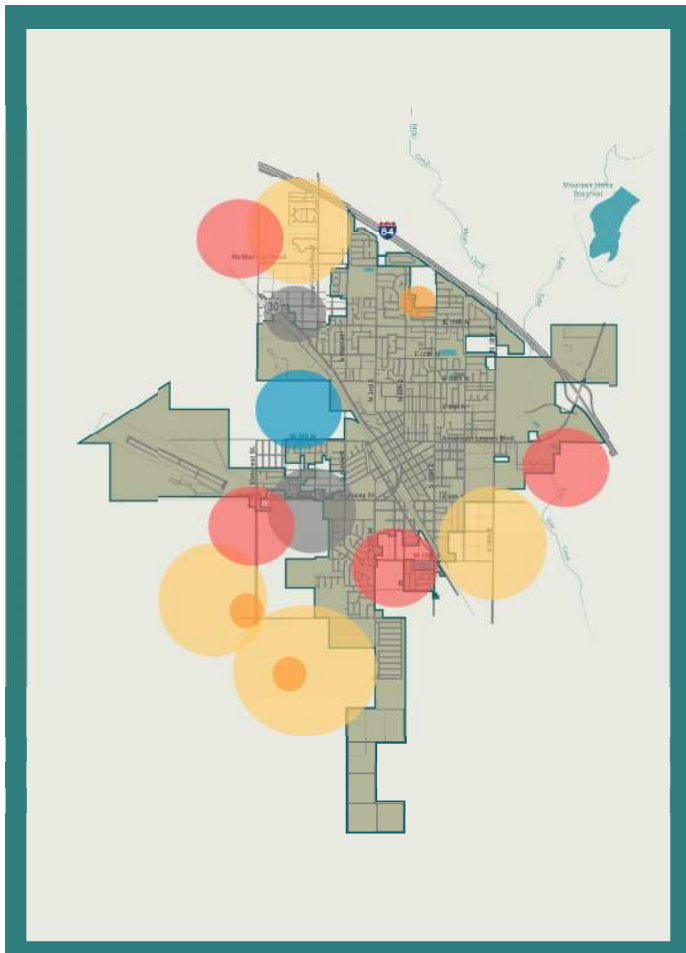
6.2 BACKGROUND / EXISTING CONDITIONS

The City's current land use patterns reflect a fairly clear order. Commercial and employment locations are relatively evenly spaced within veins of development that provide connectivity; densities transition from core areas; and for the most part transportation corridors form distinct neighborhood units. The allocation of public facilities and services generally conform to community needs, and areas where expansion is possible with infrastructure readily available.

A challenge that comes with the growth, that Mountain Home is currently experiencing, and that is expected to continue, is that the City has built-out almost to the city limits, in nearly all directions, with little vacant land left to develop. At this point there remains no Agricultural land uses within the City limits (except for sewage ponds). Some of the unutilized land is allocated for industrial use. The southwest and northwest regions remain the only areas with land quantity and environmental suitability for further growth. **Map 6.1** shows areas of feasible growth; the Land Use Map (**Appendix M**) reflects the City's desired land growth pattern.

Anticipated Growth Areas

Map 6.1



This map represents “Anticipated Growth Areas” within Mountain Home city boundaries and Area of Impact.

The color-coded bubbles match the land use types on the Comprehensive Plan Land Use Map.

6.3 FUTURE: GROWTH ACCOMMODATION

The goal of the Land Use chapter is to effectively manage and plan the remaining land available for growth and development within the city limits, before the City will be forced to look at annexation of county land.

ANNEXATION?

While typically an unpopular option to landowners of county land, annexation is a known eventually for those that own land within close proximity to city limits; and it's a certainty for land situated within the City's Area of Impact.

Even so, it has been a mantra of City officials and staff that annexation be approached by the City only when initiated by a landowner, and that the City will not endeavor to proceed with forced annexations. However, a harsh reality is that in order to grow economic stability in the community, land utilization plays an integral role in the feasibility of that stability.

When a city has run out of land to expand into and to develop, the city runs the risk of facing harsh economic consequences.

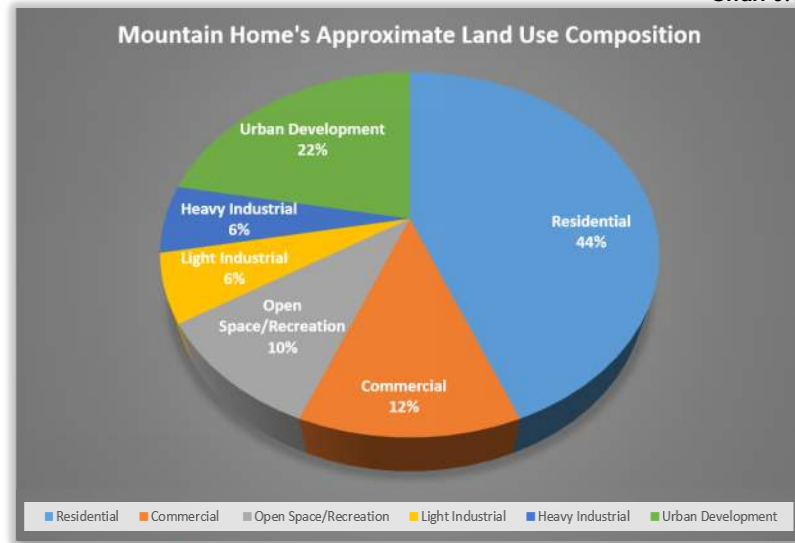
The City of Mountain Home will continue to look toward landowner willingness for annexation. This Plan update will continue the theme of annexation as a land use need, in order to address the continued growth that is occurring, and will continue to come.

6.4 LAND USE COMPOSITION IN MOUNTAIN HOME

There is no real “standard” for an ideal composition of land use types in any given community (there are too many factors to consider), but a high level look at a city’s composition could forecast areas that need particular attention.

For example, if a remote community is 85% residential, city services of every type would suffer for lack of funding and there would be a severe job shortage. Alternatively, a rural community with only 13% residential make-up would suffer economically with lack of population to support the economy, in both jobs and commerce. Finding the right balance of land use and development is imperative to the success of any municipality. **Chart 6.1** shows the approximate composition of Mountain Home.

Chart 6.1



*Source: City of Mountain Home

Since the Urban Development designation has a number of uses, including residential (as defined at **Section 6.7**), the chart is not a concise breakdown; however, it appears from this particular data that Mountain Home could benefit from additional economic land use (jobs), along with more effective planning in residential land development—meaning the 44+% of residential area infers a healthy percentage of residential percentage—except for the known fact that that the City is currently in the midst of a housing crisis.

A Solution? Add Density.

Pressure for housing in Mountain Home is a multi-faceted topic. People are worried that growth is unmanaged and happening too fast, so it would help them to know that based on research a large portion of the pressure for housing is from existing city, county and Air Force populations.

With that said, an inventory of housing types in Mountain Home, along with the land use composition (above), point to the clear lack of, and need for, multi-family and higher density housing.

To be clear, that does not mean Mountain Home needs to start building a conglomerate of apartment complexes. It does mean that existing land uses need to be capitalized upon and better developed, and need to be redeveloped and further built out in order to establish the highest and best use of the land.



6.5 COMMUNITY FEEDBACK

A key question asked on the public survey was **what land use types residents felt were important** to the make up of their community. Understanding how the citizens envision their city, and how it should grow and evolve, assists in community planning and development efforts on the part of the City. Below is a summary of what residents reported was important to them:

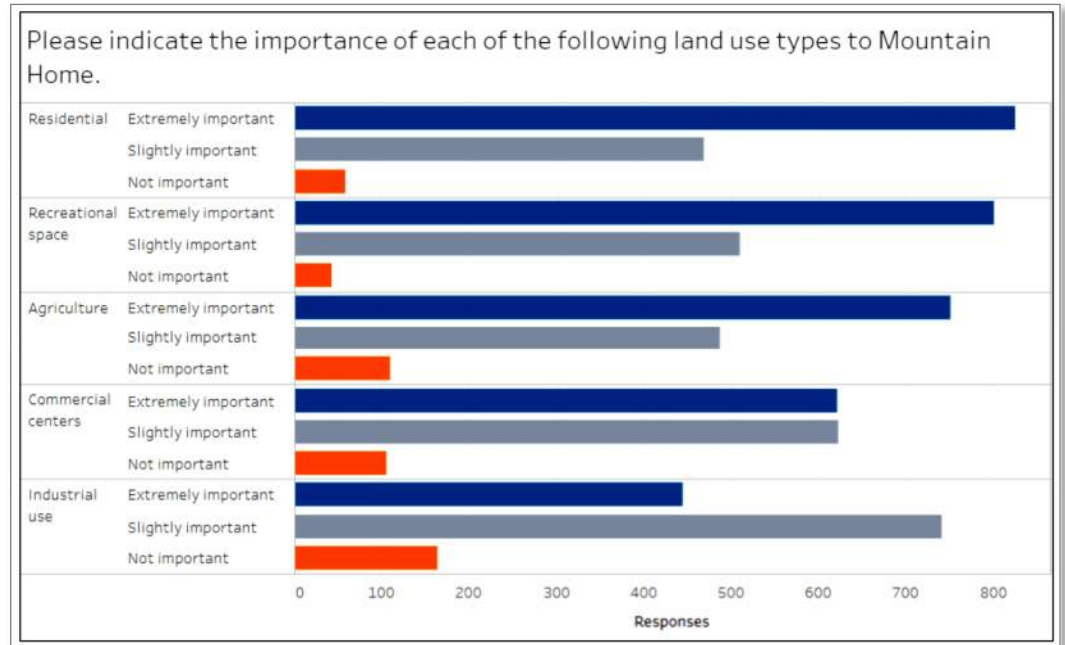
95.63% of residents believe in the need for more residential development



92.21% want more commercial development



87.85% indicated some level of need for more industrial land use — a nod toward the desire for more jobs in the economic development sector



On a general level, the residents of the community see the need for growth—based on the right type of land use—which seems to be land use that focuses on immediate needs: jobs and housing.

6.6 LAND USE UPDATES



The updates that have been proposed to the future land use map reflect both citizen input, as well as City planning efforts. The updates contemplated are in the form of a reorganization of existing land use types, of creating overlay districts, of adding a new land designation type, and of expanding the Area of Impact boundaries.

As of the time of adoption of this updated Comprehensive Plan, the City and County were in the midst of reviewing and adopting the updated map, *which will become an Appendix to this document once adopted*. **Until the updated land use map is adopted, the 'January 2019' Land Use Map shall remain in effect as the map to reference for land development applications and decisions.**

The City is looking forward to the adoption of the updated land use map as the reorganization of land use designations—which were based on the smart growth planning principles discussed in the Community Design chapter—will work to assist in creating balanced and sustainable community growth. The amendments to the designations will also do much to aid the city's existing transportation network by clustering development, which may ease congestion on major arterials.

6.7 LAND USE DESIGNATION TABLE

Color coding here matches that shown on the Land Use Map	Residential¹	The largest area shown on the land use map is for residential land use, extending south, north and northwest from the city center. The designation provides for the full range of residential uses and limited office land uses.
	Commercial	This category includes office, retail, multi-family residential and personal services. The area shown for commercial uses include the downtown commercial core, and along the major highway corridors.
	Industrial: 1) Light 2) Heavy	The intent of this land use category is to provide areas of clean industrial land uses, including both light industrial uses like warehousing, technology and manufacturing within an enclosed building; and heavy industry such as processing plants and manufacturing.
	Open / Green Space <small>(does not include Agricultural)</small>	This category reflects existing and proposed areas of park and open space land. Included are the golf course and existing City parks.
	Urban Development	The areas designated for Urban Development are outside the City limits and within the Area of City Impact. These are areas in transition where city services, including water and sewer are expected to be provided within the next twenty years. <i>(Note: This designation allows for the continued existing use of the land, including agriculture, until such time as a property owner desires urban development and annexation into the City. At that time the areas will be zoned based on the compatibility of the proposed zoning with surrounding land uses. Some agricultural uses such as large scale dairies, stock yards or agricultural food packing and storage are not compatible in this district because of the intended future urban uses.)</i>
	Central Business	TO BE ADDED IN 2020 <i>The District of the downtown core that will center around pedestrian-focused activity, along with mixes in business, shopping, entertainment and residential uses.</i>

¹The updated Land Use Map, anticipated to be adopted in spring of 2020, will reflect updates to the Land Use Designations. In the interim, the City reserves the right to allow development based on compatibility with existing adjacent uses including, but not limited to, the transition of lot sizes, compatibility of use, the intensity of use, the overall design of a project, the impact to infrastructure, and the ability to serve a specific use or project.

6.8 FUTURE LAND USE MAP



While the January 2019 Comprehensive Plan Land Use Map currently includes six (6) land use types, **the updated land use map that will become an Appendix to this update** is expected to include seven (7).

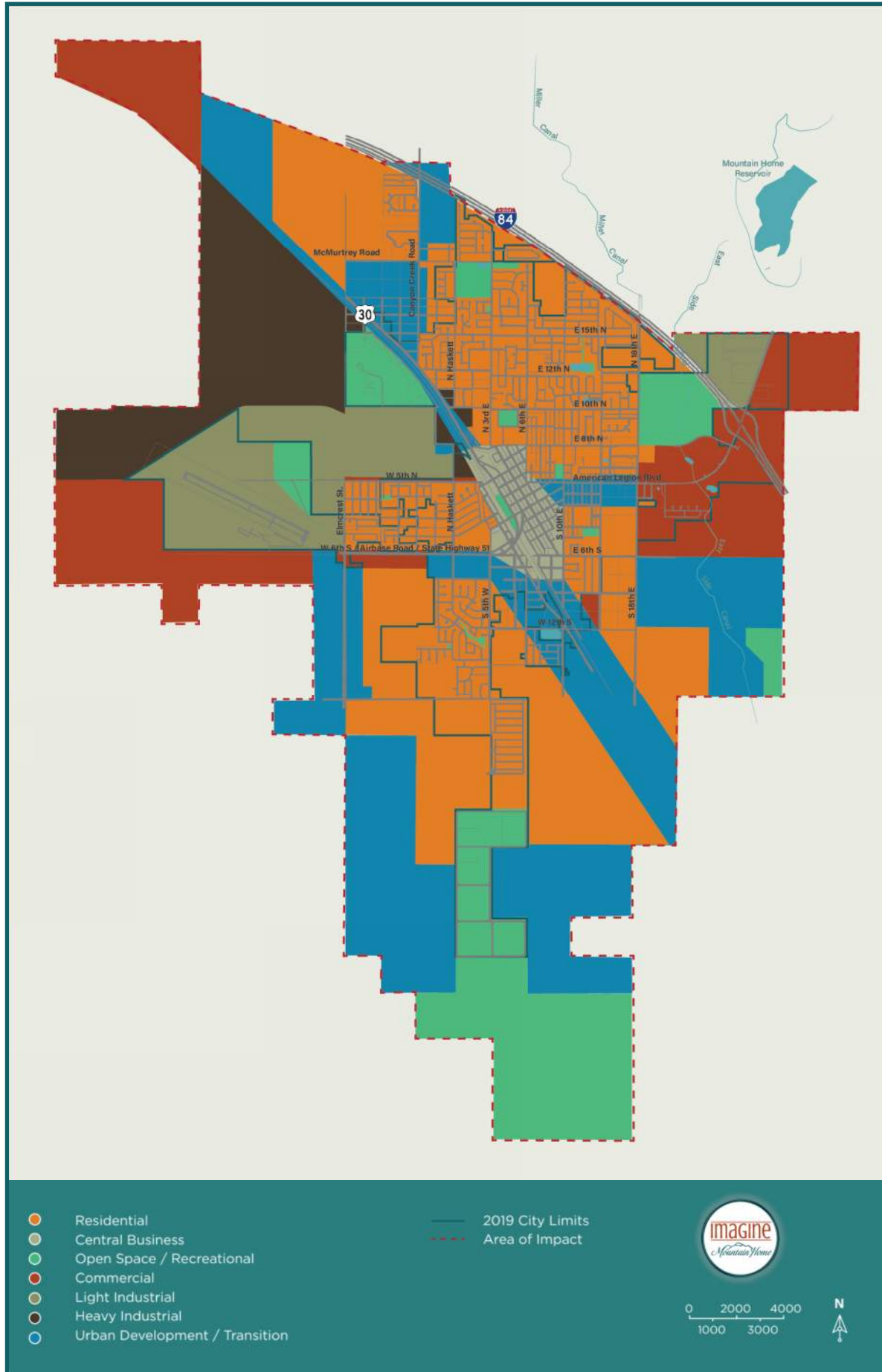
- A “Central Business” designation will be added which will facilitate necessary amendments to existing zoning and ordinances. These amendments will provide for more innovative and progressive development, and redevelopment, to occur in the downtown area.

As the City compiled data on historic land use in Mountain Home and compared it to the visions the City has for the future, the methods that created the past versus what will be needed to realize the future, didn’t align. Former land use was tightly restricted and tied to specific zoning which—while maintaining code and ordinance—created a limiting development pattern.

Part of the strategy for reorganizing land use designations on the land use map was to provide an opportunity to allow areas to evolve organically, potentially permitting the creation of character-driven districts to evolve and develop. In other words, as mentioned in **Section 6.6**, the reorganization of uses are meant to catalyze and launch smart growth planning principles throughout the community, and this is a first step.

6.9 JANUARY 2019 COMPREHENSIVE PLAN LAND USE MAP

Map 6.2



6.10 GOAL 1

Community development will be guided by utilizing and implementing smart growth management and land planning principles.

- A. Promote and approve orderly, compatible development that aligns with the goals of this Comprehensive Plan.
- B. Tie development approvals to availability of infrastructure, both existing and proposed.
- C. Require use of spatial transitions, design buffers or similar techniques between incompatible land uses.
- D. Prevent and discourage sprawl that jeopardizes smart growth principles and main street practices.
- E. Encourage in-fill development and redevelopment within matured areas with readily available infrastructure by allowing reasonable flexibility with setbacks and other appropriate ordinances in some residential and downtown areas.
- F. Coordinate with other jurisdictions and agencies in the review of proposed development.
- G. Encourage multi-family residential developments adjacent to major streets or in close proximity to major retail and employment centers, including the downtown, in order to capitalize on existing transportation network and facilitate more efficient development.
- H. Protect residential property from major streets and more intensive uses through transitional uses or districts, or special standards such as setbacks, buffers and height restrictions.
- I. Encourage commercial uses which are intended to provide basic services to residential neighborhoods when they are designed in such a manner as to blend with their surroundings. The City shall not permit buildings that are not consistent in scale or would create significant traffic impacts.
- J. Work to minimize strip development, and where strip commercial already exists, concentrate future development within mixed use nodes along the streets.
- K. Perform audits of zoning codes and ordinances to ensure that areas are properly zoned for their intended or updated designations, and to ensure standards are in place to protect neighboring uses.
 - Regular audits should be performed at least biannually thereafter.



7.1 EXECUTIVE SUMMARY

Private property rights encompass not only the right to invest, own, farm, develop, and achieve profit from property, but also the right to hold and enjoy property. As the population is anticipated to increase in the coming decade, a greater number of people living nearer to each other will expand on the potential for land use conflicts. Property rights must balance the individual's desire to "do whatever I want with my land" with a respect for the property rights of neighboring owners, and the community overall.

To prevent property use conflicts, haphazard development of land, or potentially harmful development by adjacent landowners or residents, land use is restricted by public and private land use policies.

Land use policies, restrictions, conditions and fees should not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property (as prescribed under the declarations of purpose in Idaho Code §80-67, and its subsequent amendments).



7.2 Background

Both the United States and State of Idaho Constitutions establish that property shall not be taken without just compensation as prescribed by law. The Local Land Use Planning Act (Idaho Code §67-6508) requires that the Comprehensive Plan direct the public on where to obtain an analysis of provisions which may be necessary to insure that land use actions through development regulations do not violate constitutional protections. Those steps are as outlined below:

- A review process for evaluating whether proposed land use action results in a taking of private property is outlined in the Idaho Regulatory Takings Act (Idaho Code §67-8001-8003).
- Idaho Code §67-8003 outlines a process whereby a private property owner can request a regulatory taking analysis based on a checklist developed by the Attorney General.

While the enactment of zoning, subdivision and other land use ordinances and regulations inherently impose limitations on the use of property, it also bestows benefits, primarily the protection of health, safety and welfare. In almost every land use decision, the City faces the task of balancing the rights of private property with the needs, desires and protection of the community as a whole.

7.3 GOAL 1

All land use decisions made by the City of Mountain Home shall protect fundamental private property rights.

- A. Property rights of land owners shall be protected from arbitrary and discriminatory actions.
- B. Private property shall not be taken for public use without just compensation.
- C. Ensure that City actions do not result in physical invasion or occupation of private property.
- D. Ensure that a code, ordinance, restriction or any other sort of regulation imposed upon private property has a reasonable and likely relationship to the impact that is intended to be mitigated.
- E. Ensure that City actions do not effectively eliminate all reasonable use of private property.
- F. Ensure consistency in application and enforcement of City ordinances.
- G. When imposing site specific conditions, make specific findings on the impacts, and the relationship between the impact and the conditions.
- H. In reviewing regulatory actions and as requested by a property owner, follow the guidelines of the Attorney General in evaluating the potential for a taking of private property.
- I. Craft and adopt land use development regulations that protect the health, safety and welfare of the community, and avoid any unnecessary conditions, delays and costs.
- J. Take steps to ensure the protection and preservation of private property rights is a strong consideration in the development of land use policies, implementation standards and regulations as required by law.
- K. Review current policies to ensure they include a method to notice all applicants of their right to request a regulatory taking analysis pursuant to Idaho Code §67-8003.



8.1 EXECUTIVE SUMMARY

Community design is a cornerstone chapter of the Comprehensive Plan in that it dictates the framework for what the community is hoping to achieve in the fulfillment of a livable and sustainable community. This chapter discusses a new planning approach for the City—**Smart Growth Principles**—and outlines Mountain Home’s goals for community design in the future.

Having a well-thought out plan for the design of private and public space, and the way public spaces are experienced, is important in helping leaders of the community make well-informed land use and development decisions since these development decisions affect people’s everyday lives — their homes, their health, the schools their children attend, the taxes they pay, their daily commute, the natural environment around them, economic growth in their community, safety and emergency services, and opportunities to achieve their dreams and goals.

What, where, and how communities build will affect residents’ lives for generations to come; therefore the priority of community design is to utilize intelligent planning to facilitate a functional, attractive, livable and economically sound community.

8.2 Background

Transitioning from a small rural town, to—now—the largest city in Elmore County and the principal city of the “*Idaho Micropolitan Statistical Area*”, Mountain Home has experienced a steady and almost constant progression over time—and it continues to. The City is on the precipice of its next transformative transition and, while its former cycle of growing and evolving organically, without formal planning, has worked up until now, it won’t work for the future if the City wants to progress into a livable and functional community. The City has reached a size and a scale that requires prescribed planning and design.

8.3 Existing Conditions

Mountain Home’s overall ‘design character’ is not truly defined by any existing or designated theme, element, or type. Mountain Home is composed of a number of separate, individual areas, each having its own unique qualities related to elements such as age, era, use, type, and style, that make it diverse.

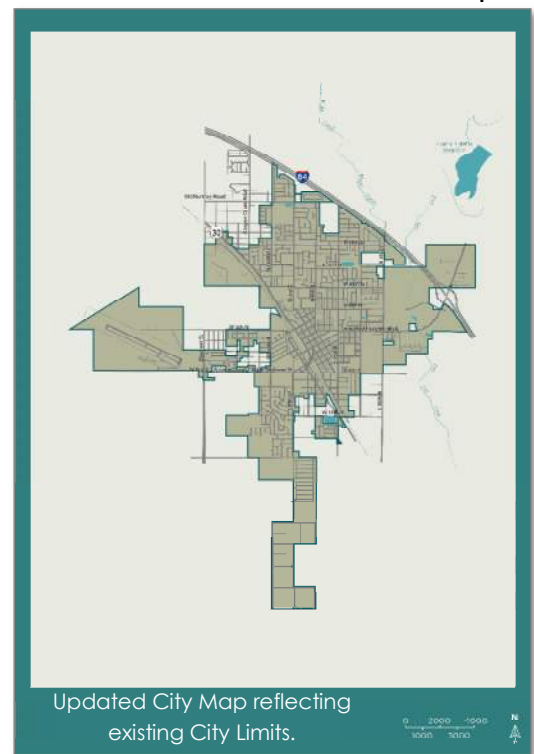
A positive with regard to how Mountain Home has grown and developed is that there isn’t a strong pattern of urban sprawl; though somewhat disjointed, the community has remained mostly centrally developed (in part a result of constrained City Limit boundaries—see **Map 8.1**). While Mountain Home strives to retain its small town character, it has grown to a point of need, and an expressed desire, for consistency in the aesthetic of the community, and for quality of development throughout; a congruity in the City’s design.

Community
Development/
Design

A TOP 5
PRIORITY ISSUE

Identified as a
focus for the next
10 years

Map 8.1



8.3 Existing Conditions

Mountain Home currently consists of nondescript neighborhoods and detached commercial centers. There isn't a distinct pattern of development, and the lack of cohesive development and wayfinding signage poses difficulties navigating through town for visitors who don't live here and new residents alike.

GATEWAYS

There are three separate gateways into Mountain Home, two of which are from I-84, the interstate freeway. None of the gateways express a sense of arrival into the community nor do they offer wayfinding as one enters town. One may be headed out of town before they even realize that they've passed through Mountain Home.

DOWNTOWN

The downtown core of Mountain Home has, for decades, experienced various levels of decline. Though much discussion had been given to the downtown over past decades, with several planning documents adopted, very little had actually been implemented to remedy the economically struggling district.

The **2018 Downtown Master Plan** was adopted to revitalize the downtown core, to return it to its former identity as a destination for residents and visitors. The overall goal of the Downtown Plan is to boost economic development citywide.

NEIGHBORHOODS

With the severe lack of residential construction over the last decade, Mountain Home's neighborhoods are aging. Lack of connectivity and ease of access to public spaces creates areas prone to decline, blight and general concerns with regard to social health and safety. The housing shortage exacerbates the dilemma; with the increases in demand, a trend of neglect can take hold. Also, the lack of commercial services in close proximity to most neighborhoods creates vehicle-centric areas, which diminishes public interaction and gathering.

Mountain Home as a community, and as a place to live and do business, has the potential to be better; time and inattention has simply not been favorable. However the City is committed to revitalizing this historic community.



"Entering Mountain Home" sign
Gateway Entrance from Exit 90



"Visitor Center" sign
Gateway Entrance from Exit 90

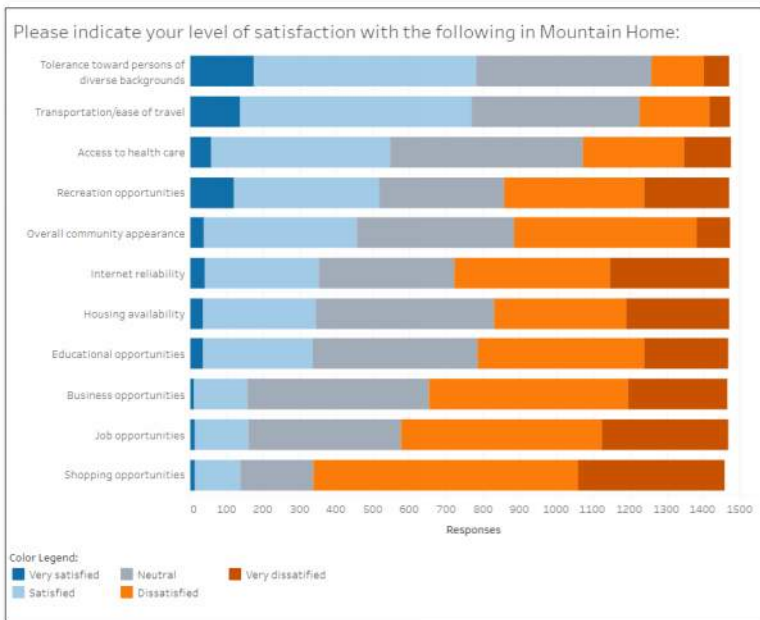
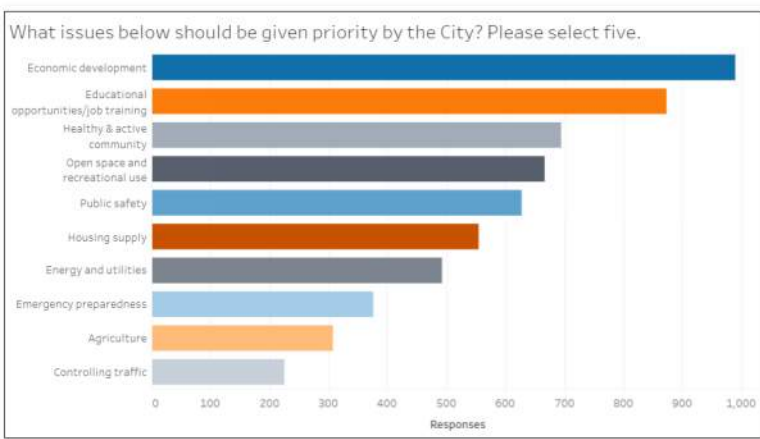
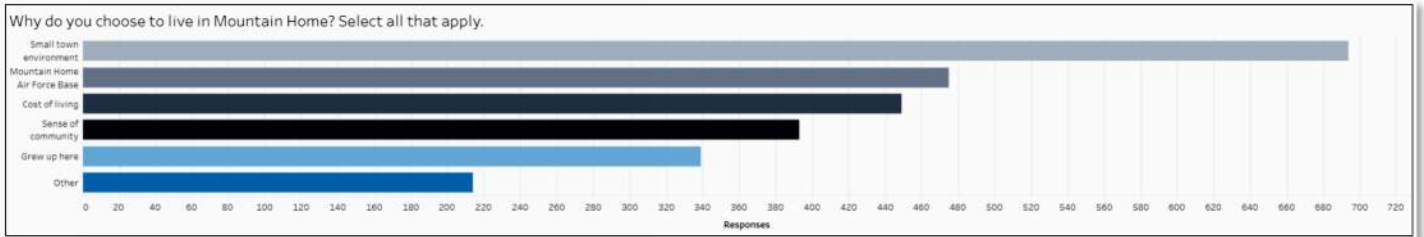


Existing Downtown Corridor



Neighborhood in Decline

8.3.1 EXISTING CONDITIONS THE PUBLIC'S PERSPECTIVE



A theme found throughout this updated Comprehensive Plan is that preserving and fostering the “small town” character that Mountain Home currently enjoys is vitally important to all residents who provided feedback. The above graph illustrates this well.

When asked why they choose to live in Mountain Home 100% of the respondents to that question said it was for the small town environment.

Since community design is critically important to the citizens that live in the community, the City asked the public numerous questions about how they see Mountain Home today, and what they hope to see it become in the future.

70% responded that they want the City to prioritize a healthy and active community.

67% said they want a focus on Open Space and Recreational Use.

When small and rural towns transition into a city (based on population, location and community needs), it is very common to see the responses below, demonstrating the need for formal design planning.

40% of respondents are very dissatisfied or dissatisfied with the current overall community appearance.

Only 31% responded with satisfaction at the current overall community appearance.

8.4 Future

With an extensive set of community design goals identified (found at the end of the Chapter) the City is preparing to apply formal community planning principles into the future landscape of Mountain Home, and part of that design planning will include utilizing **“Smart Growth Principles and Strategies”**.

“Smart Growth encompasses a range of development and conservation strategies meant to help protect our health and natural environment, and to make our communities more attractive and economically stronger³.”

While the City was exploring paths toward a prime goal of creating cohesiveness in the aesthetic of Mountain Home, the smart growth approach addressed many factors that the City has been hoping to achieve.

8.4.1 SMART GROWTH APPROACH

Some basic principles designed to guide smart growth strategies, developed by the Smart Growth Network, also provided a feasible outline the City could follow to completion. The following eight basic principles will become the fundamental focus for Mountain Home:

- ⇒ **Mix land uses cohesively**
- ⇒ **Create a range of housing opportunities**
- ⇒ **Foster distinctive, livable, walkable communities with a strong sense of place**
- ⇒ **Preserve open space, farmland, natural beauty, and critical environmental areas**
- ⇒ **Direct development toward existing communities.**
- ⇒ **Encourage use of a variety of transportation**
- ⇒ **Encourage community and stakeholder collaboration in major development decisions**

Part of Mountain Home's community design goal includes creating and adopting updated design standards for development—standards that will enhance community aesthetic and distinctiveness, in addition to other benefits. To these ends, the smart growth principles will act as a foundational barometer to ensure that all future planning and design maintains “true north” in that direction.

As the City begins to execute formal design planning—guided by the vision of steering Mountain Home into a cohesive community fabric—the City will be reimagined.

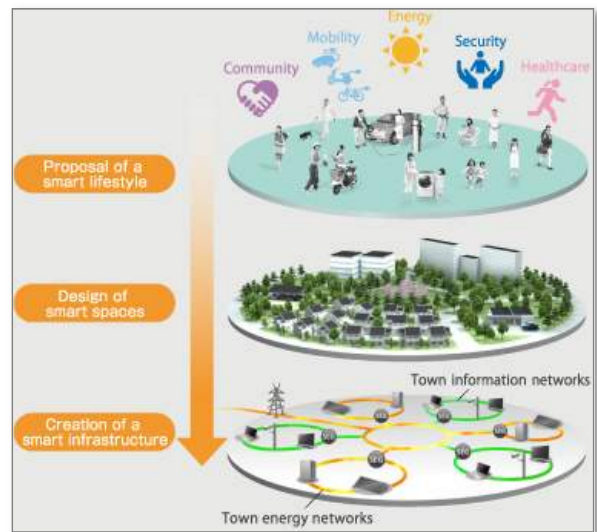
Since the next evolution of the community will be planned, the sense of place will remain; and the small town feel will be preserved; but a new distinctiveness of community will emerge.



8.4.2 PLANNING AND DESIGN PRINCIPLES

Integral to any community design planning are tried-and-true, time-tested planning and design principles that, for Mountain Home, will be applied in concert with smart growth principles. Namely, the following urban design principles will be key to Mountain Home's next evolution (and should be considered with any proposed development):

- **Livable Centers**
Encourage and create walkable neighborhoods
- **Create a Sense of Place**
Define (or redefine) existing fabric of neighborhoods instilling a sense of neighborhood cohesiveness
- **Promoting Social Interaction**
Develop and integrate placemaking with all development and redevelopment
- **Integrate Design Statements**
Visual repetition creates community identity: signage, lighting, landscaping, furnishings
- **Deemphasize Brownfields**
Remove focus from the negative by enhancing and adding positives
- **Plan Mixed-Use Areas Well**
Ensure these areas don't create a hodge-podge effect
- **Prioritize Civic/Public Gathering Places**
Focus on areas outside of private development for community/public access
- **Ensure Community Design is Proportionate**
Preserve the historic, balancing it with the new



8.5 FUTURE – SUMMARY

With the strategic approach to Mountain Home's community design established, it makes sense to break down the many goals of this chapter into a snapshot of the overarching goals; doing this will aid in keeping the big picture in mind as all of the more detailed action items get underway. The City's "big picture" goals include:



Define

Define neighborhoods
Establish districts
Designate boundaries



Innovate

Vision and map
Develop public spaces
Enrich human activity



Integrate

Connect districts
Wayfinding
Enhance the journey



Deliver

Honor the design
Foster public interaction
Ensure preservation

8.6 GOAL 1

Update land use, residential, commercial and all other development standards in support of the goals as outlined in this chapter.

- A. Develop and adopt into ordinance an extensive Design Standards Manual to direct the identity and design of the community, including but not limited to, architecture, landscaping, signage, rights-of-way, setbacks, building standards.
- B. Implement a commercial and residential Design Review process for mixed use and multi-family uses within the community, and especially for visually sensitive areas such as downtown, and access points into the city.
- C. Standards should address transitions and buffers between different land uses, landscaping, quality of architecture and building materials, and pedestrian amenities.
- D. Review and update ordinance standards to ensure cohesiveness with large scale mixed-use developments.

8.7 GOAL 2

Protect and enrich Mountain Home's "small town" character and community lifestyle through updates and additions to policy, code and practice.

- A. All development applications will be considered for impact to schools, local services, utilities and transportation networks for which development is anticipated to occur.
- B. Encourage compatible infill development and redevelopment which will minimize impact to the existing landscape of the community, and which will maximize efficiency with infrastructure connectivity.
- C. Ensure building scaling is appropriate to the site.
- D. Ensure small town character and community appearance through consistent public property maintenance.
- E. Conduct a review of code and standards, and if applicable, draft and adopt additional standards and code to ensure consistency in preservation of the character of the community.
- F. Develop community-wide sign standards based on land use zones.



8.8 GOAL 3

Designate and design entryway and gateway points into Mountain Home providing visual queues to the character and identity of the community.

- A. Develop gateway design plan and standards to improve highway systems to be visually attractive and consistent at gateway entrances, setting the visual identity of Mountain Home.
- B. Gateways shall integrate well-designed and clear directional signage from the gateway to community destinations.
- C. The City shall foster development of attractive transition zones along gateway and commercial corridors.
- D. Update ordinances to establish a scenic corridor overlay, in accordance with city goals and objectives, which prohibits or regulates any new billboards or digital billboards within the scenic corridor.

8.9 GOAL 4

Create a clear and perceptible community identity that sets the benchmark for all development, and redevelopment, resulting in a unified and cohesive community design.

- A. Establish and maintain development patterns and design criteria in keeping with the small town and rural transitional identity of Mountain Home.
- B. Determine and standardize public design elements meant to enhance and reinforce the City's identity and sense of place (i.e. decorative street lighting along all arterials and commercial frontages).
- C. As a unifying element the City shall establish and enforce a streetscape standard, which will include a street tree program, specifying standards and guidelines for types, species and sizes of trees to be planted in public places and City property throughout the community.
- D. Prescribe landscaping and screening devices at gateways and other highly traveled and visible areas to minimize signs of neglect and blight.



8.10 GOAL 5

Prioritize neighborhood revitalization with a focus on neighborhoods in decline.

- A. Create and adopt standardized Design Review policies and procedures to direct future development and redevelopment of existing uses.
- B. Encourage neighborhood focus groups to activate residents to participate in the revitalization process.
- C. Establish and enhance areas of tree growth that will create beauty, add to a healthy environment, and increase economic stability.
- D. Integrate Complete Streets policies, ensuring connectivity throughout the City.
- E. Prepare and adopt design guidelines and development standards to be the basis for design review of architecture, landscaping, signage, and other visual impacts of development projects.
- F. Ensure that development is scaled appropriately to the regional, community, and neighborhood use.
- G. Require all non-transmission utility distribution within the City to be installed underground.
- H. Establish recognitions and awards to community members and neighborhood associations exemplifying exceptional home maintenance or neighborhood projects.
- I. Identify neighborhood amenity deficiencies (open space, pathway or transit needs) in older neighborhoods and prepare a program strategy for systematic improvement.
- J. Require new housing infill and additions to existing residential structures that are visible from adjoining properties or the street, to be sited and designed to be compatible with the character of the existing neighborhood.
- K. Encourage major renewal and redevelopment in blighted sectors when prevailing structural conditions are not amenable to renovation, and where planned residential or mixed-use clusters will rejuvenate the greater area.
- L. Evaluate small vacant lots with low development options for potential use as community gardens or parks.
- M. Encourage, incentivize and support infill development to take advantage of existing infrastructure, community and educational facilities, to enhance the existing neighborhood overall, and finally to act as a potential catalyst to other improvement projects in the same vicinity.



8.11 GOAL 6

Warrant that all new development will include high quality community spaces, including public amenities, gathering places, green space and pathways.

- A. Require that private and public open space be included in all new single-family and multi-family developments, and that they are capable of being enjoyed by all residents.
- B. Encourage the development of community spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering areas.
- C. Support the installation and maintenance of public art throughout the community.
- D. Developments, both commercial and residential, shall ensure integration of connectivity to existing pathways (if existing) and include pedestrian and bike friendly amenities on site for future development connectivity.

8.12 GOAL 7

Safeguard and protect the historic, natural, and recreational resources of the city and its surrounding landscape, ensuring that development doesn't pose a threat or negatively impact these resources.

- A. Identify areas with environmental sensitivity and design programs and facilities that could provide enjoyment without negatively impacting the sensitive areas.
- B. Protect and maintain important habitat areas for rare, threatened, endangered, or protected plant and animal species.
- C. Maintain, restore and enhance the natural environment, where appropriate, to improve the quality of natural resources and support biodiversity of plant and animal species in the area.
- D. Encourage the use of native, drought tolerant and fire resistant plants and landscaping for easier maintenance and to preserve water resources.



8.13 GOAL 8

Promote historic preservation (including historic buildings and sites), with efforts toward adaptive redevelopment in combination with preservation.

- A. Encourage the private sector to preserve and rehabilitate buildings and sites through local landmark designation, public improvements, guidelines, and other tools.
- B. Update policies and ordinances as applicable to be consistent with historic preservation goals.
- C. Evaluate alternative building safety codes and fire safety protections adapted for historic buildings.
- D. Promote the cooperation of city departments, Commissions, Boards, and historic preservation organizations in considering the historic character of the city when processing and reviewing development applications.
- E. Improve economic opportunities in the City Center through sensitive adaptive reuse of historic properties.

8.14 GOAL 9

Work to improve the accessibility to local commercial services, and to enhance commercial centers, creating a walkable and livable neighborhood environment, and preserving the small town feel of Mountain Home.

- A. Embrace and support a "Main Street" theme to further the goals of retaining the small town character that residents have stated the desire to protect.
- B. The City will identify ideal locations for possible integration of "urban centers" (small scale local commercial service centers, located at intersections of established neighborhoods), which will work to reinforce a walkable community atmosphere. Urban centers reduce dependency on motorized travel, encourage gathering of local residents and serve to enhance the close-in fabric of neighborhoods.
- C. The City should improve the visual quality of existing commercial corridors along major thoroughfares by requiring landscaping, right-of-way treatments, and visual screening of obtrusive uses.
- D. The City shall continue to work on the revitalization of the downtown corridor, recreating a vibrant and pedestrian friendly environment that will draw local patronage and economic development.



8.15 GOAL 10

Integrate components of Complete Streets throughout the community, investing in a livable and walkable environment, while also maintaining and enhancing the functionality of transporting people and goods.

- A. Preserve the function of regional transportation corridors through the city while ensuring compatibility with alternate modes of transportation, land uses and design standards of the city.
- B. Plan for the impact that the regional transportation system will have on land use and community design.
- C. Audit existing and establish new right-of-way and design standards, appropriately scaled for surrounding land use; enforce standards for activity centers and public nodes along regional corridors to serve the needs of both the community and transporters passing through.
- D. Utilize a variety of traffic calming and speed reduction methods, such as street trees, textured crosswalks and signage to slow traffic on arterial routes and on adversely impacted local residential streets.
- E. Promote housing opportunities within walking distance of future transit corridors.
- F. Plan for and promote neighborhoods that integrate mobility methods that are accessible, visually pleasing, and properly integrated to encourage walking and cycling.
- G. Work with the community, land owners and developers to set aside and dedicate portions of open space for trails, pathways and greenbelts in proximity to the City's entryways and view-shed areas.
- H. Update the Master Transportation Plan to include a Complete Streets Policy for the City.



9.1 EXECUTIVE SUMMARY

With the majority of Mountain Home's major arterial roads being state highways, and therefore under the jurisdiction of the state, transportation in Mountain Home is a complex yet central topic when it comes to community planning.

Currently **the foremost reference and planning document for transportation and connectivity in Mountain Home** is the **"2009 — 2031 Master Transportation Plan" (MTP)** adopted by the City in 2009. The MTP covers the following key planning points:

- It evaluates various modes of transportation
- Contains numerous maps for land use planning
- Identifies future transportation needs
- Recommends improvements that will enhance mobility

This 2019 Comprehensive Plan update has taken key points from the MTP to provide a high-level summary of transportation considerations for land use planning.

WHY TRANSPORTATION PLANNING?

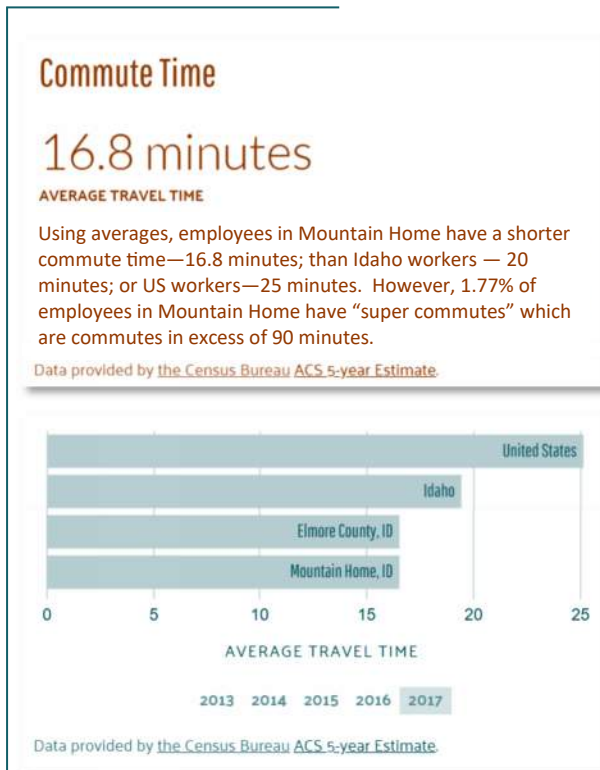
As Mountain Home continues to grow, appropriate levels of mobility and access must be strategized; without strategic planning the City's existing network of roadways will begin to experience declining levels of service that will have negative impacts on the community such as traffic congestion, air quality issues, decreased pedestrian safety, potential delays in emergency services, deteriorating roadways and stormwater management issues.

With Mountain Home's population rate still anticipated to grow well beyond standard rates (a 3.4% rate from 1990 to 2009, 2009-2031 MTP), development within the community will continue to increase, therefore transportation must be planned in concert.

Key areas of focus for Mountain Home's transportation network include proactive planning of roadways both for connectivity and implementing Complete Streets concepts. Keeping linkages congruent between neighborhoods, and throughout the city in general, will create a truly cohesive transportation network.



Average travel/commute times in Mountain Home versus state and national trends:



9.2 BACKGROUND

In 2004, the City of Mountain Home participated in the preparation of the “**Elmore County Transportation Plan**”, which inventoried existing transportation systems and identified existing and future needs for improvements to the City’s transportation system. Then in 2008 the City commissioned the “**2009—2031 City of Mountain Home Master Transportation Plan**”.

Both Plans’ analyses indicated that Mountain Home was well served by state and regional highways, and a grid system of local arterial and collector roads. In addition to the arterial system, the community is served by two-lane local streets with right-of-way widths that range from 36’ to 40’ wide; the City’s goal is to increase the local streets standard to 50’ right-of-way widths for all future development.

For pedestrian traffic, sidewalks are provided on the majority of streets in the City, at a standard width of 5-feet. Additionally, the City has developed a multi-use pathway system which extends from the intersection of North 3rd East Street and McMurtrey Street East, to North 18th East Street, south of the Interstate 84 overpass.



Commuter Transportation

MOST COMMON METHOD OF TRAVEL

- 1. Drove Alone**
84.8%
- 2. Carpooled**
9.48%
- 3. Worked At Home**
2.1%

In 2017, the most common method of travel for workers in Mountain Home, ID was Drove Alone, followed by those who Carpooled and those who Worked At Home.

Data provided by the Census Bureau ACS 5-year Estimate

9.3 EXISTING CONDITIONS

The majority of Mountain Home’s transportation and mobility needs and transit capacity are being met by existing systems. As former plan documents have mentioned, there are of course areas in need of improvement and expansion, but current use is not found to be at a level of service yet that requires resolution of circumstances (based on traffic counts taken at key locations over the course of the summer prior to this Comprehensive Plan update).

ACCESSIBILITY

In comparison to other rural Idaho communities, Mountain Home is very well situated within close proximity to an international airport, and an interstate freeway corridor, both offering easy access to metropolitan and interstate destinations; in addition, the city is close to five additional regional/rural airports within 50 miles, and several state highways, that all converge and transect the community in the downtown core.

PUBLIC TRANSIT

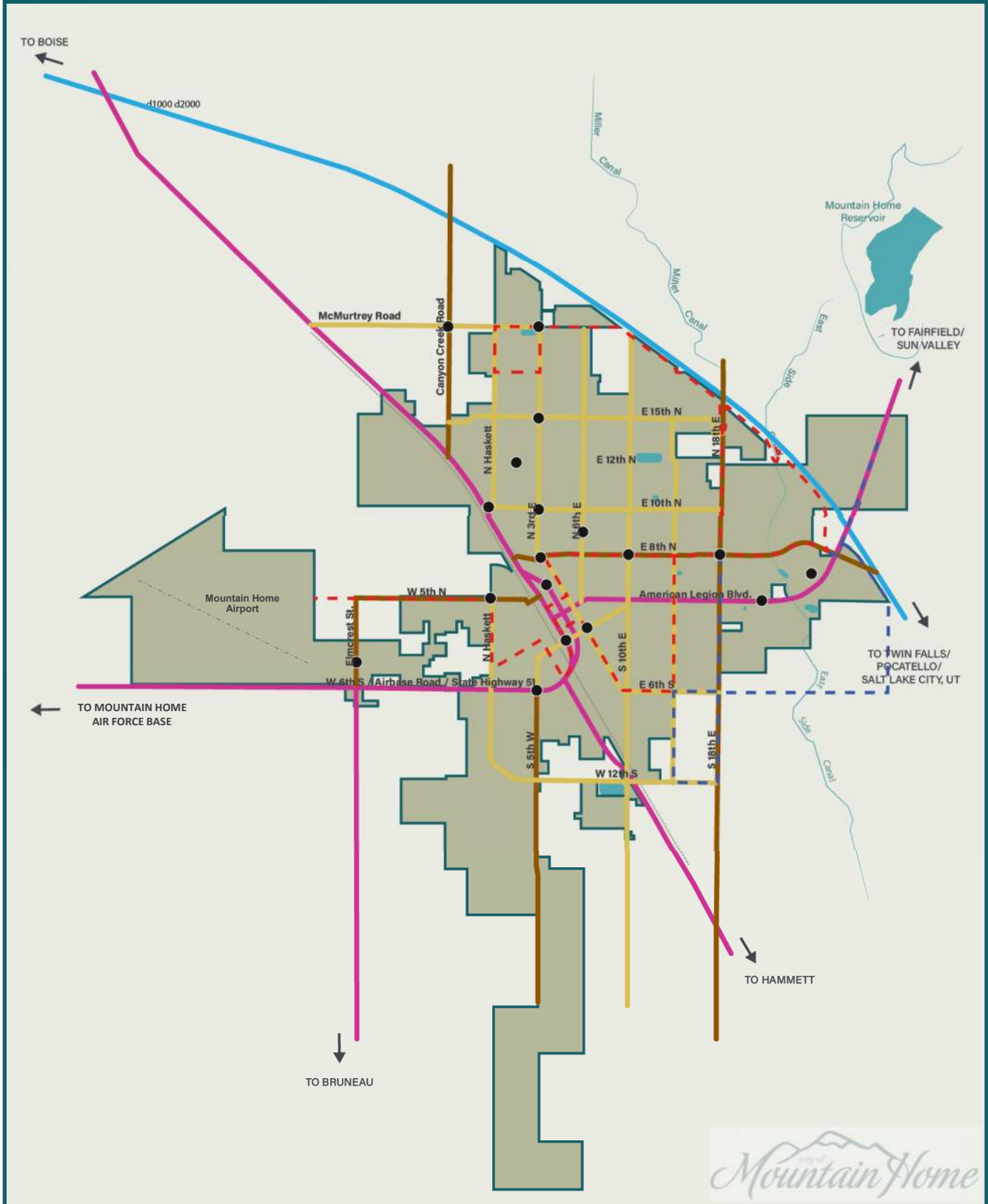
A service most communities of this size cannot provide, Mountain Home enjoys a public transit system that offers a valuable alternative to vehicle ownership, since for many families transportation costs are second only to their housing costs. The average household in Mountain Home spends \$9,212 annually on transportation-related expenses⁴.

Public input from the survey conducted for this Comprehensive Plan update showed that, though 89.42% of respondents do not use the transit system, 48.66% responded that they are in favor of expanding the bus system. This may point to the need for the City to perform additional study in this area, to see what forecasts may be for increased usage of the service.



Map 9.1

Mountain Home Transportation Map: Roadways, Pathways, Transit



- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- - - Bike Path
- - - Proposed Bike Path
- Bus Stops (City Routes)



9.4 FUTURE—GROWTH ACCOMMODATION

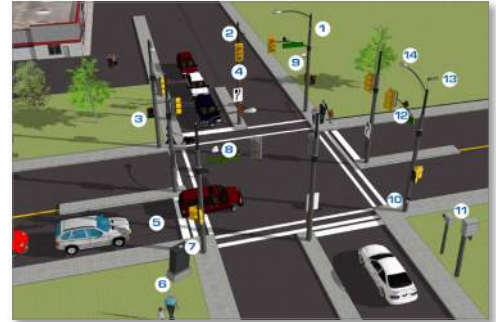
Very much a vehicle oriented community, Mountain Home's future growth areas imply that automobiles will remain the main mode of travel within the region. Given this, along with the projection of growth in population, traffic volumes will increase correspondingly.

The MTP considered several scenarios that could have an effect on transportation within the community when determining recommendations to accommodate the increase. Chapter 5 of the MTP includes a table listing intersection and roadway improvements for the City to consider; the table provides both short term (2009-2013) and long term (2013-2018) recommendations.

Some Recommended Improvements Generally Included*:

- Proposed signalized intersections
- Intersection redesigns
- Additions of roundabouts
- Construction of new roadways/routes
- Conversion of 2-way streets to 1-way streets

**To date, three (3) of the listed improvements have been completed.*



9.4.1 COMPLETE STREETS

Other improvements to the transportation network that are not listed in the MTP, but which the City is integrating into all future transportation planning are **Complete Streets Principles**⁵.

Complete Streets is a transportation policy, and a design approach, that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.



The benefits to the transportation network that will be achieved with the application of Complete Streets principles are based on proven projects throughout the nation that span years back. Key traits of complete streets principles are traffic calming, increased safety to pedestrian experiences, placemaking, pathways for alternate modes of access, greenscapes and increased sustainability. When integrated into a community these traits work to benefit the economy as well as the livability of the entire City; and they can be applied anywhere in the community, not just in downtown environments.

For Mountain Home, linking separate (and some isolated) parts of the city with distinct and interconnected pathways, bikeways and well-designed roadways will work to not only unify the community, but also to redistribute nodes of the transportation system, which will be essential to maintaining an uncluttered network of mobility with continued growth.

9.5 GOAL 1

The City shall develop and adopt a Complete Streets policy that supports all modes of transportation and addresses the inclusion of pedestrian and bicycling facilities in new and existing road corridors, where appropriate.

- A. Perform an audit of zoning codes and ordinances to ensure that standards are in place that protect and provide for appropriate design and improvement standards in support of Complete Streets principles.
- B. Review all new development insuring compliance with incorporation of "Complete Streets" elements.
- C. Ensure clear vehicular, transit, bicycle, and pedestrian mobility throughout the City, and increase bicycle and pedestrian access between neighborhoods and activity centers.
- D. Investigate opportunities for accommodating differing modes of travel within existing curb-to-curb widths.
- E. Seek to identify and secure right-of-way for future transportation needs when feasible.
- F. Ensure bicycle and pedestrian routes receive equal consideration as vehicular travel in planning and design.
- G. Provide traffic calming measures on local / residential streets and require new developments to integrate traffic calming methods to site plans in order to ensure the safety of pedestrians and residents.
- H. Create and adopt development code for sidewalk and street design standards including width and make-up, as well as requirements for limiting access on collectors and arterial streets.
- I. Establish project development program with LHTAC and ITD to access all available state and federal funds.
- J. Designate truck routes which would reduce truck traffic in the residential areas and designate mandatory hazardous waste routes.
- K. Develop and implement a sidewalk plan throughout the City. First priority should be to provide sidewalks for use of children in route to school and to facilitate the repair of existing broken and hazardous sidewalks.



9.6 GOAL 2

Improve road systems and pedestrian networks to enhance neighborhood, commuter and environmental livability and quality.

- A. Encourage subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to arterials.
- B. Promote connectivity throughout residential street patterns.
- C. Where cul-de-sacs are permitted, the City shall promote pedestrian and bicycle travel by including pathways as appropriate to connect cul-de-sacs to other streets or community facilities such as parks and schools.
- D. Promote and support timely and appropriate development adjacent to major transportation corridors.
- E. Require new development to provide adequate connectivity to existing transportation networks.
- F. Protect neighborhoods from intrusive traffic from areas outside the neighborhood (pass-through traffic).
- G. All neighborhood streets and circulation improvements should favor pedestrians, bicyclists and local traffic.
- H. Regularly utilize and access the recommendations of the Master Transportation Plan, implementing recommendations for improved transportation outcomes.
- I. Prepare and implement a unified wayfinding system throughout the community.

9.7 GOAL 3

Promote alternative transportation and commuting options.

- A. Promote public transit as a positive and viable alternative mode of travel within the community.
- B. Expand transit system frequency and service areas to serve more neighborhoods, special needs locations (such as access to hospitals) and high capacity transit connections.
- C. Include shaded and maintained shelters at all high use bus stops.
- D. Encourage other forms of transportation to the automobile that will reduce vehicular congestion and that will accommodate the transportation needs of more people.
- E. Support and encourage private enterprise in their efforts to provide public transportation.
- F. Support the efforts of public in providing van pool services between the Mountain Home and Ada County to facilitate workforce commute into Mountain Home and Mountain Home Air Force Base.



9.8 GOAL 4

Develop, construct, operate and maintain comprehensive and continuous pedestrian and bicycle facilities.

- A. Develop a continuous, comprehensive, safe system of pedestrian and bicycle pathways that provide access to key destinations throughout the community with appropriate linkages to neighborhoods.
- B. Separate bicycle facilities from corridors with heavy vehicular traffic when feasible.
- C. Identify opportunities to designate collector streets as bicycle routes, providing cyclists' with the option to avoid major arterial traffic if desired.
- D. Continue to investigate and pursue funding sources for acquisition, development and maintenance of paths and trails for bicycles and pedestrians that are located in separate rights-of-way or physically separated from automobiles.
- E. The City shall encourage wide, landscaped, shaded sidewalks along key pedestrian corridors identified in the City's Transportation Plan.
- F. The City shall consider pedestrian safety as part of project review, including evaluation of the need for crosswalks and other pedestrian safety features.
- G. Appropriate street furnishings and pedestrian scale lighting should be installed for new development or redevelopment proposals that will generate higher pedestrian traffic.
- H. Installation of medians for pedestrian refuge should be prioritized, where roadway width allows, on parkways, major arterials and minor arterials with four or more travel lanes.

9.9 GOAL 5

Maintain parking and ensure adequate parking is provided, and that parking areas promote safety and aesthetics.

- A. Perform an audit of zoning codes and ordinances to ensure that requirements are in place for the provision of adequate parking with all new development and redevelopment, and to ensure appropriate design and improvement standards.
- B. Commission a study of existing parking throughout the community in key locations to ensure adequate parking opportunities and to determine if additional parking options are warranted.



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10.1 Executive Summary*

*This Chapter is excerpted from a comprehensive narrative attached as **Appendix F**.

Parks, pathways, and other open spaces provide aesthetic appeal and livability to our community, which are important to residents and their quality of life. They add beauty and value to developers and companies that may be interested in investing in the community. The Parks and Recreation chapter discusses recreational opportunities, future demands, and strategies on how to meet the needs of our growing community.

The Comprehensive Plan of 2008 discussed recreational standards for the City's green space areas. These standards continue to play an important role in providing ample recreational opportunities for our community by implementing best practices regarding the supply of recreational resources.

The public survey conducted in the preliminary stages of the comprehensive planning update included many survey questions on the community's needs and desires for additional passive and active recreation opportunities. The survey data was a successful tool in updating the 2019 Comprehensive Plan as it provided insights of current expectations of the residents of our community.

The overall goals, objectives, and strategies, implementations and recommendations are described throughout this chapter.



Department Mission

To provide facilities and programming for meaningful leisure opportunities that will enhance the quality of life by benefiting the health and wellbeing of our citizens, our community and our environment.

10.2 THE PARKS & REC DEPARTMENT

The Parks and Recreation Department has developed numerous outdoor recreation programs offering a wide variety of team sports activities for youth and adults, as well as seasonal outdoor recreation programs and events. The Department operates the Recreation Activity Center and the Community Outdoor Pool. The Community Outdoor Pool is in Richard Aguirre Park and is heavily utilized by youth swim teams, and provides open swimming opportunities for the public at large.

Cemetery

In addition to providing recreational facilities, the Parks & Recreation Department's Cemetery Division is responsible for landscaping, general maintenance and burial arrangements at the municipal cemetery. The Mountain View Cemetery has belonged to the City of Mountain Home since 1928 and contains over 13 acres of land, and provides standard lots, crematory lots, and niche wall resting places.



10.3 CURRENT CITY FACILITIES

The City's Parks and Recreation Department is responsible for operating and maintaining over 30 facilities which include 20 parks, 1 cemetery and 10 landscaped beautification areas, all of which encompasses a combined 158+ acres.

Included in these facilities are 13 playgrounds, six ball fields, one rugby field, three lighted outdoor tennis courts, one USA BMX sanctioned track, an equestrian arena, a motocross track, three public restrooms, 12 picnic shelters, one disc golf courses, one skate park, a dog park, the recreation activity center and the community pool.

Table 10.1 and **Map 10.1** show the complete list of facilities and locations.

Table 10.1

PARKS NAME	ADDRESS	ACRES	BARBECUE	BASEBALL FIELDS	BASKETBALL COURTS	COVERED PATIO/LLION	ELECTRICITY	HORSE-SHOCK PITTS	PARK BENCHES	PARKING	PICNIC TABLES	PLAYGROUND	RESTROOMS	SOCCER FIELDS	SOFTBALL FIELDS	VOLLEYBALL	WALKING TRAIL	WATER	OTHER
BASQUE	165 N. 2nd West	1.25			•					•		P							• Fronton Wall
CARL MILLER	495 N. 10th East	4.8		•	•		•	•	•	•	P and •								•
CLAIRE WETHERELL	1121 NW Pintail	0.25		•						•	•								
COLONIAL	160 SW Paiute St.	1					•			•	•								
DON ETTER PARK	413 NW Wood Duck	1.25								•									
HAPPY TAILS DOG PARK	1195 South Main	0.3						•	•	•		P							•
LEGACY	1920 N Haskett St.	40	•	•	•	•			•	•	•	P	•	•					Fishing ponds
MEMORIAL PARK	365 N. 6th East	0.15			•		•			•									
OPTIMIST	2500 NW Marathon Way	40	•	•	•				•	•		P		•					• Rodeo, BMX, Motocross, Mud Boggs
RAILROAD PARK	South Main (Hwy 30) & Jackson St.	5			•				•	•		P							Farmers Market
RICHARD AGUIRRE	990 Mckenna Dr.	8.3	•	•	•	•	•	•	•	•	•	P and •	•	•	•	•			• Swimming Pool, Tennis Courts
RIDGECREST	1355 S. 5th West	4		•						•	•	P					•		
ROLLING HILLS	905 Julia St.	1		•						•	•	P							
ROLLING HILLS #5	1000 SW Camille Dr.	1		•						•	•	P							
ROSEWOOD	1245 NE Blossom Ave.	1		•						•	•	P							
SILVERSTONE	1610 SW Silverstone Ave.	1		•						•	•								
STONETREE	1745 E. 3rd North	0.25		•						•	•	P			•				
UNDERPASS PARK	Jackson st	5					•		•	•		P					•		Flea Market
YOUTH BALL FIELDS	1300 E. 4th North	4.25	•	•						•	•								Concession Stand
													P = Portable						
														All Parks have designated trash totes and/or dumpsters					

10.4 CURRENT FACILITIES Outside the City's Parks & Recreation Department

The community also benefits from other recreation areas and facilities that are not a part of the City Department's purview: the facilities that are provided at local schools. School District 193 has primary, intermediate and secondary education facilities throughout the community. These facilities provide additional opportunities for both organized recreational activities and places where people of all ages can enjoy individual recreational activities.



CITY-OWNED PROPERTIES AND PUBLIC SPACES

Map 10.1



Not photo of actual pool—photo is only a representation of a similar type of facility.

10.5 WORKING WITH OTHER AGENCIES

Western Elmore County Recreation District (WECRD)

Formed in 2001, WECRD was created to facilitate recreation facilities in Mountain Home. Since its inception taxpayers have been contributing toward the financial needs of a new community recreation facility. In 2018 the Board of Directors decided to build an Indoor Pool Facility. This facility will encompass a six-lane competitive lap pool as well as a family/leisure style pool. There will be multi-purpose rooms available for various events and trainings.

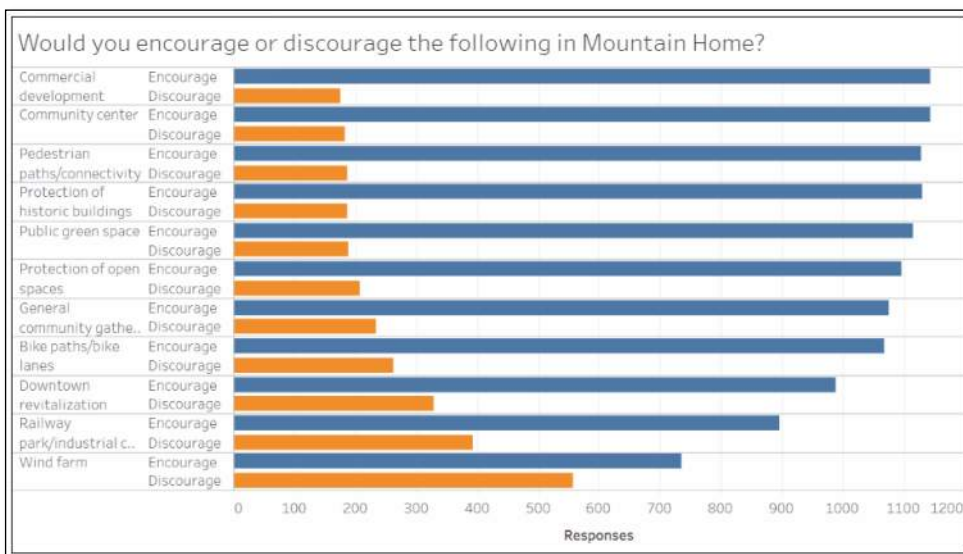


10.6 VOICE OF THE COMMUNITY



When looking at the Word Clouds in the Introduction/Chapter 1 it was apparent that outdoor recreation, community gathering spaces and green areas are a large part of the residents' lifestyle. All forms of feedback garnered from the community that were geared toward this topic soundly favored adding more activities and areas to recreate.

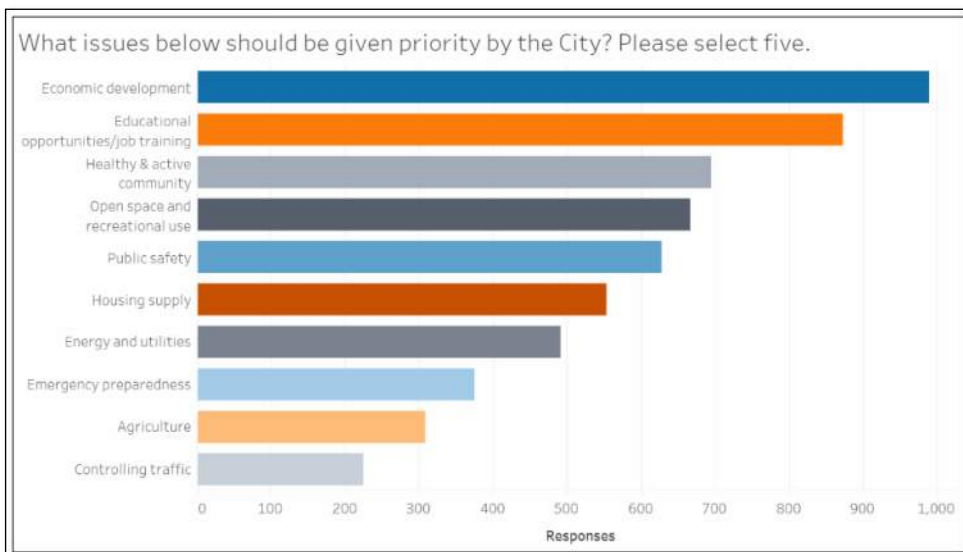
The anticipation of a new indoor pool facility was widely favored by the community, as was shown by the results of the public survey conducted in the initial planning stages of this updated Comprehensive Plan. Below are additional results of citizen comments relative to Parks and Recreation, and recreational facilities and land use.



In response to the first question posed—in the top graph—an extremely high percentage of residents want more recreation options:

- Community Center.....86%**
- Pedestrian Pathways.....86%**
- Public Green Space.....86%**
- Bicycle Pathways.....80%**
- Downtown Revitalization...75%**

The results for the question asked in the bottom graph show:



70% of those citizens that responded to this question want the City to prioritize elements of a “Healthy & Active Community”

67% of those responding desire for the City to make “Open Space and Recreational Use” priorities



10.7 WHAT IS OPEN SPACE?

“Open space” is not vacant land per se, but includes recreational sites, outdoor gathering places, parks, greenways, active agricultural lands, cemeteries, wetlands, and pathway networks—areas designed and designated with a purpose. With a complete inventory of open space, and a plan for prioritizing and protecting key lands, a community can work towards designing and building interconnected open spaces, as well as work towards obtaining the financial means to achieve its open space goals.

Part of Mountain Home’s Downtown Revitalization is the inclusion of a number of open space areas to enhance the walkability and pedestrian experience in the downtown core, which studies have shown will positively impact the economic development of the historic downtown. The Downtown Plan also includes the integration of components of the City’s Bike & Pedestrian Path Master Plan, which is shown on **Map 10.2**.



10.8 BENEFITS OF PARKS AND OPEN SPACE

The benefits of parks and open space to the public cannot be understated. Data and statistics prove that local parks and recreation facilities provide health and wellness opportunities, as well as environmental benefits, for all populations, demographics and regions. A few of the many benefits include:

- **Attract Investment** – Parks and open space create a high quality of life that attracts tax-paying businesses and residents to communities.
- **Revitalize Cities** – urban parks, gardens and recreational open space stimulates commercial growth and promote inner-city revitalization.
- **Boost Tourism** – Open space boosts local economies by attracting tourists and supporting outdoor recreation.
- **Prevent Flood Damages** – Floodplain protection offers a cost –effective alternative to expensive flood-control measures.
- **Safeguard Environment** – Open space conservation may be an inexpensive way to safeguard drinking water, clean air and achieve other environmental goals.
- **Older adults** engage in over 3.5 times more physical activity in parks with walking loops⁶.

PARKS HAVE ENVIRONMENTAL POWER

1 ACRE OF TREES
absorbs the carbon dioxide produced by
DRIVING A CAR 11,000 MILES.

PARKS HAVE HEALTH POWER

Increased access to places for physical activity leads to a
25% increase
in people exercising
3 or more days a week.

PARKS HAVE SAFETY POWER

In Macon, GA, a revitalized park that included new programming and beautification efforts
reduced incidents of crime and violence by
50%.

Sources:
Centers for Disease Control, Environmental Protection Agency,
American Planning Association

PARKS HAVE COMMUNITY POWER

Parks strengthen community ties and bring diverse populations together.

Parks have the power to strengthen communities, transform lives, and protect the future.

Parks are the most powerful aspect of every community.

*Graphic Source: National Recreation and Parks Association.



Map 10.2



10.9 BIKE ROUTES & PATHWAYS PLANS

Bicycle routes/paths and multi-use pathways provide residents, property owners, and visitors with safely designed opportunities to experience the natural, cultural and scenic amenities of the area.

Pathways & Bike Routes Provide:

- Safety – safe routes for cyclists and pedestrians.
- Accessibility – alternate modes of transportation around town.
- Recreational – Compliments the park system and encourages activity.
- Air Quality – No vehicle emissions.
- Aesthetics – Visually appealing.
- Value - Enhances property values.

Map 10.3



Mountain Home has already developed a preliminary Bike & Pedestrian Pathway Plan (**Map 10.2**) to improve connectivity throughout the community, as well as to encourage active lifestyles among residents. The first leg of the path (**Map 10.3**) has been completed and is widely used and enjoyed by both residents and visitors. Larger maps are shown in **Appendix M**.

10.10 FUTURE

As population increases, the demand for parks, recreation opportunities, facilities and cemetery plots also increases. The challenge for the City will be to promote and support public and private opportunities to meet these demands.

A study is currently underway comparing data from the **2009 NRPA Operating Ratio Report** with existing park and recreation facilities in Mountain Home. The study will reflect whether Mountain Home meets standard operating ratios (amount of open space versus population and area). To date it appears that the City has a shortfall of at least those types of facilities shown at **Table 10.2**.

And while the City has not historically purchased land for parks, as population increases the City will need to take steps to meet future park and recreation facility needs. One solution that the City of Mountain Home is exploring it to adopt new code and ordinances that would require parks and/or other open space to be integrated into new developments, with dedication of such land for public enjoyment.

Table 10.2

CURRENT CITY FACILITIES NEEDS	
Sports Complexes	For youth and adult activities such as soccer, baseball, soft-ball, etc
Park Amenities	Such as covered group picnic shelters with water and power
Pathway System	That links parks and other destinations points (i.e. downtown)
Park(s)	Regional parks, or nature parks; parks within City limits

10.11 GOAL 1

To provide excellent park and recreation facilities to meet current needs and future growth through careful planning and community involvement.

- A. Develop and implement a master plan which would identify future locations of a much-needed multi-purpose community Recreation Facility.
- B. Continue to work with the WECRD and community members to implement the construction, maintenance, and overall operation of a community swimming pool.
- C. Implement a schedule of maintenance and updates to existing parks and open spaces, such as lighting and public bathrooms.
- D. Develop and/or upgrade recreation and park facilities to meet local needs.
- E. Support and promote other community programs, activities and events sponsored by other public and private entities.

10.12 GOAL 2

Seek innovative funding sources for acquisition, planning, design, construction and maintenance of parks and recreation facilities.

- A. Continue to use resources in an efficient and cost-effective manner.
- B. Encourage non-profit groups, local companies and other organizations to take ownership and become involved in the care and maintenance of the City's neighborhood parks and facilities.
- C. Consider joint public-private partnerships, endowments and user fees for acquisition and maintenance of parks, facilities and programs whose costs are high or limited usage and make public support not feasible.

10.13 GOAL 3

Encourage high quality social, recreational and community events that build a strong sense of community.

- A. Enhance focus on sports programs that are specific to age appropriate activities.
- B. Educate volunteers, coaches and parents by involving and providing educational opportunities to increase their value as members of our community.
- C. Work with the School District #193 and adjacent communities to provide joint school-park sites and programs wherever possible.
- D. Cooperate with and encourage private sports associations and non-profit entities to build and maintain recreation facilities including ball fields, soccer fields and playgrounds.



11.1 EXECUTIVE SUMMARY*

*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix G**.

Strategically located in Elmore County, and neighbors to Mountain Home Air Force Base, Mountain Home is culturally diverse, a characteristic that enriches the community. Holding the county seat since 1891, and incorporated in 1896, Mountain Home is the largest city in Elmore County. Development of the town of Mountain Home began to gain momentum in the 1900's, and by 1910 several historic buildings were constructed.



Comprised of a multitude of historically significant buildings and sites, Mountain Home is brimming with history. It consists of 35 historic sites (see **Table 11.1**), many of which are now home to commercial businesses in the historic business district of the downtown area.

Proud of its heritage, Mountain Home aims to preserve all types of historical sites and resources, including the visual, performing, literary arts and humanities. The business district of the downtown area, home to historical buildings such as the Turner Hotel (Mellen Hotel), Ake, F. P., Building, and the Montgomery and Blunk Building (Mountain Home Yoga Center), will undergo a downtown revitalization to address the original and outdated infrastructure in the next three years.

Into the next decade, the City of Mountain Home looks to broaden the scope of work regarding cultural resources and historic sites. As planning and preservation meld, many of our existing cultural resources, art developments and installations, historical structures and gathering spaces will be recognized and protected.

11.2 HISTORIC BACKGROUND

Starting as only 320 acres, Mountain Home dates to the late 1800's. Jackson Street, dividing the South and North sections of Mountain Home, was named after Commodore Jackson of Rattlesnake Creek who filed for the acreage the town was built upon. By 1890, Elmore County was formed, and the agricultural industry became a prominent piece of Mountain Home. Known for its surrounding beauty, it served as an oasis in the desert and acted as a gateway to the mountains. The town was poised perfectly to serve as a strategic point on a major travel route across the state, much as it is today.



11.3 ARCHITECTURAL HISTORIC SITES

11.3.1 ST. JAMES EPISCOPAL CHURCH



Reminiscent of the Gothic style English country church, the St. James Episcopal Church is one of the first buildings built in Mountain Home. After a fire in 1895, the unique Hazel Bobo apse window was the only remnant salvaged from the original 1888 frame. The St. James Episcopal Church is a community landmark with both the interior and exterior retaining their original integrities. This structure is the oldest brick ecclesiastical building in Mountain Home and one of the oldest brick churches in the State of Idaho.

11.3.2 ELMORE COUNTY COURTHOUSE



The Elmore County Courthouse—retaining its original monumental massing and full Neoclassical style features—was constructed in 1916. The County was originally created by the Idaho legislature in 1889. In 1891 Mountain Home was named county seat of Elmore County. Until the courthouse was constructed, county offices were in rentals and later in a schoolhouse. Due to a bond election as a result of popular support for construction, the courthouse was made possible and after its completion, allowed the county offices to move into a space designed for their use.

11.4 HISTORIC PARKS

11.4.1 CARL MILLER PARK



Carl Ansel Miller, the first soldier from Mountain Home to be killed in the “Great War” (WWI), died while trying to save a fallen comrade. Distraught by the news of Carl's sacrifice, his hometown community of Mountain Home was adamant in honoring his actions. Within the year of his death, Mountain Home let out bids for the purchase of \$10,000 in bonds to finance the establishment of Carl Miller Park. After the formation of a park board, including five commissioners, the work had begun. Landscaping, infrastructure and maintenance was put in place and in November 1961, the town gathered to pay tribute to the man the park was built in memory of and officially install the sign.

11.4.2 RAILROAD PARK



Completed in late 1884, the Oregon Short Line angle northwesterly through Caldwell, Mountain Home and Pocatello. Commodore William Jackson laid claim to 320 acres parallel to the survey markers for the planned railroad tracks and sold the previously owned Rattlesnake Station to other investors. Mountain Home Postmaster Jule Hager purchased a residential lot and moved the Mountain Home Post Office's letters and documents from the Rattlesnake Station to Roscoe Smith's drugstore and reopened the post office. The first train rolled into town in 1883, using the name of the post office where they delivered mail and railroad authorities built a train depot that they named Mountain Home.

11.5 HISTORIC BUSINESS DISTRICT

The downtown business district is historically significant to the very foundation Mountain Home was built upon. With many of the originating buildings constructed in or near the downtown area, it has acted as a historical and cultural hub for the city. Although many of the buildings were erected in the early 1900's in the area that is known today as downtown no real infrastructure was installed until the 1950's. The business district/downtown area is comprised of a wide mixture of architecture, including the Spanish Mission style, Art Deco, and Mid-Century Modern buildings. These buildings provide a historic heritage that the community protects, preserves and promotes.



11.5.1 COMMUNITY CANVAS OF MOHO

In 2016, 'Community Canvas of MoHo'—a public art campaign of the Mountain Home Arts Council—was established by Brenda Raub, Eric Tautfest and Amber Cobos. This initiative was funded in large part through the support of the City, Idaho Waste Systems, Urban Renewal Agency of Mountain Home, Elmore Development LLC, Big Sky Rentals and other local businesses and local donors. As result of this project, the downtown alleys have been cleaned up and painted with 110 original murals, spanning five blocks. This has since created a destination community attraction and a significant cultural resource for both residents and visitors. Approximately 25 additional murals are planned for 2019 and on an annual basis going forward.



Photos by
Community
Canvas of
MoHo

11.6 CULTURAL SITES



11.6.1 BASQUE PARK

Between 1890 and 1925, a majority of the Basque population immigrated to the Mountain Home and Boise area. In their time not tending herds of sheep, men would come to town, living in Basque boarding houses like the one built by Josefa Anchustegui. The Anchustegui family owned the boarding house for Basques, the Basque Hotel and the fronton, also known as a pelota court.

Although the Basque community had been in Mountain Home for some time, it wasn't until 1960 that a Basque club was formed, starting as a fraternal, philanthropic and social organization. This organization was known for the two activities it held

throughout the year: the Shepherders' Ball and the Basque Picnic. In 1984, the Basque Hotel, located across the street near the Fronton Court (The Anchustegui Hotel), burned down and the land and fronton were donated to the club. The grounds of the former hotel were then converted to the Basque Park, a small park across the street from the fronton.

COMPREHENSIVE LIST OF HISTORIC SITES

Table 11.1

No.	Building Name	Known As	Historic Sites	Date	Registered
1	1st National Bank	Advanced Modern Skin Care & Tattoo Clinic	260 N. Main Street	1910	x
2	Ake, F. P., Building		160-72 Main Street	1916	1982
3	Anchustegui, Pedro, Pelota Court	Pelota Court	W. 2nd Street N.	1908	1978
4	Blunk Home	Residence	545 E. Jackson	1909	x
5	Boarding House	Mi Casa	125 N. 2nd E. Street	1910	x
6	Carl Miller Park	Carl Miller Park	N. 10th E. Street	1961	x
8	Citizens Limited Bank	Dilly Deli	205 E. 2nd N. Street	1895	x
9	Dr. Mary Bearby Home	Residence	460 E. 2nd N. Street	1899	x
10	Elmore County Courthouse	Elmore County Courthouse	150 S. 4th E.	1916-1937	1987
11	Father Lobell House	Residence	125 4th Street E.	1921	1982
12	J.H. Garret Residence	Residence	215 S. 3rd E. Street	1906	x
13	Jackson-Prentice Home	Residence	585 E. Jackson	x	x
14	Judge Cowan Home	Tracy Real Estate	375 N. 3rd E. Street	1905	x
15	KwikCurb Diner	Highway 30 Burger	850 S. 3rd W.	1955	2010
16	Longfellow Home	Residence	395 E. 2nd S. Street	1901	x
17	Masonic Hall	Frankie's Burges	270 N. Main Street	1910	x
18	Mather Residence	Upper Cut	495 N. 3rd E. Street	1907	x
19	Montgomery Blunk Building	Mountain Home Yoga Center	290 N. Main Street	1920	x
20	Mountain Home Baptist Church	Christian & Baptist Church	265 N. 4th E.	1908	1982



COMPREHENSIVE LIST OF HISTORIC SITES, CONTINUED

Table 11.1

No.	Building Name	Known As	Historic Sites	Date	Registered
21	Mountain Home High School	Bennett Mountain High School	550 E. Jackson	1926-1927	1991
22	Mountain Home Hotel	Bengoechea Block	195 N. 2nd Street. W.	1910	1982
23	Mountain View Cemetery	Mountain View Cemetery	N. 18th E. Street	1962	x
24	Mountain Home Carnegie Library	Mountain Home Museum	180 S. 3rd Street E.	1908	1978
25	N/A	Residence	310 9th E.	1920	x
26	Pinkston Livery	Residence	335 W. Jackson	1908	x
27	Railroad Bridge Tunnel	Highway 30 Railroad Bridge	Railroad Underpass	1936	x
28	Railroad Depot	Railroad Park	N. Main Street	1883	x
29	Residence	Residence	132 N. 4th E Street	1900	x
30	Richard Aguirre Park	Richard Aguirre Park	N. 5th E. Street	1961	x
31	Royal Club	Mighty Munchkins	210 N. Main Street	x	x
32	St. James Episcopal Church	St. James Episcopal Church	305 N. 3rd Street E.	1895	1977
33	Turner Hotel	Mellen Hotel	140-170 E. Jackson/105-115 N. 2nd E.	1899-1900	1984
34	Veltex Station	Love Abiding Church	190 N. Main Street	1920	x
35	Wicho Building	Jennie's Boutique	204 N. Main Street	x	x

11.7 GOAL 1

Promote and preserve the community's historic buildings, sites and resources.

- A. Identify historic buildings that can be registered with the National Register of Historic Places.
- B. Identify sites that should be recognized and preserved as historic sites and structures.
- C. Encourage the preservation of historically significant buildings or sites in the downtown area.
- D. Review the historic sites inventory of the downtown.
- E. Prepare a historic site inventory of older neighborhoods with historical significance.
- F. Support Elmore County's Certified Local Government Program.
- G. Explore funding opportunities through the Elmore County Certified Local Government Program.
- H. Revise or add codes and ordinances as part of the Downtown Improvement Project that encourage preservation or rehabilitation efforts within the downtown.



11.8 GOAL 2

Raise public awareness and knowledge of historic resources, the community's heritage and preservation concerns.

- A. Encourage activities and events which celebrate historic characteristics throughout the city.
- B. Continue partnerships with Mountain Home Historical Society, Desert Mountain Visitor's Center and Chamber of Commerce to facilitate Historical Walking Tours.
- C. Partner with Imagine Mountain Home Committee for historical markers or plaques for historical sites in the downtown area and beyond.

11.9 GOAL 3

Rehabilitate historic or architecturally significant structures for continued commercial use and appropriate reuse.

- A. Use historic overlay zones and other protective measures along with historic preservation ordinance to guide or regulate the use or modification of significant historic buildings and sites in the downtown area.
- B. Encourage rehabilitation of existing structures.
- C. Encourage the remodeling of second stories into office or service spaces or residential dwelling units in the downtown area.
- D. Discourage "demolition due to neglect" of historic buildings.
- E. Explore federal historic tax credits to assist in the preservation of historic buildings.

11.10 GOAL 4

Create, preserve and expand Mountain Home's cultural sites and facilities.

- A. Seek opportunities for expanding arts, humanities and cultural experiences and resources while respecting and maintaining the historical and architectural heritage.
- B. Identify and capture opportunities for community gathering spaces, including both indoor and outdoor facilities.
- C. Support and celebrate cultural sites, activities and events, such as:
 - Basque Cultural District;
 - Basque Picnic;
 - Community Canvas;
 - Railroad Park;
 - Elmore County Hispanic Organization; and
 - Highland Games
- D. Support and encourage the development of future cultural sites and facilities.
 - Cultural Center;
 - Performing Arts Auditorium; and
 - Designated park for Hispanic Culture District
- E. Encourage the development of future cultural events and activities for the benefit of the residents.



11.11 GOAL 5

Integrate, promote and encourage the arts within our community and its representation of Mountain Home's cultural diversity.

- A. Identify opportunities and funding sources for a permanent outdoor venue in Carl Miller Park for existing events such as:
- Summer Concert Series;
 - Shakespeare in the Park;
 - Art in the Park;
 - Air Force Appreciation Day;
 - Light the Forest – Christmas Tree Lighting;
 - Elmore County's Got Talent;
 - Fourth of July Celebration; and
 - Mountain Home Highland Games & World Fair
- B. Preserve, enhance and expand public works of art.
- Continue to support the expansion of Community Canvas of MoHo public art campaigns and other public art initiatives within the downtown and beyond.
- C. Identify location and funding sources for the creation of an Arts & Cultural Center with a performing arts venue.
- D. Encourage and foster partnerships between arts, historical and cultural organizations:
- The Mountain Home Arts Council
 - ◊ The Performing Arts Committee
 - ◊ Visual Arts Guild
 - ◊ Community Canvas of MoHo
 - ◊ Literary Committee
 - Encore
 - Junior High Drama
 - Euskal Lagunak Basque Association
 - Elmore County Hispanic Organization
 - Mountain Home Historical Society
- E. Continue networking to identify, explore and implement funding sources and grants for the Arts.



12.1 EXECUTIVE SUMMARY

Mountain Home Air Force Base (MHAFB) is an essential part of the City of Mountain Home. The base has been a major employer in Mountain Home for over six decades, and its mission inspires the community and visitors. Regular community events are held in the base's and troops' honor, and the community as a whole identifies as a "base-town". One of the most important economic engines for the community, the City has long recognized the critical nature of MHAFB and is committed to preserving its function as part of the community.



12.2 BACKGROUND

Located twelve miles southwest of Mountain Home and installed in 1942, Mountain Home Air Force Base is and has been a key strategic Air Force installation in the western region. The base controls and maintains sites within a 7,412-square mile operational training range in southern Idaho. Serving many uses over the past sixty years, today, Mountain Home Air Force Base is home to the 366th Fighter Wing—three fighter squadrons with the wing population consisting of more than 4,800 military and civilian members, and approximately 5,200 family members.

Part of the base has been appointed as a Census-Designated Place (CDP) which means that, while not a self-governing city or town, its population is still counted for the purpose of gathering statistical and census data. According to the US Census Bureau, the CDP of Mountain Home consists of a total area of 9.9 square miles.

The CDP of Mountain Home Air Force Base will tend to experience wide ranges in fluctuation based upon the current mission of the base; so while a census may show significantly different populations from one decade to the next, that may not necessarily be a true indicator of population on the base, as base population tends to remain relatively consistent.

THE CITY'S GOALS REGARDING THE BASE

When it comes to planning for the future of the community, the City always considers the base and how planning may affect it. The City's priorities for the next decade that directly tie in with the base are Housing and Land Use / Community Design.

Housing is one of the most critical factors being addressed with this Comprehensive Plan update as there remains a shortage of housing not only in the community, but also on base; the City's goal with the focus on housing is to provide solutions to both the civilian community, as well as the base community. And, as Community Design and Land Use both tie in to Housing, those chapters (5, 6 and 8) provide details regarding the City's approach to these topics and how they relate to the Air Force Base.





12.3 EXISTING CONDITIONS

The base's impact on the community of Mountain Home is incredibly important. The base is a major employer in the area employing 650 - 799 civilian members of the community. Having a military installation within the community allows for diversity in population that most rural towns would never otherwise benefit from.

The 366th Wing's Fiscal Year 2012 direct financial impact on the "local area" is approximately \$760-million⁷. To be clear, not all of the fiscal impact stays in Mountain Home as the "local area" is a regional area of the state. However, it's still clear that it is a critically important contributor to the community of Mountain Home.

12.4 FUTURE PLANNING

To demonstrate the City's strong support for Mountain Home Air Force Base, and to emphasize the City's commitment to ensuring the continued successful operation of the base, following are the goals and policies that the City will use to ensure sustained and seamless integration into the fabric of the community.

12.5 GOAL 1

Ensure that future land uses are compatible with the continued operations of Mountain Home Air Force Base.

- A. The City shall not allow development or annexation of areas that encroach into potential base expansion and/or operation areas.
 - The City shall require that certain plans, area plans, regional plans or Planned Unit Developments address compatibility issues associated with operations at MHAFB.
 - The City shall coordinate closely with jurisdictions, agencies, organizations and tribal governments near MHAFB to ensure the policies and regulations as applicable are consistent with continued operations of the base.
 - The City shall protect the future mission of MHAFB through the use of appropriate open space and buffer requirements as it nears MHAFB operations and/or working perimeter.
- B. The City shall as a Policy notify the base of proposed development activities in the vicinity of MHAFB.
- C. The City's annexation policy shall be updated to plan for and address land use compatibility with MHAFB to ensure future development shall not conflict with the viability of the base.



12.6 GOAL 2

Protect the viability and success of Mountain Home Air Force Base to accommodate expansions and/or new missions.

- A. The City will cooperate and work collaboratively with MHAFB officials in identifying strategies to meet the housing needs of military personnel and their families.
- B. Future planning will consider the needs of MHAFB personnel and families when it relates to commercial development, open space and parks, to serve as an expansion to the needs of residents on the base.
- C. During the next technical review of the City's Water Facilities and Wastewater Facilities Studies, studies should include possible projected need for MHAFB expansion (both facilities and/or personnel).
- D. An update to the Mountain Home Master Transportation should be considered to include base transportation needs, both defense related and personnel related.

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13.1 EXECUTIVE SUMMARY

Public utilities, facilities, and services are necessary for the overall health, safety, and welfare of the community. The City of Mountain Home and numerous other public and private entities provide the basic services of water, sewer, school, police, fire, library, power and natural gas to residents. Mountain Home's growing population will at some time necessitate the need for new and expanded utilities, facilities, and services; in the interim the existing service delivery systems must be maintained (and improved) to ensure continued, consistent delivery.

Policies concerning the manner in which public utilities and services are expanded play an important role in the location and intensity of future development such as housing, employment, commercial and industrial development; this is a large part of the purpose of the Comprehensive Plan. The City focuses on basic utility and facility requirements, but defers to the specific provider for services not directly under the authority of the City.

13.2 MUNICIPAL SERVICES

The City of Mountain Home provides the full range of municipal services and facilities including:

- A. Airport
- B. Fiber Optic Utility
- C. Fire Protection
- D. Golf Course (Public)
- E. Library
- F. Power
- G. Public Safety (Police)
- H. Schools
- I. Sewer
- J. Solid waste / Trash service
- K. Stormwater Management
- L. Utilities—Franchise
- M. Water



The City has invested in new public facilities, equipment, and personnel to meet the needs of the growing community and aging infrastructure. The City adopted the first Capital Improvement Plan in 1997 and has been updating it every year since.

Specific studies have been conducted and facilities plans created for both Water and Sewer Facilities, and the City has been working to create a new public Fiber Optic Utility to keep the community connected. In addition to the services provided by the City, franchise utilities/services are provided by the Department of Education for School District No. 193, Intermountain Gas for natural gas, Idaho Power for electricity, as well as not-for-profit medical and social service agencies.



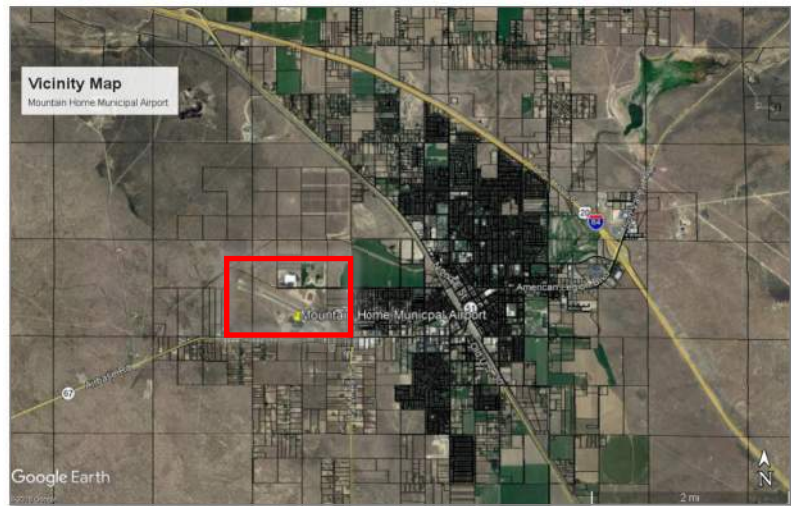
13.A.1 Executive Summary*

*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix H**.

Mountain Home Municipal Airport, which is owned and operated by the City of Mountain Home, is managed via the Fixed Base Operator (FBO) as part of a contract agreement with the City. The airport is located approximately two miles west of the downtown Mountain Home Central Business District, and serves the City of Mountain Home and western Elmore County region. The airport is in close proximity to Mountain Home Air Force Base, which is located 12 miles southwest of the airport; and the airport is located approximately 40 miles to the northwest.

The airport is surrounded by open rangeland to the North and West, Air Base Road to the South and the urbanized area of Mountain Home Proper to the East. An Air Force Rail line exists 1,250 feet West of the runway, and the Marathon Cheese plant is located approximately 1,000 feet North of the runway. **Map 13.A.1** depicts a vicinity map for reference.

Map 13.A.1



13.A.2 AIRPORT'S ROLE

The airport is primarily used for business travel, agricultural aerial applications, recreational flying, protecting the public welfare (Search & Rescue, Fire Fighting, Law Enforcement, Medical Evacuation, etc.) and flight instruction.

13.A.3 LAND USE COOMPATIBILITY

Effective compatible land use planning serves to protect the public health of both aircraft operators and the surrounding community from safety related concerns as a result of airport operations. Such planning also serves to preserve the quality of life of surrounding neighborhoods from the byproducts of airport/aircraft operations including such things as aircraft noise, dust and fumes. Effective land use planning via such mechanisms as zoning protects airspace, defines use of land and considers aircraft noise impacts. Currently the FAA and the State of Idaho consider airport compatible land use planning, including Through-the-Fence access, to be a top priority for airport sponsors to be concerned with and address through local planning.

13.A.4 DESIGN STANDARDS

Most public use airports are developed based on certain design standards. Design standards provide for proper ground based "set-backs" or safety related areas around the runway and taxiway environs. Typical design standards for an individual airport are predicated on (a) approach speed (Category) and (b) wingspan (Design Group) of the most common, or group, of common aircraft, using the airport. This is particularly true for FAA NPIAS airports, such as Mountain Home Municipal Airport, which are required to use a classification system recognized by the FAA commonly referred to as the Airport Reference Code (ARC). The Mountain Home Municipal Airport is classified as an ARC B-II General Aviation airport.

13.A.5 FUTURE

Airside needs of the airport (space located beyond the security clearing checkpoint/area) currently and in the near future anticipate expansion of charter and corporate aviation. Future landside (area open to the public—the area prior to security/checkpoint) development provides opportunities to the City and to the Airport Advisory Committee to accommodate and attract future airport users. Potential landside development areas have been identified as shown on **Map 13.A.2**. When analyzing and developing the various landside alternatives/opportunities, several basic development principles and goals were considered to guide the process (see Goals 1-3 next page).

Other realistic goals for development of the airport have been identified in a separate planning effort that reflect the role of Mountain Home Municipal airport in the community. These goals were developed with consideration of both the short term and long term needs of the airport including interest of airport users, compatibility with the surrounding land use, safety, noise, financial and economic conditions (see Goals).

LANDSIDE DEVELOPMENT AREAS

Map 13.A.2



13.A.6 GOAL 1

Future development of the airport should be mindful of various aircraft and activity types:

- A. Areas for general hangar storage should be segregated from areas where commercial aviation activity would be best suited.
- B. Uses such as agricultural spray or BLM fire fighting activities should be located in areas that ensure compatibility with other surrounding aviation uses (due to use of retardants and chemicals in particular). Expansion of the parking apron to accommodate expansion of BLM and Forest Service firefighting operations should be accomplished as soon as possible.
- C. Orderly development of hangar areas ensuring compatibility with FAA design standards based on current and anticipated aircraft use (i.e. aircraft design groups). Corporate/charter aircraft hangar facilities must be constructed as soon as possible to attract these types of aircraft to the airport, particularly as the Boise airport becomes more space limited by the expansion of its commercial airline terminal facilities.
- D. Adherence to FAA's policy of segregating vehicle and aircraft by creating dedicated vehicle access roads to new hangar development areas.

13.A.7 GOAL 2

Future development of the airport should be done in a manner that best optimizes access to public infrastructure including transportation/road access, utilities and available land/surrounding uses.

13.A.8 GOAL 3

Future development will be planned in a manner whereby phased development is possible over the planning period thus providing flexibility to the City to accommodate growth as demand warrants.

13.A.9 GOAL 4

Obtain an analysis that provides financially feasible projects that enhances self-sustaining capability of the airport.

13.A.10 GOAL 5

Develop and adopt codes and ordinances in favor of protection of airport operations and public development.

- A. Adopt an ordinance that addresses FAR Part 77 airspace requirements or use of land.
- B. Develop, define and adopt a Public Airport Zone (PAZ) for the land surrounding the airport with ordinance meant to address needs specific to that area.
- C. Per the 2008 Comprehensive Plan, the City should work toward development of an Airport Industrial Park, which includes updated airport plans, continued coordination between the City and County in development review proceedings, encouraging noise attenuation, attracting scheduled airline service and improving air carrier operations.
- D. Develop policies geared toward the preservation of existing private and public investment in the airport, and related facilities, through land use compatibility. This should include a study of moving the city rail line to the west to allow lengthening the runway to allow improved safety margin for corporate and charter aircraft in the summer months.



Falcon 20



Chinook



SH-3



Twin Otter

13.B.1 Executive Summary

Reliable internet connectivity is essential in the 21st century. Just as electricity enabled the first industrial revolution, fiber optic infrastructure is the foundation for the digital revolution. Since the residents and business owners in Mountain Home have been experiencing mediocre access to the internet for some time, Mountain Home's Mayor and City Council have made it a key priority of the City to establish local control of a City-run essential utility. The goals of the City for this project include the following:

The deployment of a fiber optic utility throughout the city is intended to meet critical service needs.

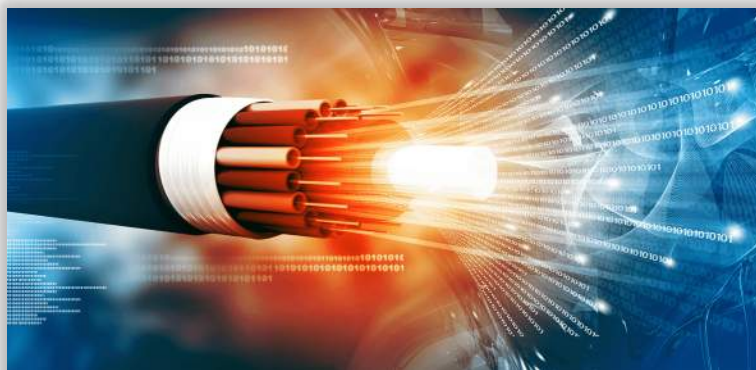
As such, the fiber optic infrastructure will be implemented as a public works project, and managed as a public utility.

- 1) **Lower the cost of internet access by 25% - 30% for the community.**
- 2) **Significantly increase the speed and reliability of internet access.**
- 3) **Increase competition and give residents multiple options for ISPs.**
- 4) **Build a state-of-the-art network that will improve economic development and foster innovation.**
- 5) **Leverage the network to improve the services provided in the city including public safety, transportation, healthcare, education, emergency communications, and new services that will become possible with advanced network infrastructure.**

The City is not trying to compete with the private sector. The endeavor simply involves the City building and operating the fiber infrastructure. This infrastructure will then be open to any service provider that seeks to offer services in Mountain Home. The City has adopted this model to achieve its goals because the plan involves nearly every priority of the City.

13.B.2 What is Fiber?

Fiber optic cable is an innovative type of signal delivery system. Instead of sending electrical signals over copper wire or radio waves transmitted through the air, fiber uses small strands of glass to send light signals over great distances. Fiber is not only the fastest way to send data, it's also stronger, more reliable, and harder to hack than cable, DSL, or fixed wireless. Fiber is not subject to interference like copper or wireless, so it won't matter if the weather gets bad or if everyone in the neighborhood is streaming at the same time.



13.B.3 How Fast is Fiber?

FAST.

Not just fast.

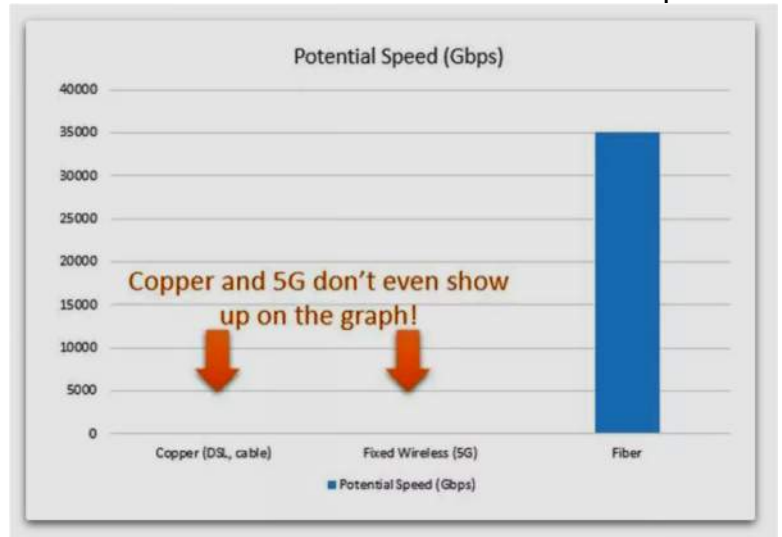
The fastest there is — **by far**.

Graph 13.B.1 shows a comparison of recently tested 'maximum transmission speeds' (how fast each type of technology has tested in a technology in a lab).

DSL and Cable, as well as 5G, did not score high enough to show up on the graph in comparison to the Fiber.

Bandwidth demand based on modem speed was 120 Mbps in 2014. Bandwidth demand grows by a surprising amount each year. While a number of different media can satisfy current bandwidth requirements, only fiber can satisfy future demand requirements. In fact, fiber has another 2000x more capacity using "today's" technologies.

Graph 13.B.1

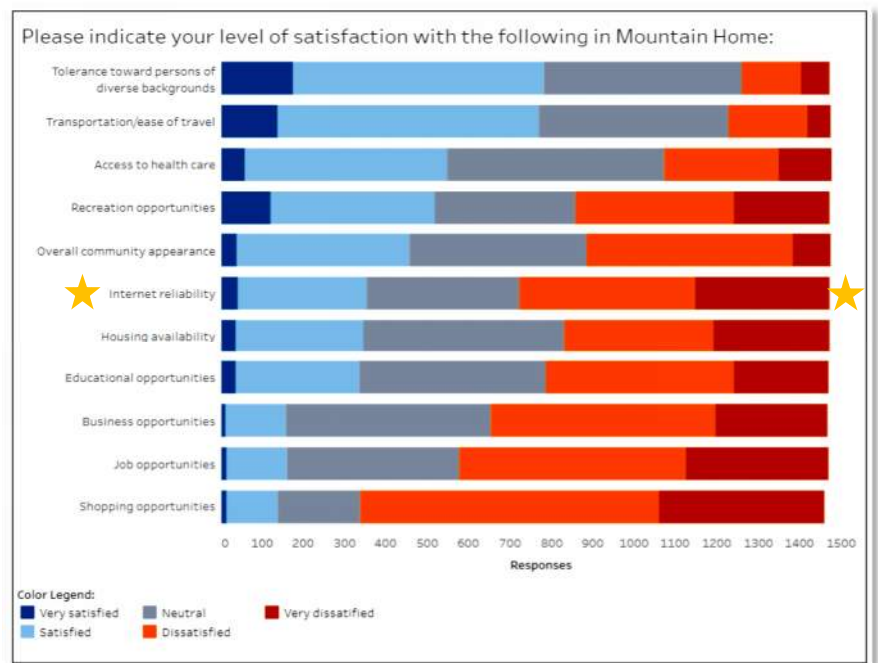


13.B.4 COMMUNITY INTEREST

Is there community support for this new City utility?

The results from the public survey conducted for this Comprehensive Plan update shows a strong relationship between the public's desire for increased and enhanced internet connectivity and the City's decision to implement a fiber utility (see graph on the right).

Additionally, **Map 13.B.1** on the next page illustrates the area where residents and businesses have expressed specific interest in learning more about, and/or even signing up, to be part of the City's fiber network utility (per a separate survey done for the purpose of the fiber project, via the fiber utility website).

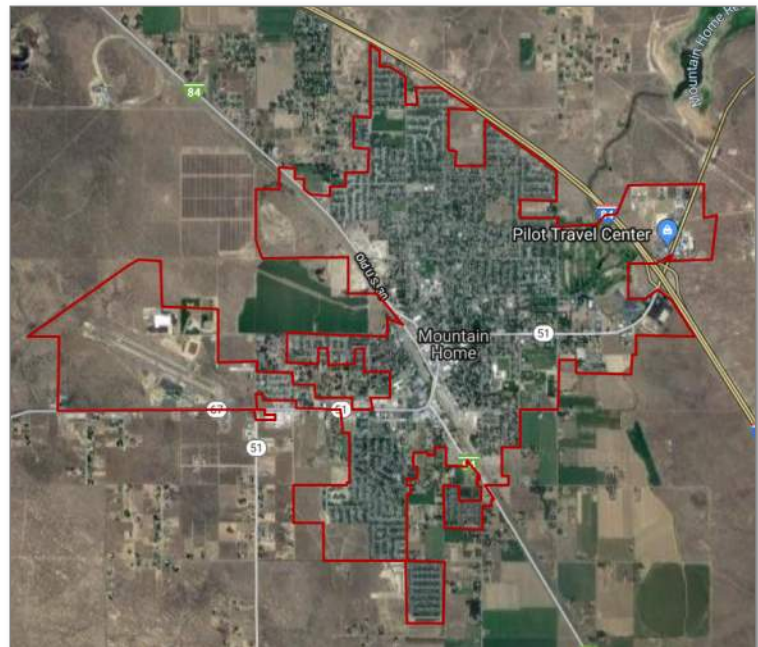


13.B.5 GOAL 1

Successfully execute installation of fiber optic utility city-wide for the benefit of the community.

- A. Prior to launch, establish Codes, Ordinances and Policies that will protect City and subscribers, and provide clear directives in deployment of and using the program.
- B. Develop systems at the City to support the functioning of the project and provide customers an avenue of quality service.
- C. Identify and engage potential project partners (Construction, Middle Mile, ISP).
- D. Create plan for construction and long-term financing
- E. City goal is to eventually deliver free WI-FI to all municipal parks and other public facilities.
- F. Create Community Engagement Plan and begin process of executing Plan.
- G. Deploy fiber optics as a utility throughout the city, starting in the highest demand areas.

Map 13.B.1



Map showing geographic areas from which public interest in the fiber utility has been expressed; by both potential residential and commercial users.

13.C.1 Executive Summary*

*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix I**.

The Mountain Home Fire Department ("MHFD") is considered a "Paid on Call" department. The Mountain Home Fire Department provides fire response in both the urban and wildland environments, in an area of approximately 250 square miles. The partnership with Mountain Home Rural Fire Protection District (MHRFPD) allows the Department to protect those inside and outside of the city limits. The Elmore County Rescue Station houses a fire engine in order to aid our partnership for county extrication calls. Currently the City Fire Department responds to around 175 calls per year and another 90 calls for the rural district.



13.C.2 BACKGROUND

The department was completely volunteer until the city appointed a Fire Chief as its first full-time fire department employee in 1991. Then in 2006 the department hired its first full time firefighter. Another milestone in manpower was in 2005 when the fire department welcomed its first female firefighter.

13.C.3 COMMUNITY

The Mountain Home Fire Department is very active within the community. The Annual Fourth of July Firework display is one of the largest municipal firework displays in the state. Visiting public school regularly, educating children ranging from pre-school to 4th grade, is another way the Mountain Home Fire Department stays active with the local community.

13.C.4 EXISTING SERVICES AND FACILITIES

The Fire Department operates out of four (4) city stations and one (1) rural station as well as an extensive training facility.

During non-emergent service time, the department provides plans reviews on new construction, fire inspections, daycare inspections, code enforcement, fire flow testing, public education/training as well as issuing burn permits to the public.

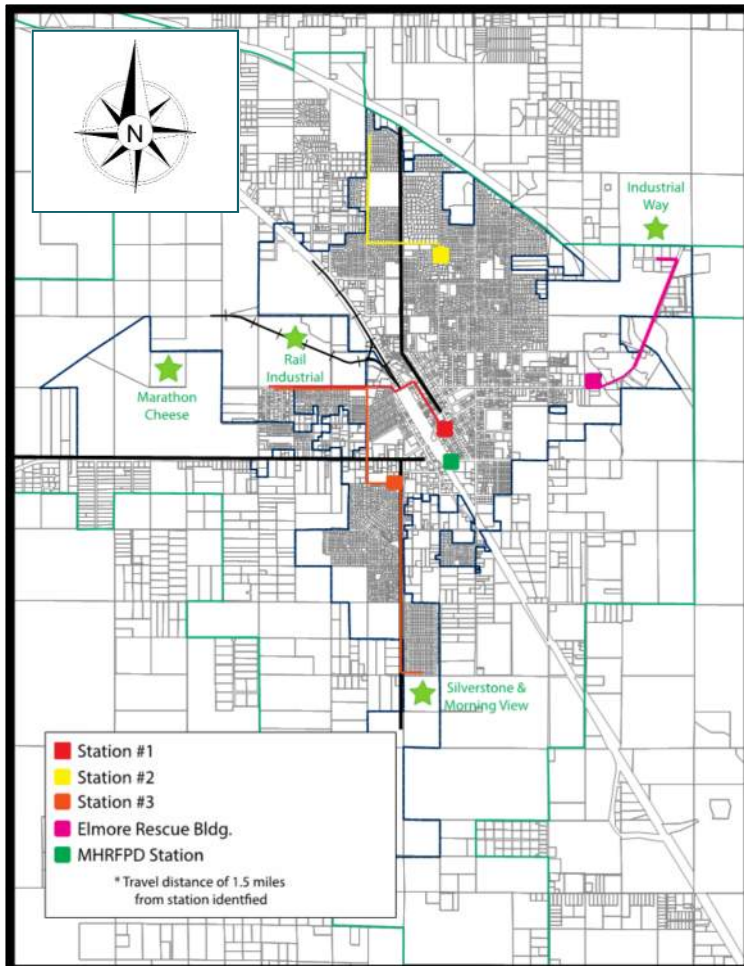
13.C.5 ACTION TRIGGERS

The Department continually tracks the response numbers of responding to fire calls. If we see a trend of the numbers falling at a sustained rate, the Department would act to add additional members to the department, to bring those numbers back in line before falling below acceptable limits.

When it is predicted that growth will exceed the ability for the department to respond under the nationally recognized "Standards of Cover", changes and/or additional apparatus and stations would be required to ensure acceptable response times and distances.



Map 13.C.1



As shown on Map 13.C.1 (left), current Fire Stations & facilities in use are:

- Station #1 located at 220 S. 2nd E. and houses the offices, conference rooms, one aerial apparatus, one engine and two squad units.
- Station #2 located in the 1400 block of N. 6th E. houses one engine and the departments 1925 American Le France Fire Engine.
- Station #3 is located in the 500 block of W. 8th S. and houses one engine.
- Elmore County Rescue bldg. off of American Legion Boulevard is home to one engine that also responds as a mutual aid truck with the rescue unit.
- The Rural Fire Station is home to two structure engines, two water tenders and four wildland engines.
- The fire department has a training facility located at 1170 S. Main that consists of several buildings and fire props. This facility is also utilized by the city police department and Elmore County Sheriff's department, upon request for law enforcement training exercises.

13.C.6 WILDFIRE

As the City of Mountain Home expands, it creates an environment called the *Wildland Urban Interface (WUI)*. This boundary, which is at the edge of the desert and city, creates unique issues as it relates to fires.

These WUI areas often have cheat grass and sagebrush that grow right up to fence/property lines. Under the right circumstances, a wildfire can easily involve structures on these boundaries, thus increasing the challenges to the department.

The Mountain Home Fire Department will continue to educate property owners in these areas, of the dangers involved in the WUI. We will also work to identify the areas that have the highest potential for this interaction and work to mitigate the risks.





13.C.7 FUTURE

The Mountain Home Fire Department is committed to its mission of continuing to upgrade and improve on our level of service provided to the community. An increasing population or increased industrial growth will require us to provide a greater workforce, more equipment, additional buildings and increased funding. By continuing to project and predict how population and growth will affect the City of Mountain Home, the Mountain Home Fire Department will ensure that its level of service to citizens and business community are never compromised.

13.C.8 GOAL 1

Provide adequate and effective fire protection services.

- A. Maintain efficient, cost effective and competent service provided by the fire protection staff and members of the department.
- B. Ensure that an adequate, sustainable water supply is always available for fire suppression activities. As the city grows, so would the need for water supply and delivery.
- C. Remain aware that as growth and population expand, the fire department will also need to expand to provide supplemental EMS service to existing agencies.
- D. Promote the Fire Department's Fire Prevention Program and encourage training and safety programs available from the department.
- E. Perform Life Safety inspections and enforce the provisions of the International Fire Code as adopted by the city.

13.C.9 GOAL 2

Educate and promote the ideals of the "firewise" and/or "fire adapted communities" philosophies amongst city leaders and citizens.

- A. Maintain and improve on our current Idaho Survey & Ratings Bureau (ISRB) rating of 3 throughout the city.
- B. Maintain and ISRB rating of 3, a built-on community shall have a first due engine company within 1.5 road miles of its assigned district or a response time of travel not to exceed 3.2 minutes. As the city limits expand, so will the need for additional fire stations, apparatus and perhaps future additions of full-time firefighters.
- C. Adapt a program such as "FireWise" or "Fire Adapted Communities" and use them to educate and prepare citizens in creating a wildfire resilient community. Impart on city leaders the importance of such philosophies as the city expands into areas that are more wildfire prone. This becomes increasingly more important as wildfires are increasing in size and frequency. We can learn from other communities that have felt the devastation of wildfire and use it to minimize the chances that it occurs in our community.



13.C.10 GOAL 3

Maintain an effective and updated community risk assessment.

- A. Identify and address areas and types of growth that may challenge the current capabilities of the fire department and plan for the needed changes to accommodate that growth.
- B. Be open to the idea of cohabitation with other agencies when it comes to locating new buildings for required services.
- C. Identify general locations for needed future fire facilities and equipment to adequately serve projected development and growth areas.
- D. Identify areas within our response jurisdiction that currently border on the limits of our acceptable response times. These areas currently include Industrial Way, Rail Industrial area and areas on S 5th W near the Morning View & Silverstone subdivisions. As the growth footprint expands the need to coordinate that growth, with city planners and land developers would be required to ensure that adequate fire suppression capabilities be maintained.



13.D.1 EXECUTIVE SUMMARY

Public golf courses have been shown to impact local communities in a number of positive ways. The social, health, economic and environmental impacts have been studied and recognized. Golf courses offer the opportunity to recreate outdoors and provide critically social interaction, both personal and professional. Golf is shown to reduce heart attack by up to 30%-40%, it strengthens bone density, it can lower blood pressure, it improves mood and mobility, and increases endurance. Socially golf benefits mental well-being, reduces stress and anxiety and assists with mental alertness.

And while there are many who question the environmental impacts of golf courses on water usage, in fact golf course water consumption has declined by 21.8% over a period of 8 years. Golf courses account for only 1.44% of all irrigated water in the U.S⁸. Additionally, environmentally, golf courses are known to provide fire protection as a barrier in many locales, including Mountain Home; as well as providing for habitats for species that may be forced to relocate due to commercial or residential development.

13.D.2 HISTORIC BACKGROUND

Established in 1963, Mountain Home's own municipal golf course, Desert Canyon, started as a 9-hole golf course.

Then in 1998, the course was expanded by an additional nine holes resulting in a full 18-hole course. The back nine fully utilizes the canyons and streams that it was built around.

Since that time, the City has had the opportunity to provide an enhanced experience for golfers and visitors. 18 holes of golf makes the golf course more attractive to players from all over the area.

A result from having more holes is increased costs. But the City and management are doing many things to mitigate these added expenses such as: facilitating more tournaments, increasing league participation, offering full service food and beverage operations, facilitating events, and more.

As Mountain Home continues to grow in population the golf course will continue to serve an important function as a community-wide asset and economic booster.



13.D.3 Goal 1

Provide quality public golf course and clubhouse facility to community and organizations

- A. Design, build, and maintain appropriate high quality golf recreational amenities to enhance the quality of life for Mt. Home residents and visitors.
- B. Promote a healthy and active lifestyle through the development and fostering of golf programs.
- C. Capitalize on the uniqueness and value of Mtn. Home utilizing community planning and tourism attraction efforts.
- D. Continue to seek public input on programs offered by the golf course.
- E. Develop plan to increase patronage by expanding and updating facilities when feasible, including upgrading golf cart paths and golf carts to enhance user experience.
- F. Evaluate ways to improve the clubhouse revenues, such as through special events during off peak hours or off peak seasons and by expanding the pro shop and patio area.
- G. Develop, market, and maintain strategic partnerships with statewide and local organizations to drive play and revenue.



13.E.1 EXECUTIVE SUMMARY

Libraries are important cornerstones for any healthy community. Libraries offer free educational resources to the public, they offer safety resources to underserved populations, they help to boost local economies, they preserve community history and they help to connect communities by offering group facilitation and public services.

Libraries give people the opportunity to find jobs; to access technology and stay connected globally; to explore medical research, experience new ideas, and get lost in wonderful stories; libraries offer all of this while at the same time providing a sense of place for gathering.

The Mountain Home Public Library is often the only readily available source of comprehensive information needed by many people in the community for personal, family and job-related purposes. Our community's economy benefits when business people use library resources to make wise business decisions, employees use it to improve job skills, or the disadvantaged use it to help break the cycle of poverty.

The Mountain Home Public Library is a unique and valuable resource for citizens of the community. It is a lifeline to the world and all the information in it.

13.E.2 BACKGROUND



In 1903, Village Trustees appointed the first Board of Directors and a public reading room was created in Mountain Home. In 1907, the small collection was such a success the Library Board approached city fathers to obtain a commitment to an ongoing levy. Following approval, the Andrew Carnegie Foundation provided funds to build a permanent facility, and on November 19, 1908, the Mountain Home Carnegie Library, equipped only with a furnace and a few books, was dedicated. The Library was on the move and things only got better from then on.

Then in 1973, librarians left the Carnegie building to move into a newly constructed library building. (The Carnegie Library became the home of the City's historical museum). Over the next thirty year period, space again became a premium and voters went to the polls for another time. Mountain Home residents passed a second bond initiative which doubled the size of the existing building and the Library reopened on March 17, 2006.

Mountain Home Public Library continues to expand its collection of general interest items; digital and electronic resources; public use computers and Wi-Fi access; a public conference room; and a common area with a coffee shop and outdoor patio seating.



It is the vision of the Mountain Home Public Library to strengthen the community's wellness by expanding the knowledge and learning opportunities of all residents through access to Library resources and services.



13.E.3 Goal 1

Identify and ease barriers to open access for all.

- A. Work with Library staff and patrons to determine barriers to access.
- B. Work with Library Board of Trustees to change policies that are counter to opening access.
- C. Work with City Council and Community to expand existing Library Building and/or open a Library branch location.

13.E.4 Goal 2

Evaluate, plan, and expand library services to meet the demands of City growth and development.

- A. Work with Economic Development office, Library Board, and City Council to determine Library service needs in growth areas.
- B. Cultivate and work with vital partners, including: LYNX! Partners, Idaho Commission for Libraries, Mountain Home Parks & Recreation, Mountain Home Historical Museum, University of Idaho Extension – Elmore County, Local Ministries and Business Leaders.

13.E.5 Goal 3

Expand knowledge of Library Awareness.

- A. Increase Marketing Initiatives, including physical and digital efforts.
- B. Increase established email marketing database to expand outreach opportunities.

13.E.6 Goal 4

Advocate for additional funding.

- A. Work closely with City Council to determine adequate funding needs.
- B. As a “people place”, the Library needs to maintain adequate staffing to meet the needs of the community.

13.E.7 Goal 5

Implement Little Libraries in all City parks, walking path, and Senior Center.

- A. Work with Parks Department to establish best locations.
- B. Determine funding needs and work with Friends of the Mountain Home Public Library to fundraise for Little Libraries.



13.F.1 EXISTING SERVICES AND FACILITIES



Electricity is provided to the City of Mountain Home and to most of southwest and eastern Idaho by Idaho Power Company (IPC). Idaho Power is a utility engaged in the generation, transmission, distribution, and purchase of electric energy and is regulated by the Federal Energy Regulatory Commission (FERC) and the state regulatory commissions of Idaho.



As regional infrastructure improvements are planned, Idaho Power should be involved early in planning processes in order to plan necessary capacity additions like transmission lines and substations, as it typically takes years plan and implement changes to electrical utility systems.

Idaho Power has provided a detailed list of goals that they have requested communities to include in Comprehensive Plans; as an Idaho Power partner, Mountain Home is pleased to included that information, found in **Appendix J**.

13.F.2 EASTERN TREASURE VALLEY ELECTRICAL PLAN

In 2012, Idaho Power, in consultation with local jurisdictions, agencies and citizens, adopted the Eastern Treasure Valley Electrical Plan (ETVEP). The purpose of the plan was to establish clear expectations between IPC, land use agencies, and the general public for the provision and expansion of electrical service within the valley. The City of Mountain Home was a partner in this Plan and continues to be an affiliated ETVEP plan partner with Idaho Power.

13.F.3 NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS (NIETC)

A requirement of Comprehensive Plans in the State of Idaho, as per Title 67, Chapter 65 of the Local Land Use Planning Act, is that upon notification by the Public Utilities Commission (PUC) of such designation for that community, for the community's Plan to include details about NIETCs. Since to date Mountain Home has never received such notification from the PUC no details are provided herein.

13.F.4 GOAL 1

To continue to work cooperatively with the Idaho Power Company, to provide safe, reliable and reasonably priced energy to the community of Mountain Home.

- A. Work with Idaho Power on all new development to ensure that Idaho Power can provide services, including within the Area of Impact.
- B. Ensure that all utilities are undergrounded at the time of development.
- C. Decisions made by the City regarding electric utility facilities within the City and AOI will be made in a manner consistent with and complementary to regional electrical demands and resources.
- D. Collaborate with IPC to designate the general locations of existing and proposed electric facilities.
- E. Team with IPC to formulate, interpret, and apply the City's electric utility facilities plan in a manner consistent with and complementary to IPC's ability to meet its public service obligations.



Our Mission

It is the mission of the Mountain Home Police Department to provide professional, courteous public safety services to all residents and guests of the City of Mountain Home.

13.G.1 EXECUTIVE SUMMARY*

The Mountain Home Police Department is a professional, well-organized, progressive community-oriented police organization that provides around-the-clock law enforcement in the city of Mountain Home. The department serves all residents within the City limits, in addition to a myriad of other constituents. As the County Seat, the Department also serves Mountain Home Air Force Base's population 12 miles southwest of Mountain Home; the Department also has jurisdiction over and serve four state highways and one interstate which run through the city limits.

In 2018, Mountain Home Police responded to 14,490 calls for service, worked 2,746 cases, issued 991 citations and made 633 adult and 55 juvenile arrests.

The Department's Vision:

It is the Department's Vision to always provide professional, compassionate, dedicated service which generates confidence and trust, and fosters community partnerships. In their dedication and Values, they promise to diligently uphold the laws that protect both life and property of the citizens of Mountain Home through fairness and consistency. They pledge to conduct ourselves, both professionally and personally, in ways which clearly show that honesty and integrity are their code of honor.



13.G.2 WORKING WITH OTHER AGENCIES

The Mountain Home Police Department currently enjoys a high degree of cooperation and partnership for the detection and apprehension of criminal offenders with the Elmore County Sheriff's Office, United States Air Force Office of Special Investigations, United States Air Force Security Forces, Idaho State Police, Internet Crimes Against Children and the Federal Bureau of Investigation.

*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix K**.



13.G.3 COMMUNITY

Mountain Home Police participate in dozens of community-related events each year to help the community thrive and strengthen personal bonds with the children and citizens of the community. Proactive community support programs provided, such as the prescription drop-off box program is just one of the programs that exemplifies the commitment of the Department to a safe community. The Department has collected over 3,500 pounds of unused prescriptions and over-the-counter medications since 2011 when the program was implemented.



13.G.4 DEPARTMENT MAKE-UP

The Mountain Home Police Department currently employs 29 commissioned officers (a ratio of 2.03 officers per 1,000 population, below the national average of 2.4) and nine civilian employees.

The Patrol division serves day to day law enforcement needs. It is also the department's largest division consisting of several units including Patrol, Traffic Enforcement (Motors), K9 Narcotic Support, Community Services, Professional Standards and Training, School Resources, D.A.R.E. (Drug Abuse Resistance Education) Program, Reserves, COPs, Police Chaplain Services, and the Animal Shelter.



13.G.5 FUTURE

As the Mountain Home Police Department looks to the future and prepares to serve continued growth within the community, changes will need to be made. Between 2014 and 2018 our calls for service increased by over 38% (reference **Table 13.G.1**).

If the Department continues to respond to calls in the same manner as trends have shown, by 2028 it could reach as many as 28,000 annual calls for service. As this occurs, it will be necessary for Mountain Home Police to expand the current sworn officer staffing to match the safety needs of the community and the citizens it serves.

Table 13.G.1

Mountain Home Police Department Activity Statistics			
	2014	2016	2018
Calls for Service	10,484	13,966	14,490
Cases	2,065	2,235	2,746
Citations	1,222	1,150	991



13.G.6 GOAL 1

To provide the highest possible level of public services in a professional, efficient and economic manner in order to preserve, protect and enhance the safety and welfare of the residents and visitors of Mountain Home.

- A. Continue to maintain adequate facilities, equipment and well-trained personnel.
- B. Maintain and improve existing level of services and response times through periodic reviews.
- C. Guide day-to-day operations with department directives and priorities.
- D. Review police policies to determine if modifications are needed.
- E. Review and update city ordinances as needed.
- F. Explore additional ways to team build and administer collaborative programs to ensure open channels of communication with implementation partners including city departments, Elmore County, Idaho State Police, Mountain Home Air Force Base, Homeland Security, Emergency Management Services, various state agencies and the Federal Bureau of Investigation furthering the efficient delivery of public safety services to the community.
- G. Continue to support community policing with pro-active approaches to law enforcement methods by creating and fostering community partnership programs.
- H. Partner with various state and federal organizations for grant opportunities by providing reimbursable overtime opportunities to officers to implement effective programs to reduce traffic safety problems that result from individuals driving while under the influence of alcohol, drugs, driving while distracted, and implement effective programs to reduce the number of single and multi-vehicle crashes.

13.G.7 GOAL 2

Monitor population and community growth to appropriately respond to changing needs, in order to efficiently and effectively provide public safety services.

- A. Expand current sworn officer staffing to at least 2.29% ratio per 1,000 population by 2025 to match the needs of our growing population and allow for one additional officer per team.
- B. Facilitate continued open and regular communication with stakeholders and citizens to reduce incidents with certain public housing communities, particularly as the population grows.
- C. Continue to improve the department's social media to effectively communicate public safety information, maintain a personal approach with members of the community, connect with new members of the community and to humanize officers.
- D. Provide support in implementing capital improvement planning efforts.



13.G.8 GOAL 3

Ensure proper staffing, training, and commitment to excellence in service to the community by providing advanced training of police officers, and encouraging the acquisition of modern crime prevention and investigation equipment within the bounds of economic conditions.

- A. Continue to employ the most productive, courteous and efficient staff and compensate them appropriately in an effort to remain competitive with surrounding agencies.
- B. Maintain a high level of knowledge and experience among staff and encourage longevity through the annual review of benefits, wage evaluations, and promotional processes.
- C. Focus on officer recruitment by offering hiring incentives, focus on lateral transfer candidates, attend career fairs at colleges and military installations, and produce a recruitment video to attract candidates to our organization and community.
- D. Provide annual training to ensure officers perform to established competency levels and stay informed on current case law and police practices. Invest heavily in advanced, specialized training to recognize and cultivate individual interests, encourage individual career development and retain personnel.
- E. Encourage and promote overall health and wellness by offering annual wellness benefits, providing access to a training center, and incentivizing healthy choice programs.
- F. Institute a program to raise awareness around the importance of officer mental wellness. Provide corresponding resources and skill sets to help individuals recognize and manage known stressors and incidents that can be immediately applied to everyday life and strengthen one's ability to overcome adversity and challenges, manage stress, maintain peak performance and thrive in their personal and professional life while ensuring their own mental wellbeing.
- G. Upgrade vehicle fleet to replace older, high maintenance vehicles with new ones to reduce vehicle maintenance expenses and vehicle-out-of-service times. Provide take-home units for each member of patrol as a hiring incentive, increase visibility and maintain a constant presence within neighborhoods in our community.
- H. Partner with Idaho Department of Transportation for grant opportunities by providing statewide electronic ticketing systems for our patrol division.
- I. Partner with various state and federal organizations for grant opportunities to acquire advanced equipment for the investigation of criminal activity, tactical equipment and special operations equipment.



SCHOOL DISTRICT #193 VISION STATEMENT

"In partnership with students, parents, and the community, the Mountain Home School District creates an exciting, challenging education that has value and meaning for each student; encouraging them to become responsible contributing members of society."

13.H.1 BACKGROUND

The City of Mountain Home has two school districts:

School District #193—which makes up the majority of school facilities in Mountain Home with seven schools; and McKenna School District which includes two schools.

The districts' current **combined student body enrollment is 4,124** students in the nine schools, which includes students that live within the city limits, and students that live in Elmore County, outside the city limits.

Facilities capacity for schools in both districts is 5,087, for grades K-12. With the school districts at a **combined capacity of 81%**, the districts are capable of absorbing any additional enrollment growth without foreseeable need to add facilities or expand existing facilities.

13.H.2 TRANSPORTATION

Caldwell Transportation, a private company contracted with the school districts, is responsible for student busing. The buses can travel an average of 1,758 miles per day in transporting the 2,040 students that are registered to be bused; the average number of students actually bused per day is roughly 1,012. The buses travel as far as the Pine and Featherville turnoff; to the Stage Stop on Hwy 51; and to the Snake River on Old Hwy 30 as far as Billy Rio Rd. The buses also travel to Mountain Home Air Force Base for students in grades 5-12.

13.H.3 FUTURE

As residential development occurs in Mountain Home city leaders will need to work closely with the school districts on the impacts of the growth to the school system. Currently, the majority of schools are located within core areas of the city limits (see **Map 13.H.1**), whereas growth will likely occur on the peripheries of the city limits. School boundaries, school capacities and student transportation will require close coordination and planning.

13.H.4 GOAL 1

Promote high quality school facilities and excellence in educational programs.

- A. Encourage a positive partnership between the City and School Districts.
- B. Share information between School Districts and city planning staff regarding land development proposals, cooperating on land use decisions and on development of education facilities.
- C. Utilize information developed by the School Districts regarding future school sites and other facilities in making land use decisions.
- D. Encourage school facilities to be located in such areas as to minimize student transportation and promote ease of walking or biking to school.
- E. Coordinate with school district to identify future acquisitions or future development areas in the event population growth warrants such actions.
- F. Maintain open and regular communication with School Districts to ensure that issues that may impact school areas of concern are collaboratively addressed.
- G. Develop sidewalks, crosswalks, and bus stops that ensure safe access to schools and bus transportation for students.



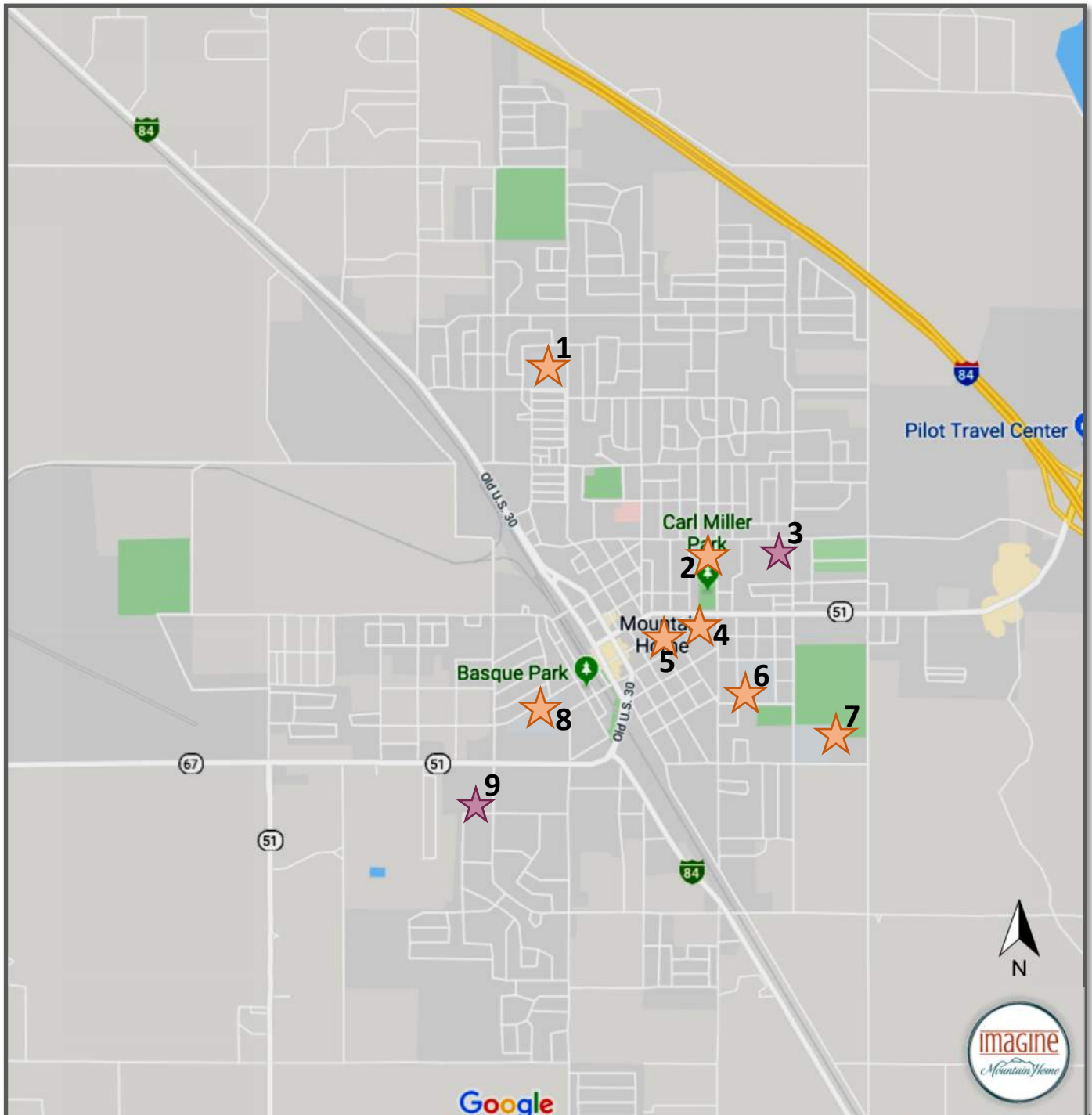
LEGEND

- ★ School Facility, School District #193
- ★ School Facility, McKenna School District
- Elmore County
- City Limits

- 1. North Elementary School
- 2. East Elementary School
- 3. Richard McKenna Montessori Charter School
- 4. Bennett Mountain High School
- 5. Hacker Middle School
- 6. Mountain Home High School
- 7. Mountain Home Junior High School
- 8. West Elementary School
- 9. Richard McKenna Charter School

SCHOOL FACILITIES

Map 13.H.1





13.1.1 EXISTING SERVICES AND FACILITIES

The City of Mountain Home is presently served by a lagoon system treatment plant. Wastewater is treated in eight shallow lagoons covering 206 acres and the effluent is applied to 747 acres of cropland adjacent to the plant during the summer months. Wastewater is collected through a system of five miles of pipes ranging in size from 6" to 24". The majority of the system is gravity fed that allows collection directly to the treatment facility without pumping, except for screw pumps located in the new headworks facility located at the sewer lagoon site.

The city installed a third screw pump in 2015 to be ready for future growth for a population of 20,600, and additional land is not required until the city reaches a population of approximately 33,000.

The current average flow to the treatment plant is 1.30 million gallons per day (gpd) and peak hour flow is 3.96. Per capita average flow rates are 94 gallons. Flow rates per capita have decreased 29% since 2006 with greater awareness of the need for water conservation and increased water rates.

13.1.2 SEWER MASTER PLAN

In 2011 engineering firm Keller Associates completed the "Sewer Facilities Planning Study" for the City of Mountain Home. The study evaluated the existing and future needs of the wastewater treatment facility and collection system. The study was updated in 2015.

13.1.3 GOAL 1

Maintain a quality sewer system for the community.

- A. Continue following testing requirements from DEQ; comply with regulatory requirements for conveyance, treatment and disposal of treated water.
- B. Maintain system to minimize sanitary sewer overflows.
- C. Ensure that development meets the specifications of the municipal sewer system.
- D. Implement the recommendations of the adopted Water Facilities Planning Study prepared by Keller Associates in September 2019.
- E. Maintain to the highest standards all facilities and community equipment in order to provide reliable service, and update and install new infrastructure when needed.
- F. Develop a response plan for unforeseen mechanical/electrical failures or natural disasters which would affect sewer management.
- G. Generally promote industry with low water usage and domestic waste strength.

13.1.4 GOAL 2

To continue proactive planning for existing and future sewer needs of the community in order to provide for orderly and rational extension of sewage facilities.

- A. Continue to follow the 2011 Water Facilities Planning Study, taking steps to protect the quantity and quality of ground water resources.
- B. Require that property contiguous to the City Limits is annexed prior to connection or extension of sewer lines. Do not extend service beyond the City limits without annexation except as approved by City Council under terms and circumstances determined to be in the best interests of the City.
- C. Prohibit further divisions of land within the City limits that are not served by the city sewer system.
- D. Development which occurs contiguous to the sewer lagoons should be buffered with open space and/or landscaping and berms.
- E. View treated water as a community asset and look for beneficial uses of the reuse water.
- F. Update Master Plan with emphasis on evaluating mechanical treatment and reuse options.
- G. Continue charging a "Sewer Availability Fee" for connections to a City-installed main, based on the cost at the time of installation. New uses should be governed by the following standards:
 - 1. All sewer mains should have the capacity and placement for extension.
 - 2. Developers will be expected to install sewer mains and stub the services to each lot at their sole expense.
 - 3. Developers are totally responsible for the cost of the sewer main.
 - 4. When the City requires a sewer main larger than needed for the specific development, the developer shall install the larger line size required by the City and may, prior to approval of the "final plat", make arrangements with the City for reimbursement of the difference in the cost main required by his development, and the larger line which the City has required. This reimbursement shall be made in the current fiscal year, only if there are sufficient funds in the development fund or a "Late Comers Agreement" may be negotiated whereby charges of future connections can be used to help pay back a portion of the costs to oversize the facilities.
 - 5. Need to follow the City Sewer Standards and Construction Standards.
 - 6. Construction of sewer mains by private interests, should be formally accepted for continuous city maintenance (by entry in the official minutes) by the City Council.





13.J.1 EXISTING SERVICES

Curbside waste removal and recycling service in Mountain Home is provided under contract by a private contractor.

A public landfill operated by Elmore County is located off Bennett Road seven miles southeast of the City, and a regional landfill is located approximately twenty miles northwest of town in Elmore County.

13.J.2 GOAL 1

To ensure quality public sanitation services to the community at a reasonable cost.

- A. City shall meet federal, state and local standards for public sanitation facilities and services.
- B. City shall make efforts to reduce the amount of solid waste through support for recycling, composting and other waste recovery means.
- C. City shall support public education on the value of recycling and waste recovery.
- D. City shall continue to make efforts to engage the most cost effective and most productive provider of services during contract renewal process.
- E. Pursue alternatives to solid waste disposal including recycling, composting and other
- F. Promote and encourage education programs on hazardous waste and recycling.
- G. Coordinate with other groups and agencies in developing a market for products made from recycle materials.
- H. Request that the solid waste provider prepare a solid waste disposal plan acceptable to the City based upon the following:
 - Population projections and their effects on growth patterns.
 - Land use requirements.
 - Transportation costs.
 - Effects on the environment.
 - Evaluate the contents of the solid waste stream to identify recyclables, hazardous wastes, yard wastes and other material.



13.K.1 WHAT IS STORMWATER?

Stormwater is water that originates from precipitation events and, when that water that is not absorbed into the ground in the area that it originated or fell, is considered stormwater. Stormwater in and of itself is not harmful per se, however when that stormwater travels across impervious surfaces it can become contaminated. This contaminated water can be absorbed in other ground areas; it can run off into natural bodies of water; and it can cause flooding in other impervious areas. In short, stormwater in certain areas can be considered a source of pollution and so it is important to be managed.

The City of Mountain Home uses the Federal Emergency Management Agency's (FEMA) flood insurance rate maps (FIRM) to determine if a property is in danger of flooding and whether structures on that property should be insured against flood loss. A FIRM was completed in 1994 for the City of Mountain Home and is administered through the City's Zoning Code.

13.K.2 GOAL 1

To work cooperatively among departments and agencies to develop efficient, cost effective and environmentally sound stormwater, storm drain and flood control measures to protect and preserve groundwater quality and public safety.

- A. Plan for stormwater run-off in land use planning and in the development of land.
- B. Ensure proper planning to protect groundwater quality, property and waterways.
- C. Meet federal, state and local standards for stormwater.
- D. Monitor cost of improvements to storm drain facilities ensuring they are borne by those who benefit from the improvements.
- E. Require on-site storm water retention in all development and community improvements.
- F. Continue to update Stormwater Master Plan for controlling and disposing of stormwater runoff that will include development standards, location of retention basins, location and sizes of storm drains and coordination with other utility systems.
- G. Update the development regulations to reflect "best management practices" for storm water control, including erosion control requirements.
- H. Establish design standards for onsite storm water treatment and disposal facilities that will be effective over the life of the facility.
- I. Establish standards and ordinances that require the construction of adequate on-site storm drain and storm water treatment and disposal facilities that are an integral part of every new development.
- J. Periodically review ordinances and standards for adequacy as development intensifies and densities increase in critical areas.
- K. Routinely inspect active and passive facilities for continued maintenance. Pursue enforcement of protective covenants or jurisdictional responsibilities to ensure that the responsible parties maintain their facilities.



13.L.1 Existing Services and Facilities

Aside from water, sewer and trash utilities—which are all provided to the community by the City of Mountain Home—franchise utilities are provided by various private companies:

- Power is provided by Idaho Power Company
- Natural gas is provided by Intermountain Gas Corporation
- “Landline” telephone service is available through Century Link
- Cellular phone services are available through many nationwide carriers

The City of Mountain Home is, as of the date of the compilation of this Comprehensive Plan update, in the midst of developing a new City-provided utility—Fiber Optic Internet. While still in the midst of development, a section of this Chapter provides further detail (**Section 13.B**).

13.L.2 GOAL 1

Ensure that adequate utility services are provided to the community.

- Encourage the co-location and joint use of utility corridors and facilities.
- Include gas, electric, telephone, cable and fiber optic companies in the notification process when reviewing development proposals.
- Allow additions to and improvements of utility facilities to occur at a time and in a manner sufficient to serve projected growth.
- Coordinate GIS locations within City.
- Plan for the expansion of critical public services in advance of population growth.
- Plan for utility facilities in a manner consistent with and complementary to the utility companies’ public service obligations.
- Designate the general locations of existing and proposed electric utility facilities and corridors.



13.M.1 EXISTING SERVICES AND FACILITIES

The City of Mountain Home receives its domestic water supply from nine ground water wells, two of which were just drilled since 2010. The wells produce 12,000 gallons per minute (gpm) and are capable of meeting the current peak demand of 8150 gpm with all wells running. Water is distributed through 66 miles of water pipelines.

The City has water rights to approximately 16,857 gpm, or 37.56 cfs of which some is restricted to summertime irrigation. The City's water rights have been consolidated to allow any water right to be withdrawn from any combination of city wells. Water is stored in four reservoirs with a storage capacity of 4.99 million gallons with our newest 2 million gallon reservoir coming on line in 2019. Since 2015, with the addition of a new well and the storage reservoir, the City has increased its available EDUs to more than meet the City's existing needs, as well as future growth.

In 2018, the annual average water usage was 303 gpcd. This rate decreases in winter to 84 gpcd and in summer the amount increases to 640 gpcd. The 2018 average annual, winter and summer demands were 3000gpm, 830 gpm and 6340 gpm respectively. Irrigation accounts for approximately 70% of the total annual water use.

13.M.2 WATER MASTER PLAN

In 2019 the City engaged engineering firm Keller Associates to update the Water System Master Plan. The Plan evaluated the condition and capacity of the City's water system, assessed the needs for the future and made recommendations for system improvements to meet then current and future needs.

13.M.3 GOAL 1

Supply quality water in adequate levels to the community.

- A. Provide an adequate supply of quality water to meet current needs and expected growth for residential, commercial, municipal and industrial water users.
- B. Provide an adequate flow and pressure of water for fire protection.
- C. Implement the recommendations of the adopted Water Facilities Planning Study prepared by Keller Associates in September 2019.
- D. Maintain to the highest standards all facilities and community equipment in order to provide reliable service, and update and install new infrastructure when needed.
- E. Continue to provide quality water by continuing to follow testing guidelines from DEQ.
- F. Develop a response plan for unforeseen mechanical/electrical failures or natural disasters which would affect water supply and distribution. Generators were installed on two wells in 2007 and the newest Well 16 in 2018. Equip future wells with standby power.



13.M.4 GOAL 2

To continue proactive planning for existing and future water needs of the community in order to provide for orderly and rational extension of water facilities.

- A. Continue to follow the 2019 Water Facilities Planning Study.
- B. Require that property contiguous to the City Limits is annexed prior to connection or extension of water lines. Do not extend water service beyond the City limits except as approved by City Council under terms and circumstances determined to be in the best interests of the City.
- C. Within the Area of City Impact, discourage new developments, which do not use public water facilities unless the utility systems are equivalent to public utility systems, and can connect to the public water system when annexed to the City. Encourage agreements for ultimate transfer to city of private facilities to eliminate redundant facilities (i.e. parallel private and public pipelines).
- D. Require that prior to annexation or property development, owners pay fees and contribute to the City for the purchase and transfer of additional water rights, consistent with current market rates at the time of purchase or transfer.
- E. Review and amend the development requirements pertaining to water use including surface irrigation, and water conservation.
- F. Continue to update the City Water Conservation Plan. Review the Rebate Program for low flow toilets and washing machines. Restriction on the use of potable water for landscaping when non-potable water sources are available; and low water use landscaping.
- G. In 2007 & 2018, water re-use was explored by the City and was determined not to be cost effective. The City will continue to explore and evaluate water re-use options (see item 2a Sewer section).
- H. Continue to monitor tiered water rate structure with progressive per gallon rates for residential usage.
- I. Locate, acquire land, and permit new wells based on growth projections.
- J. Continue charging a "Water Availability Fee" for connections to a City's water system and be governed by the following standards:
 - 1. All water mains should have the capacity and placement for extension.
 - 2. Developers will be expected to install water mains and stub the services to each lot at their sole expense.
 - 3. Developers are totally responsible for the cost of the water main.
 - 4. When the City requires a water main larger than needed for the specific development, the developer shall install the larger line size required by the City and may, prior to approval of the "final plat", make arrangements with the City for reimbursement of the difference in the cost main required by his development, and the larger line which the City has required. This reimbursement shall be made in the current fiscal year, only if there are sufficient funds in the development fund or a "Late Comers Agreement" may be negotiated whereby charges of future connections can be used to help pay back a portion of the costs to oversize the facilities.
 - 5. Need to follow the City Water Standards and Construction Standards.
 - 6. Construction of water mains by private interests, should be formally accepted for continuous city maintenance (by entry in the official minutes) by the City Council.



14.1 Executive Summary*

Agriculture plays a fundamental role in Idaho's economy and community, and for many is a way of life. Idaho ranks as the third-largest agricultural state in the nation, with 25,000 farms and ranches producing over 185 different commodities (ISDA). Elmore County is one of the largest counties in the State of Idaho with approximately 2 million acres of land, and is one of the top 10 producers in Idaho with over \$429 million dollars contributing to the market, with over 340 farms, ranches and dairies. Though there is little to no agricultural-designated land within the city limits of Mountain Home, Elmore County—where Mountain Home is the largest city—is full of agricultural land.

14.2 CURRENT CONDITIONS

Elmore County is made up of a multitude of terrains consisting of mostly public owned land and farmland. The county is 60% mountainous, and 40% sloping land, down into the Snake River Plain, with altitudes ranging from 2,500 feet to over 9,700 feet above sea level.

CLIMATE

Mountain Home is characterized as a semi-arid desert landscape with sagebrush steppe as the dominant native plant. Temperatures may reach 105°F in the middle of summer, with a low winter temperature of 20°F. Wind is a major concern in Mountain Home as there is a corridor between the Owyhee Mountain Range to the southwest and the Boise National Forest to the north-northeast.

14.3 SOCIAL & ECONOMIC PROFILE

The agricultural industry in plays an important role in Mountain Home and Elmore County. Major crops in the area include:

POTATOES

Potatoes are Idaho's largest commodity. Over 315,000 acres of potatoes were planted in Idaho in 2017.

SUGARBEETS

Sugarbeets are known as Idaho's fourth most valuable crop. Idaho ranks second in the nation for its production of sugarbeets.

BEANS

Idaho's seeds for dry edible beans and garden beans are considered the best and most disease free in the world. Dry beans and peas in Elmore County contribute over \$32 million to Idaho's economy (USDA).



Photo credit: Mountain Home 4H Club



Photo credit: Realtor.com



Photo credit: Mountain Home 4H Club

*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix L**.

OTHER MAJOR CROPS IN THE AREA INCLUDE:

VARIOUS FORAGE (hay & haylage)

Forage is land used for all hay and haylage, grass silage and green chop, often either a blend used for livestock grazing, or harvested as feed. This includes forage grown for livestock, alfalfa hay, and corn for silage or green chop.

WHEAT

All of the wheat planted in Idaho totaled 1.19 million acres (ISDA). Wheat is one of the largest commodities in Elmore County.

ADDITIONAL ECONOMIC CONTRIBUTORS

The animal husbandry sector, or livestock, is another important agricultural economic driver in Mountain Home and Elmore County. Livestock types include cattle/calves; goats of varying species; sheep and lamb; and swine/pigs.



Photo credit: Brad Stokes



Photo credit: Brad Stokes

14.4 SPECIAL AGRICULTURE

BEE CITY, USA AND MONARCH CITY, USA

In 2018, the UI Extension Elmore County Office in Mountain Home realized the need to protect our pollinators and create a habitat necessary for their survival. The Extension Educator, obtained Mountain Home City Council's assistance in approving Mountain Home becoming a Bee City USA affiliate. The Extension also promoted the Pollinator Protection Policy for the City of Mountain Home. Later in 2019, the UI Extension went before the Mountain Home City Council for Mountain Home to become a Monarch City USA affiliate. All three resolutions were approved, and Mountain Home became the most pollinator cautious town in Elmore County.

There are currently street signs at both entrances of town that show that Mountain Home is not only a Bee City USA, but also a Monarch City USA. To further improve the conditions for our pollinators, the City of Mountain Home and the UI Extension Elmore County Office has handed out over 100 showy milkweed plants to the public and holds the annual event "Pollinator Appreciation Day". This event spreads awareness about our pollinators by offering the public educational information, locally harvested honey-based foods and free activities that promote our pollinators.



Monarch butterfly around a showy milkweed plant. Photo credit: The Xerces Society.

14.5 AGRICULTURAL HAZARDS: Noxious Weeds



Noxious weeds are an epidemic not only in Elmore County, but in all of Idaho. They are not only harmful and sometimes poisonous to humans, but also for many domesticated grazing animals and wildlife. Unfortunately many are pleasing to the eye which can increase the danger of the species being spread by people. Idaho code 02.06.22 lists 67 species of plants as noxious weeds (Elmore County). Elmore County works with the U.S. Forest Service and Bureau of Land Management in efforts to try and control or eradicate the presence of Noxious Weeds in Elmore County. Early Detection and Rapid Response methods are used by the Noxious Weed Superintendent in Elmore County in response to newly discovered weed species.



14.6 COMMUNITY OUTREACH

UI Extension Elmore County Master Gardeners

The University of Idaho Extension Elmore County Office in Mountain Home utilizes university resources to assist farmers, ranchers and community members with their agricultural and horticultural needs. The Extension Educator teaches a twelve-week course for the home gardener. The class educates community members on horticulture and all the aspects that make a "Master Gardener". The course requires 30 hours of volunteer hours. The course is designed not only to assist the home gardener, but also assist the community.

14.7 FUTURE: Agricultural Trends and Projections

According the 2017 Census of Agriculture performed by the USDA, on average, the number of farms in and around Mountain Home is declining for every crop. However, the harvested amount of the crop is remaining the same or increasing. The UI Extension Elmore County Office in Mountain Home believes this may be due to small/family-owned farms being sold in the recent years. Bigger agricultural conglomerates use expensive and newly developed technology as well as harvesting techniques/machinery that may outcompete smaller farming operations.

There are also many new up and coming farmers in Elmore County that are contributing to the agricultural economy. As of 2017, there were 90 new farms with 117 new and beginning producers contributing to 67,848 acres in new farmland.

14.8 GOAL 1

Increase agricultural productivity through newly developed technological advances that decrease inputs and increase yields for all crops grown in Elmore County

- A. Gather information from interested parties to develop a Stakeholder group to generate further interest.
- B. Host classes that have 1 on 1 education in required technologies.

14.9 GOAL 2

Address potential infrastructure needs across Mountain Home and the Area of Impact to attract more agricultural commodities and companies, or grower-owned cooperatives.

- A. Access Stakeholder groups to identify needs and determine ways to address.
- B. Involve the agricultural community including educators, and school groups and organizations (such as 4H) to work on goal as a project.



15.1 EXECUTIVE SUMMARY



Residents of Mountain Home consider the surrounding natural resources and environment a priority for the City. **Results from the online/public surveys showed:**

- 84.11% of respondents encourage protection of open spaces and natural resources.
- 66.7% of respondents indicated that natural resources ("open space") should be a priority to the City.
- 80.1% of all respondents describe that their leisure time is spent in outdoor activities.
- 59.13% of those that responded to the question of land use types indicated recreational/open space was extremely important.

As Mountain Home anticipates a high level of growth, balancing the community's needs with existing natural resources is critical for the City's continued livability and success.

This chapter establishes a general framework of goals and policies for the development, utilization, and conservation of natural resources in and surrounding the City.

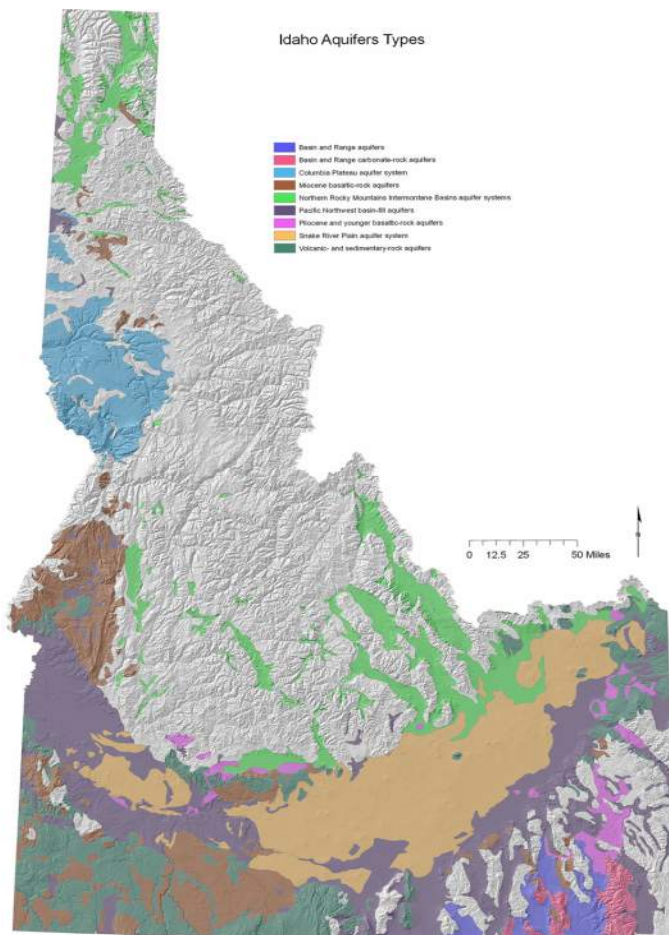
15.2 EXISTING CONDITIONS

The City of Mountain Home is situated in an arid and dry desert climate with no major or minor waterways. The majority of the city consists of flat topography (see **Map 15.1**), and the surrounding environment is mainly shrub land.

Map 15.2 illustrates a small area of floodplain (due to watershed from the northeast/east) on the south-east portion of town which the City plans to protect and preserve.

Outside the city limits and south of town there is a small area designated as a high-nitrate priority area.

Mountain Home is centrally located with quick and easy access to a myriad of outdoor recreation including skiing, rock climbing, boating/fishing/water skiing, sand dunes, hiking and more.



*Source: Digital Geology of Idaho; Idaho State University

15.3 WATER

In 2019 the engineering firm Keller Associates assessed the conditions of the existing ground water supply and quality which serve the City, naming the study “*Water Facilities Planning Study*”, Keller Associates (August 2019). The study discusses aquifers and ground water in and around Mountain Home. The information and the study can be viewed at the City Public Works Office.

15.4 AIR QUALITY

From 2000 through 2002, the State Department of Environmental Quality monitored air quality in planning for the new power station developed by Idaho Power. The monitoring station was located one mile south of Interstate 84 on Canyon Creek. Nitrogen oxides and particulate matter was measured. At no time during the period did the level of these pollutants exceed the national standards. Generally Mountain Home does not experience the same inversion conditions as in the Treasure Valley because the open terrain allows for a greater mixing of air currents.

15.5 FUTURE / PLANNING

With Mountain Home Anticipating expansive development, a large component of planning strategies will include environmental planning concepts. Goals will be to balance the built environment with community health needs, including the topics of air and water resources, land suitability and mitigating urban heat island effects.

With just a small area of environmentally sensitive land (see **Map 15.2**) in the City's planning area, the City is confident in the endeavor to protect that area from development and encroachment in general. And while plant and wildlife communities are an important component of the natural environment; and while direct and indirect impacts from development can be significant, Mountain Home is fortunate in that there exist no endangered or precious plant or wildlife that would expect to be greatly impacted by the anticipated growth.

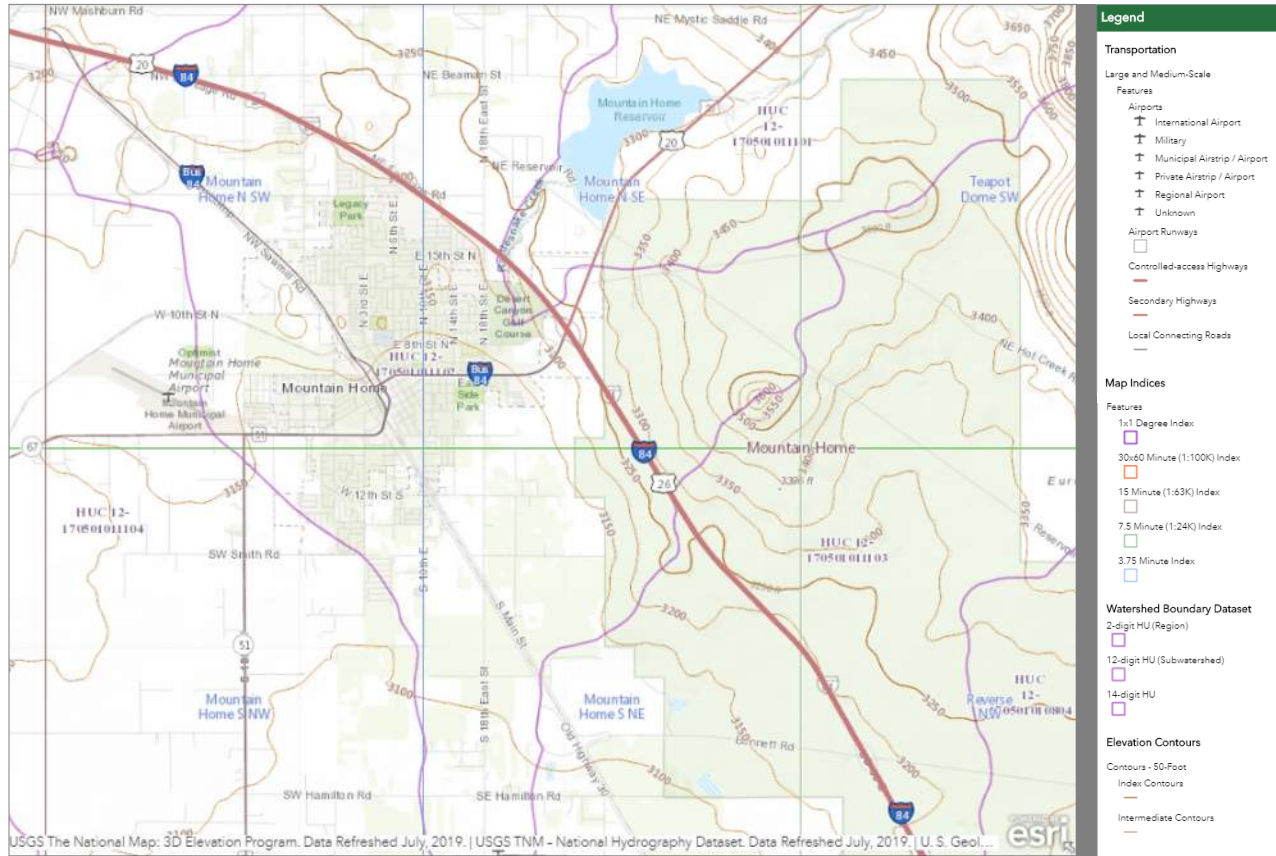


15 - NATURAL RESOURCES / HAZARDOUS AREAS

one town, one team

TOPOGRAPHIC MAP OF MOUNTAIN HOME

Map 15.1



15 - NATURAL RESOURCES / HAZARDOUS AREAS

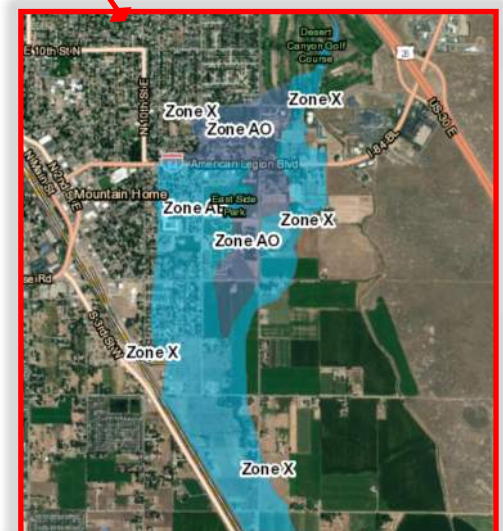
one town, one team

FLOODPLAIN MAP OF MOUNTAIN HOME

Map 15.2



PHI	Approximate location based on user input and does not represent an authoritative property location	SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, X, AO	OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS	Selected Floodmap Boundary Digital Data Available No Digital Data Available Unmapped	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (Zone X)	Regulatory Floodway (Zone AE, AO, XE, AE)	Limit of Study	Coastal Truncat
OTHER AREAS	Area of Minimal Flood Hazard (Zone X) Effective LOBRS Area of Undetermined Flood Hazard (Zone D) Otherwise Protected Area Coastal Barrier Resource System Area	Future Conditions 1% Annual Chance Flood Hazard (Zone X) Area with Reduced Flood Risk due to Levee. See Notes. (Zone X) Area with Flood Risk due to Levee (Zone D)	OTHER AREAS OF FLOOD HAZARD	Jurisdiction Boundary	Base Flood Elevation Line (BFE)
				Coastal Truncat Baseline	Profile Baseline
				Hydrographic Feature	Channel, Culvert, or Storm Sewer
				GENERAL STRUCTURES	Levee, Dike, or Floodwall



15.6 GOAL 1

The City maintains a commitment to the stewardship of natural resources: the environment will be maintained through conservation and sound land management strategies.

- A. The City shall encourage the use of native plants and inclusion of trees that can enhance shade and reduction of heat island effect in developed areas.
- B. The City shall identify areas for the preservation of agricultural land as a means to preserve its agricultural history and identity.
- C. The City shall minimize and mitigate impacts to wildlife, natural habitat and migration corridors when adopting land use and development plans.
- D. The City shall prevent leakage and waste of water at all City facilities through accountability checks and responsible management.
- E. The City shall enhance natural drainage systems to support wildlife and other natural habitats, and improve stormwater quality.
- F. The City shall protect and enhance sensitive / unique land features when adopting urban design standards, land use plans and development plans.

15.7 GOAL 2

Air and water quality is protected while balancing community needs; stormwater is managed city-wide.

- A. The City shall participate in regional programs to improve air quality and other initiatives to reduce impacts of transportation systems on the environment.
- B. The City shall cooperate with metropolitan entities to improve air quality while protecting public health and economy.
- C. The City shall provide information to developers and contractors regarding methods to reduce construction-related air pollution.
- D. The City shall integrate land use and water resource planning for new construction and re-development activities.
- E. The City shall evaluate development proposal impacts on water quality.
- F. The City shall continue to plan and oversee all provisions for stormwater infrastructure throughout the city limits.
- G. The City shall encourage low-impact development techniques for stormwater management in public and private new development and redevelopment, and in roadway projects, when feasible.





16.1 EXECUTIVE SUMMARY

This Comprehensive Plan Update is a 10-year land use plan meant to communicate direction to City Council in making land use decisions; to be the lens through which City staff views all land use applications for compliance; and to be the template for the expected growth and transformation of Mountain Home over the next decade.

The Comprehensive Plan is a translation of community values, and aspirations of the public, put into public policy.

This Plan is where City and staff will look when interpreting policies and regulations, developing new policies, implementing existing plans, and entering into partnerships. It is what will steer City spending, capital improvement projects (CIPs), and budget priorities.

It is important to note that this Comprehensive Plan is a living document that can and likely will be amended and updated over time. As the community evolves, so too may components of the Comprehensive Plan in order to align with development and other changes necessary to fully realize the Plan.



**MOVING
FORWARD**

16.2 BACKGROUND

Lack of formal planning in Mountain Home over past decades is reflected in the landscape of the city today, and it will not transform or recover overnight. But the City is now actively confronting the issues and as such has invested capital resources and time, and has listened to the citizens of Mountain Home. Together, the City and its citizens developed a new vision, a new path forward, for the community.

Transforming the new vision into a reality is an extensive undertaking; but, implemented in incremental steps, over time it is achievable.

Chapter 2 of this Plan discussed the **Top 5 Priority Issues as identified by the City** along with the **Objectives of City Council**, and they have been discussed and reiterated throughout the Plan. In resolution of these issues the Plan is comprised of many ambitious and complex goals; goals that are interwoven with overarching priorities and needs.

Successful implementation of this plan in achieving the many goals will require strategic planning, along with setting priorities based on a tactical approach. The key implementation mechanism, above all else, will be the level of prioritization placed on the Plan by the Mayor and City Council, with their direction to City staff.



16.3 EXECUTING THE PLAN

As mentioned, the chapters of the Comprehensive Plan each specify numerous and multifaceted Goals and Policies (some also list separate Action Items) that are purposely articulated toward accomplishing the Visions and Objectives of the plan.

For clarification, many of the Policies as listed themselves are also Action Items; most have been listed solely as Policy to simplify presentation and interpretation.

It should be noted that many of the goals as identified address and/or speak to more than one priority issue. Those goals that can resolve more the one issue should be given priority when strategizing implementation of this Plan.

Since this Comprehensive Plan Update is significantly more detailed than former plan versions, and thus will require much more pre-planning and collaboration than former plans, how does Mountain Home approach execution of this more involved Plan?

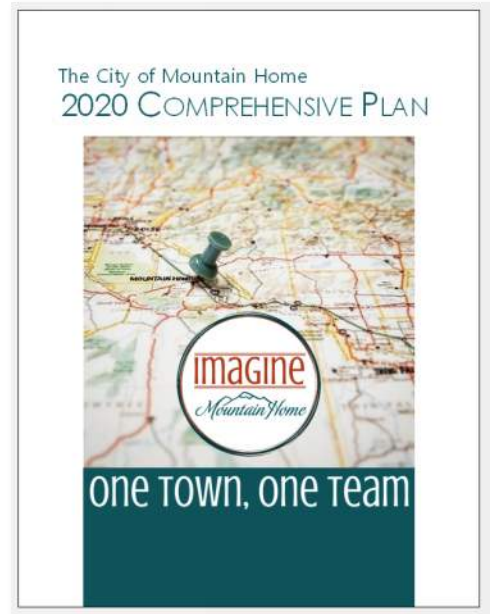
- ➔ **PRIORITIZATION**
- ➔ **PHASING**
- ➔ **PROJECT MANAGEMENT**

Like most long-term planning efforts, execution on a scale such as this must be broken down into increments of time-lines and phases. And then those phases should be broken down one more time.

The approach illustrated on the following pages describes criteria to consider when determining the priority level of issues, as well as offers an outline on phasing.

Once priorities and phasing are established, staff should consider employing a formal project management methodology to administer the multiple projects that will likely be underway in unison. This will aid not only time and budget management, but will also work well in handling projects with public transparency in mind.

Additionally, as the majority of these projects will span some length of time, instituting project management methodology will ensure a seamless and transferrable set of institutional data, should the project ever change hands/staff.



16.3.1 DETERMINING PRIORITY: CRITERIA

The City has identified the top 5 city priorities, and City Council has specified their top objectives for the community. The next step calls for **goals to be macro-identified and prioritized in order to determine order and phasing of implementation.**

To do so, a set of prioritization criteria should be applied to all goals in order to judiciously categorize their level of priority. Suggested criteria include but are not limited to:

- 1) Will pursuing a particular goal achieve more than one goal at the same time?
- 2) Is there funding for this goal?
- 3) Is there public support for this goal?
- 4) Will this goal be a catalyst to instigating another goal?
- 5) Is this goal foundational to another goal?
- 6) Will this goal benefit the public and/or will the public use it?
- 7) Can the City accomplish this goal alone, or will it require partnerships (public/private) in order to achieve it?



16.3.2 DETERMINING PHASING: TIMELINES

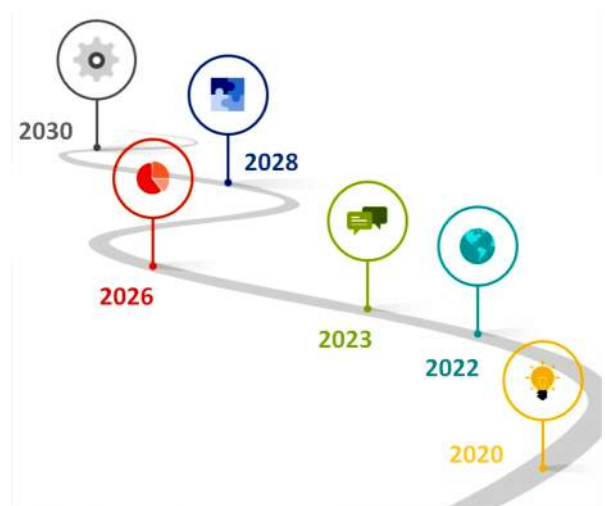
Once priorities are determined, **phasing the projects is next.** As a 10-year Plan increments of three years are recommended as they are typically controllable and foreseeable.

Like the 2018 Mountain Home Downtown Master Plan, phasing is sometimes determined by Low-Medium-High levels of priority; however, in this instance it would be advisable to classify and schedule phasing as Near-Mid-Long Term, with annual timelines associated:

- ⇒ **Near-Term:** 1-3 Years
- ⇒ **Mid-Term:** 4-6 Years
- ⇒ **Long-Term:** 7-10 Years

By applying annual timelines versus text labels, it delegates trackable calendar deadlines which serves multiple purposes:

- Calendar deadlines are critical when planning and executing many goals in unison
- Deadlines prescribed on an annual basis assists with budgeting, especially across departments
- Deadlines are necessary when working in collaboration with other agencies
- Citizens need to be kept abreast of what is happening in the community, and when.



16.3.3 PROJECT PLAN / MANAGEMENT

The final step in moving forward with implementation will be **to develop and assign Project Plans**—specific to goals—to appropriate departments, teams or consultants.

- Best practices prescribe Project Plans be assigned on an annual basis, aligning with the set phasing schedule.
- Project Plans should be limited to a single scope or goal, or to a set of goals that align in scope, arena and outcomes.
- Project Plans should reference and be developed based on the 5-Year Capital Improvement Plan, as well as any related departmental budget.
- It is best to assign Project Plans to staff versus community volunteers; when there is a vested interest in the process, with accountability and ways of measuring performance, the results are proven to show a higher rate of completion and success.
- Since the 2018 Downtown Mountain Home Plan has an extensive set of goals, many of which tie into goals contained within this Comprehensive Plan Update, it is advised to approach both Plan documents congruently in order to maximize workload and achievement of community-wide goals.

Integrate Project Management Methodologies



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The City of Mountain Home 2020 COMPREHENSIVE PLAN



APPENDICES

The City of Mountain Home
2020 COMPREHENSIVE PLAN



APPENDICES

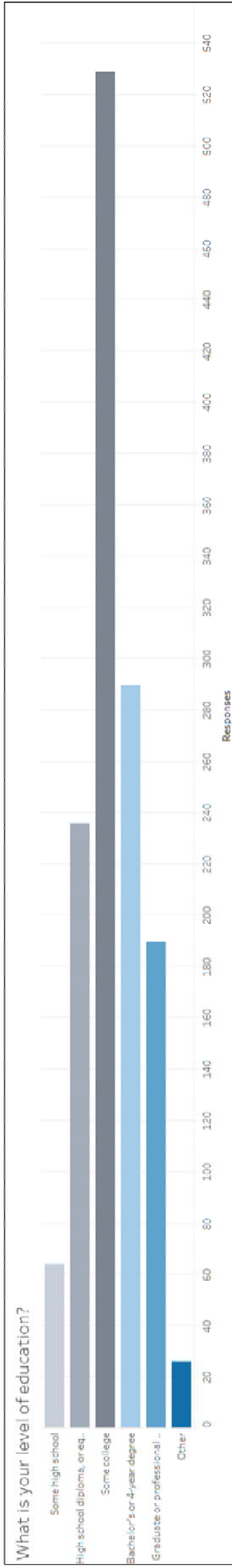
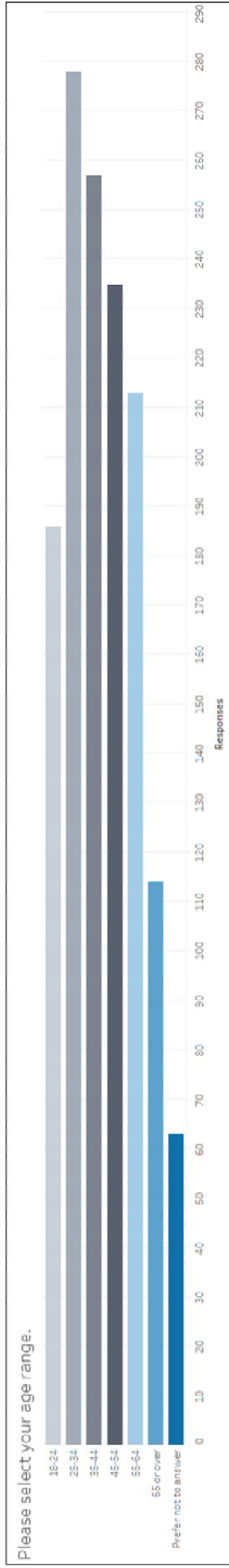
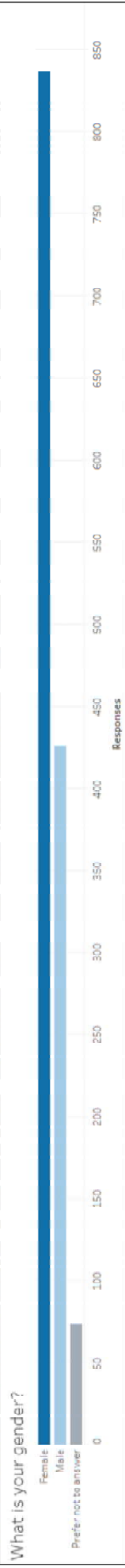
Each separate Appendix has its own page numbering therefore pages are designated with the same appendix label at the top right corner.		PAGE
A	Public Survey Results	A
B	Economic Development Report	B
C	Buxton Leakage Report	C
D	Population Report by Idaho Policy Institute	D
E	Housing Report by Idaho Policy Institute	E
F	Parks and Recreation Department Narrative	F
G	Cultural and Historical Sites Narrative	G
H	Mountain Home Airport Narrative	H
I	Idaho Power Community Development Guide	I
J	Mountain Home Police Department Narrative	J
K	Agricultural Narrative by University of Idaho	K
L	Citations	L
M	MAPS	
	Land Use Map — "January 2019"	M1
	Transportation Map	M2
	Existing Pathway Map	M3
	Future Pathways Map	M4
	Parks and City Properties Map	M5



INTRO / Population Demographics

Intro | Living in Mountain Home | Working in Mountain Home | Direction and Recreation | Shopping and Development | Opportunities and Satisfaction | Services | Library | Police | Utilities & Infrastructure | Housing and Land Use | Transit | Vocational & Community College | Map

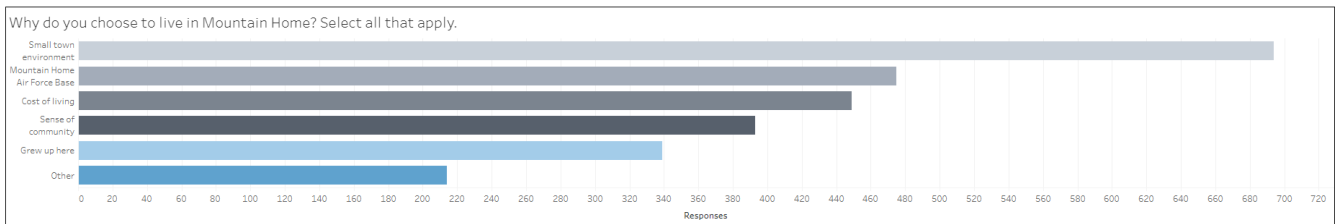
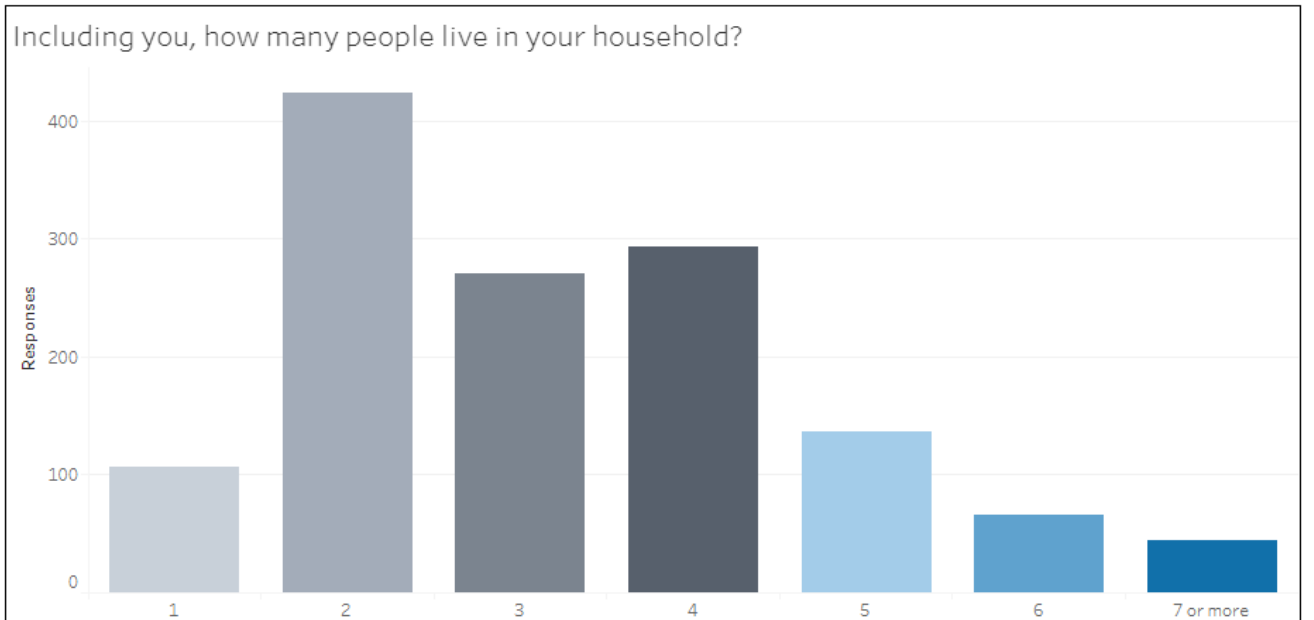
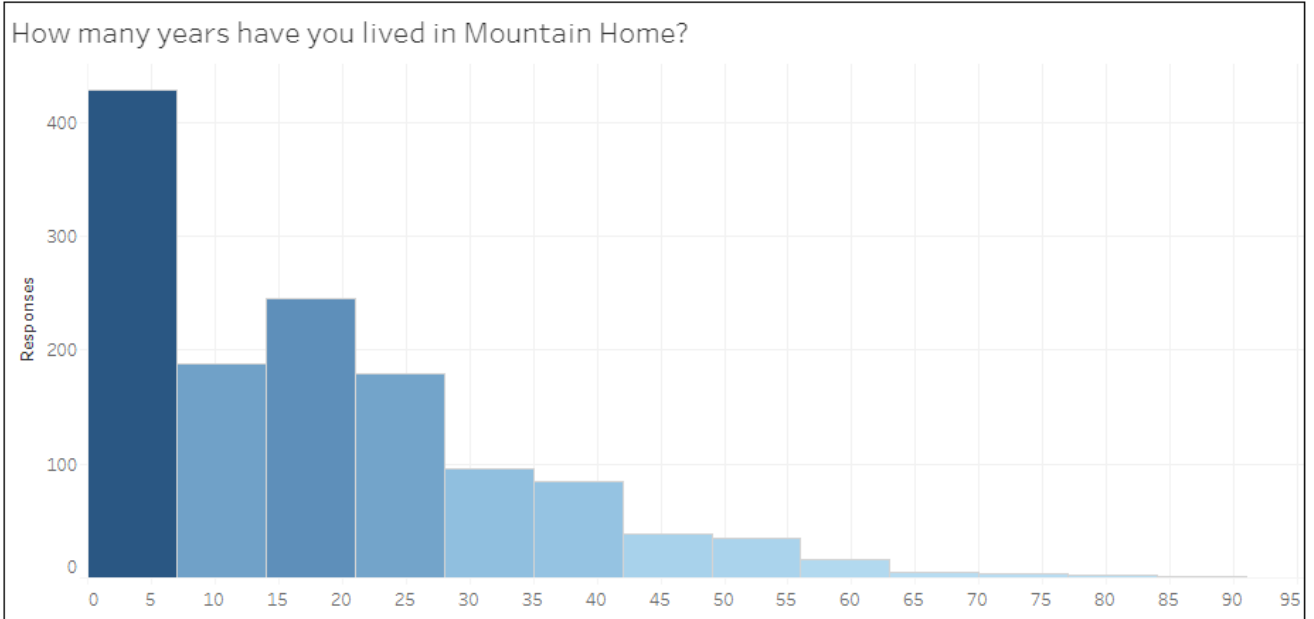
Welcome! This dashboard displays the results of the 2019 Mountain Home Community Survey. Click on a tab above to change pages.



Community Survey Results

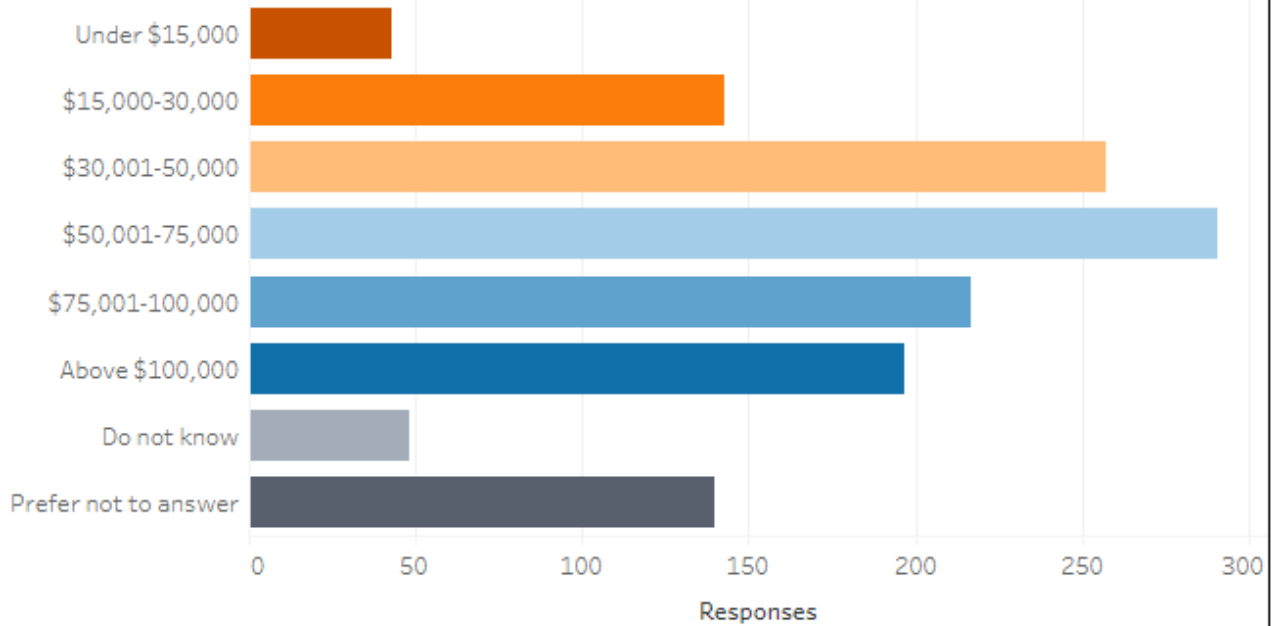


Living in Mountain Home

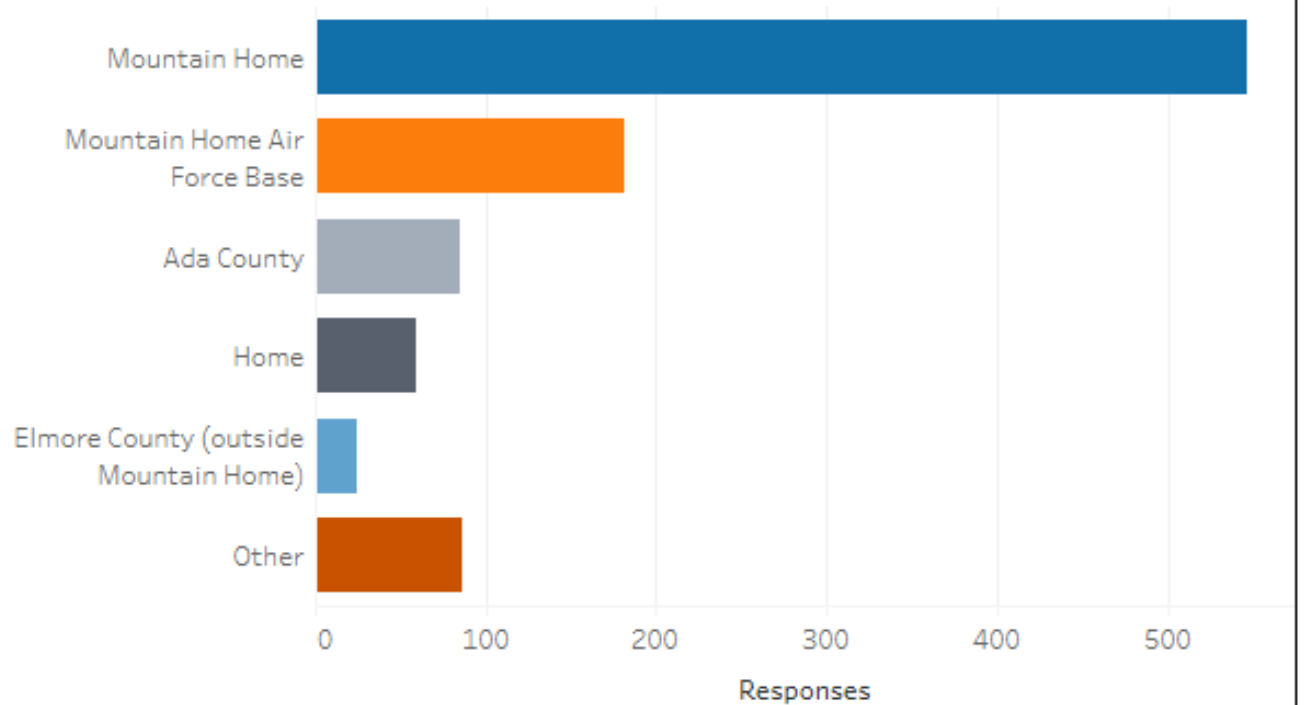


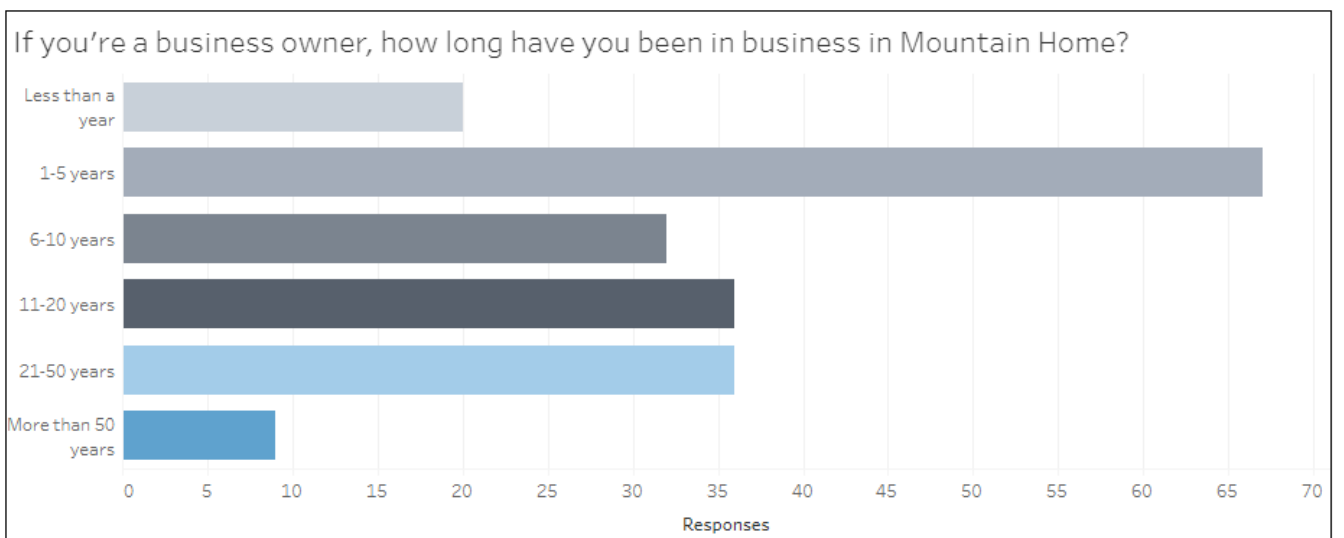
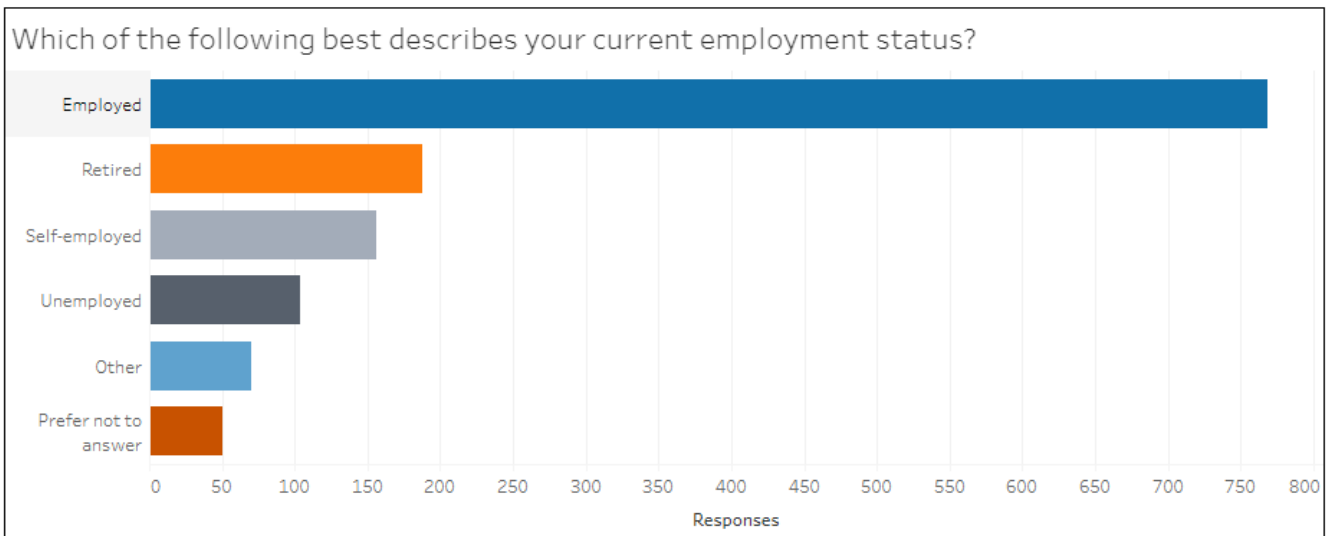
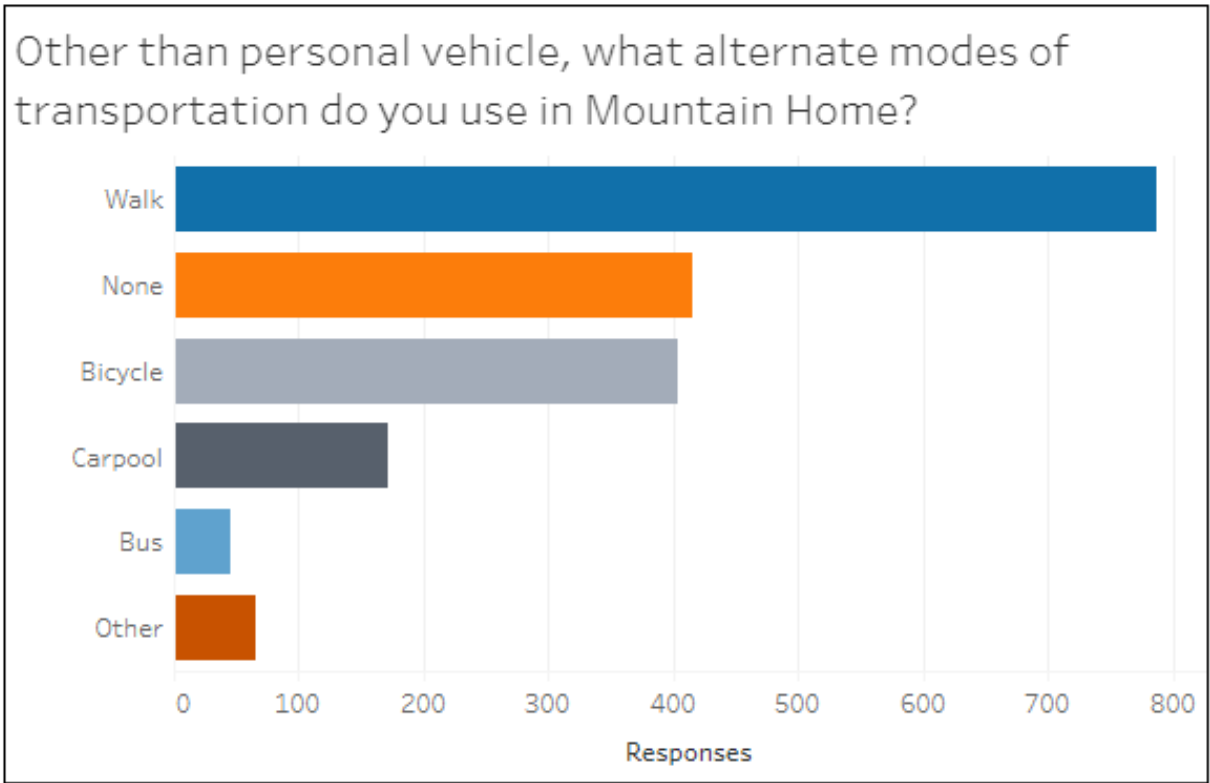
Working in Mountain Home

What is your best estimate of your household income?



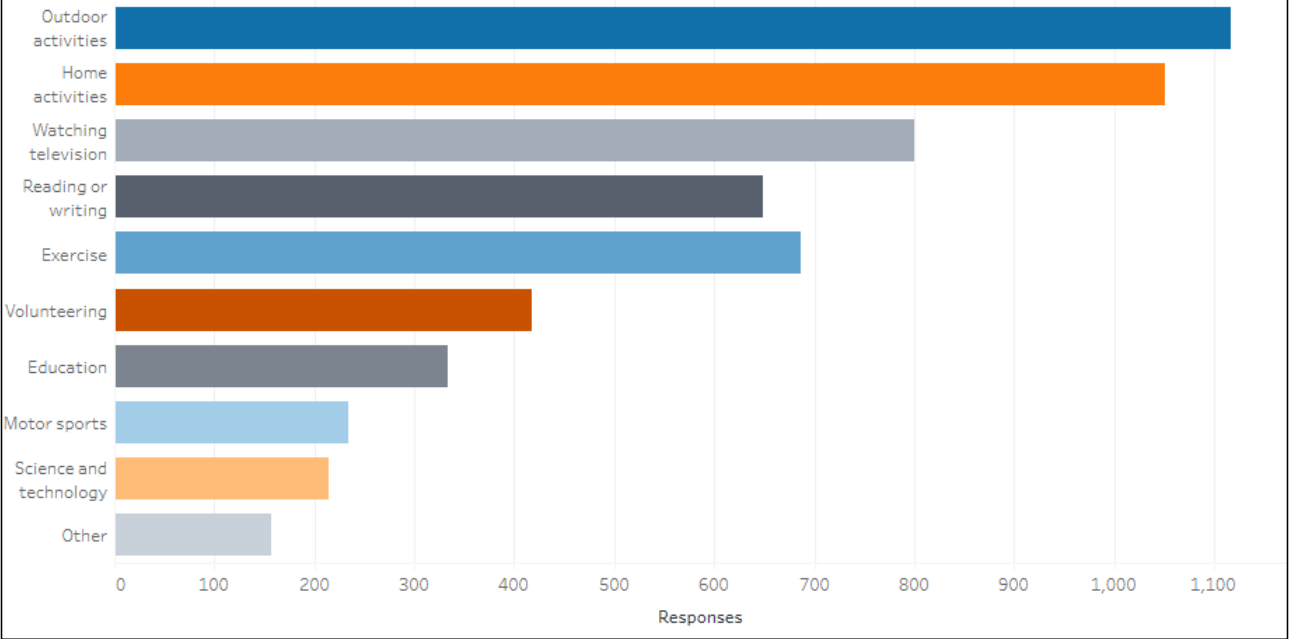
Where do you work?



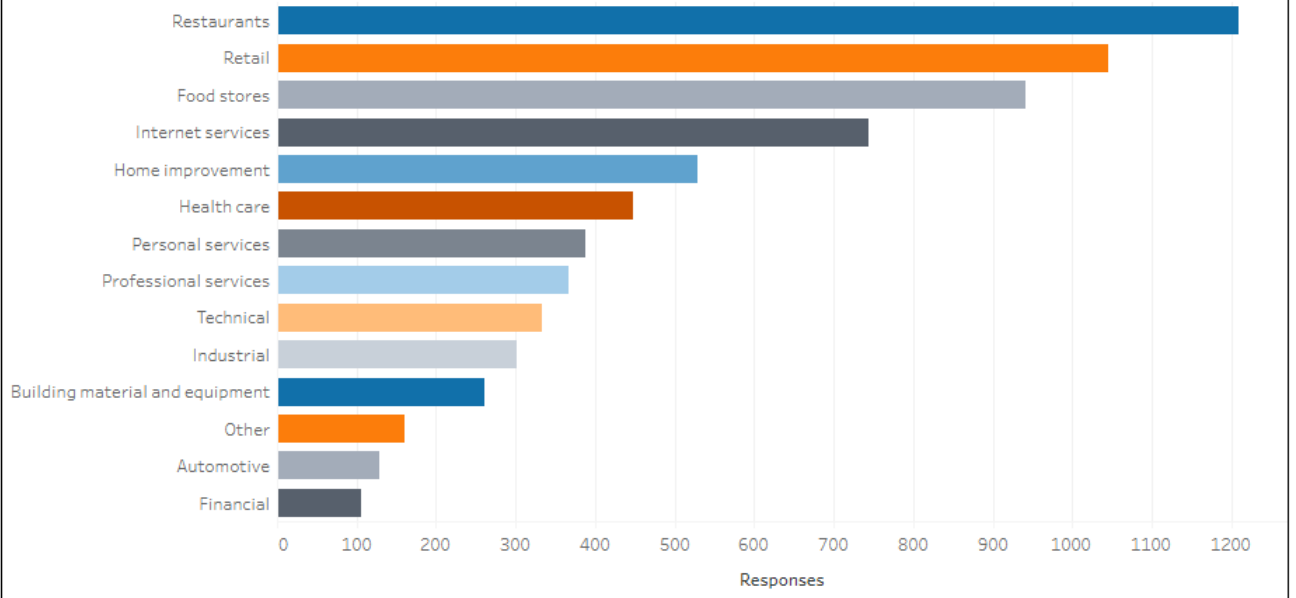


Direction and Recreation

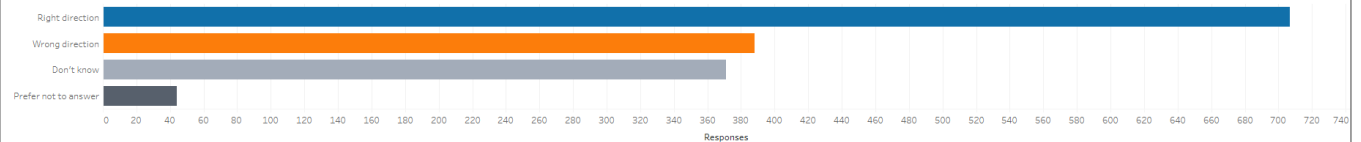
Describe how you spend your leisure time. Select all that apply.



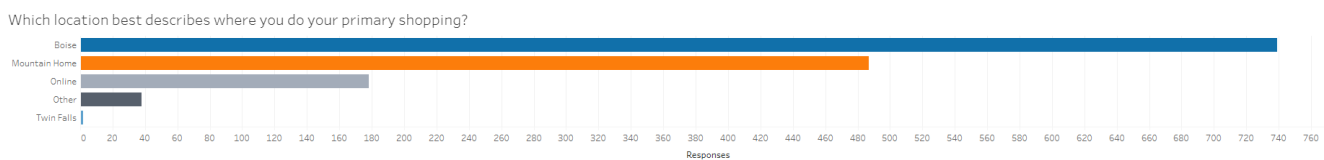
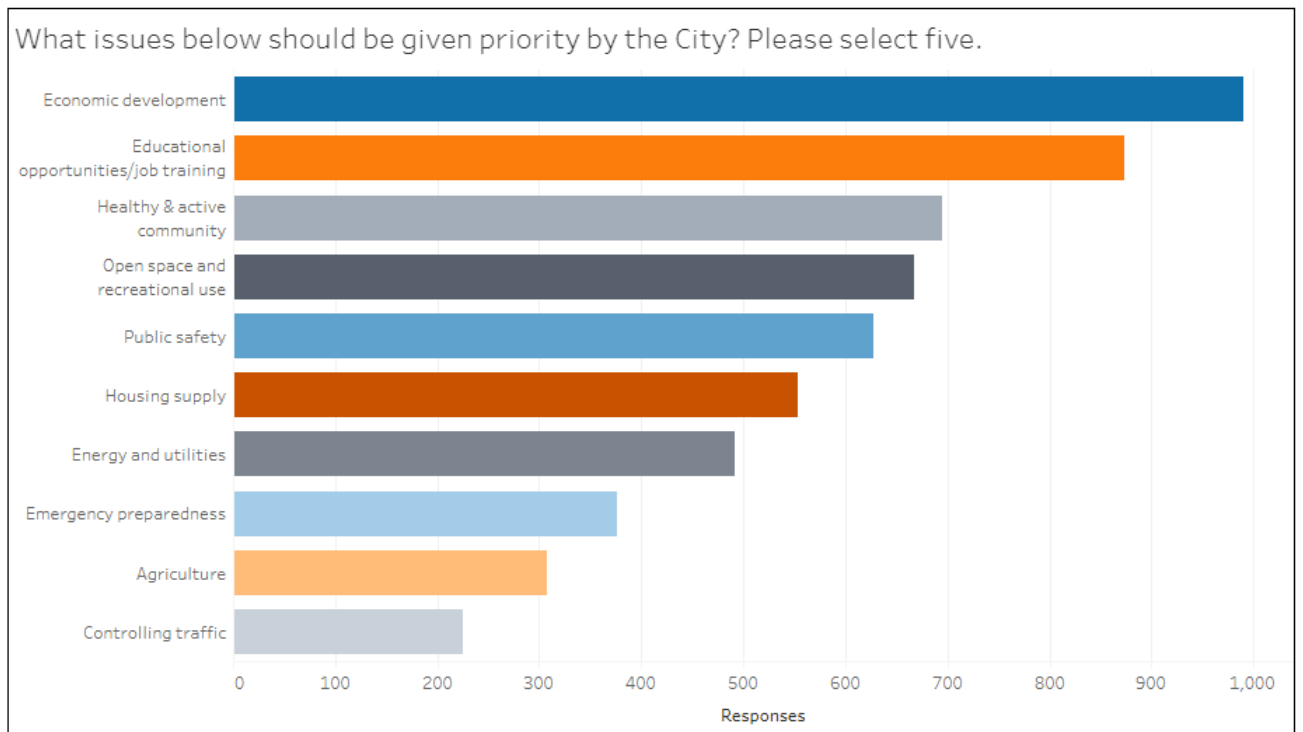
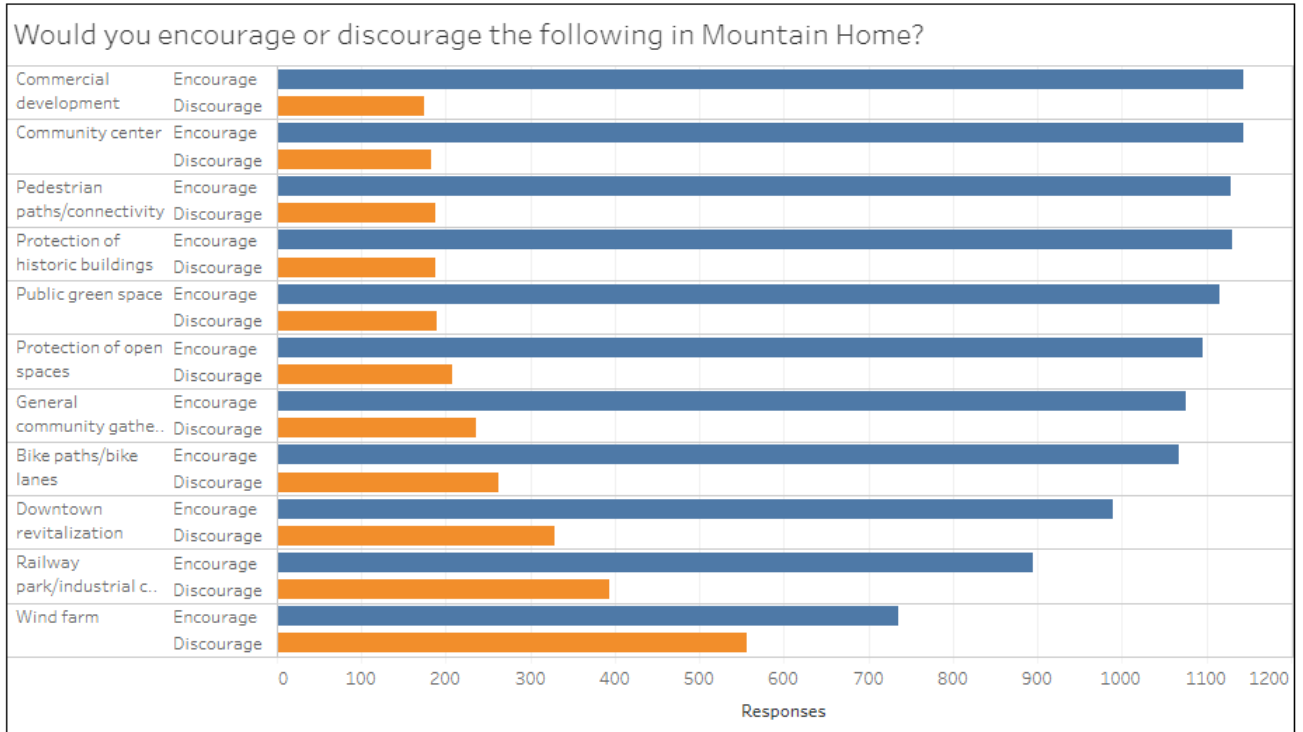
Which of the following goods and services would you like to see more of in Mountain Home? Select all that apply.



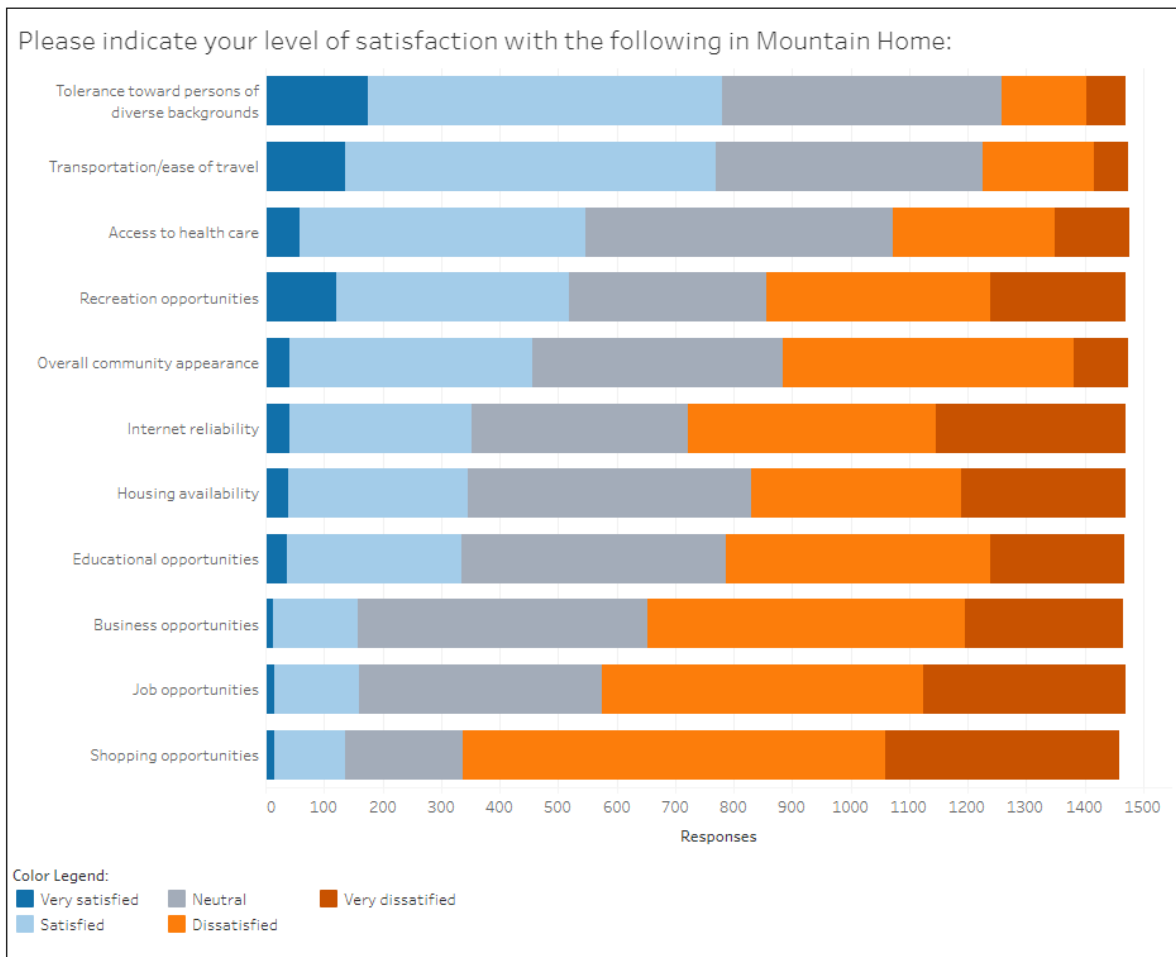
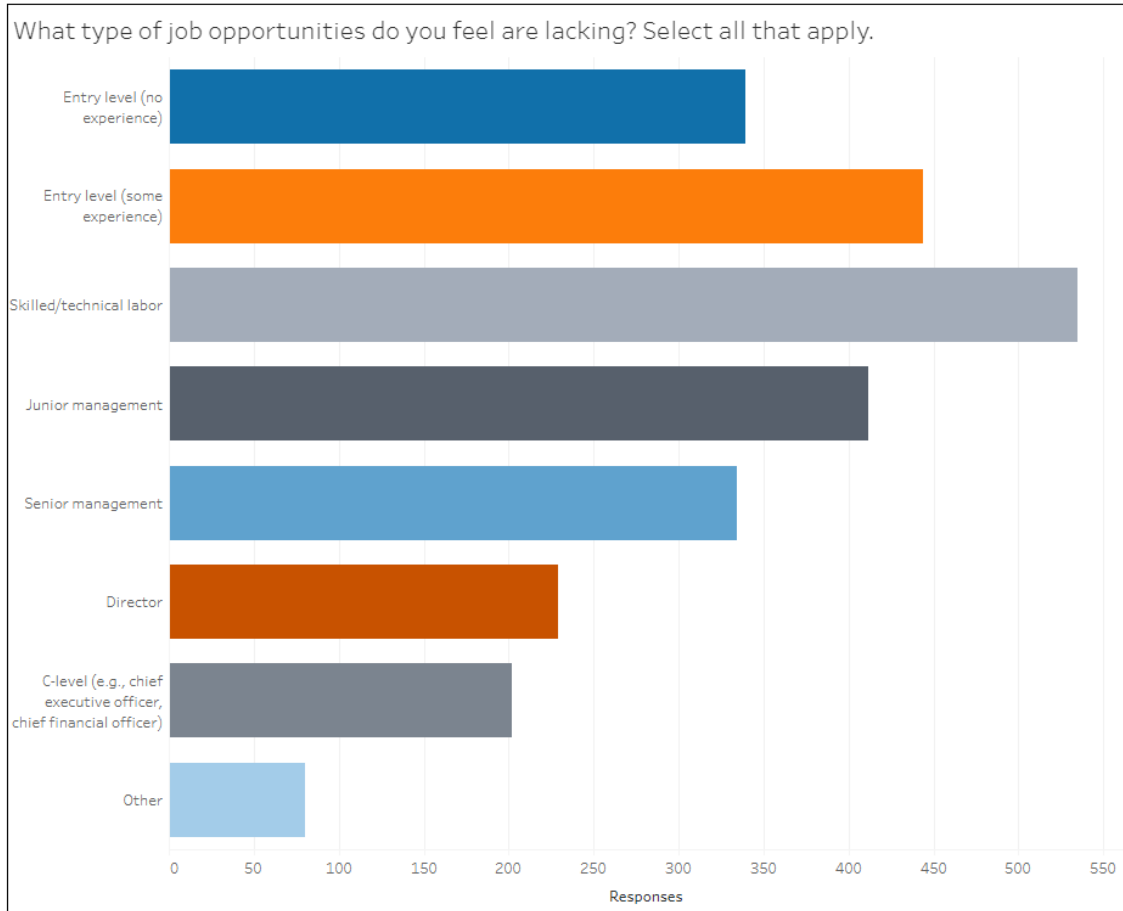
Do you think things in Mountain Home are generally headed in the right or wrong direction?



Shopping and Development

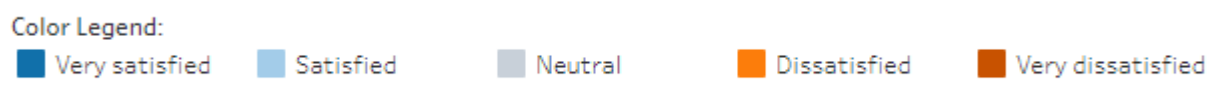
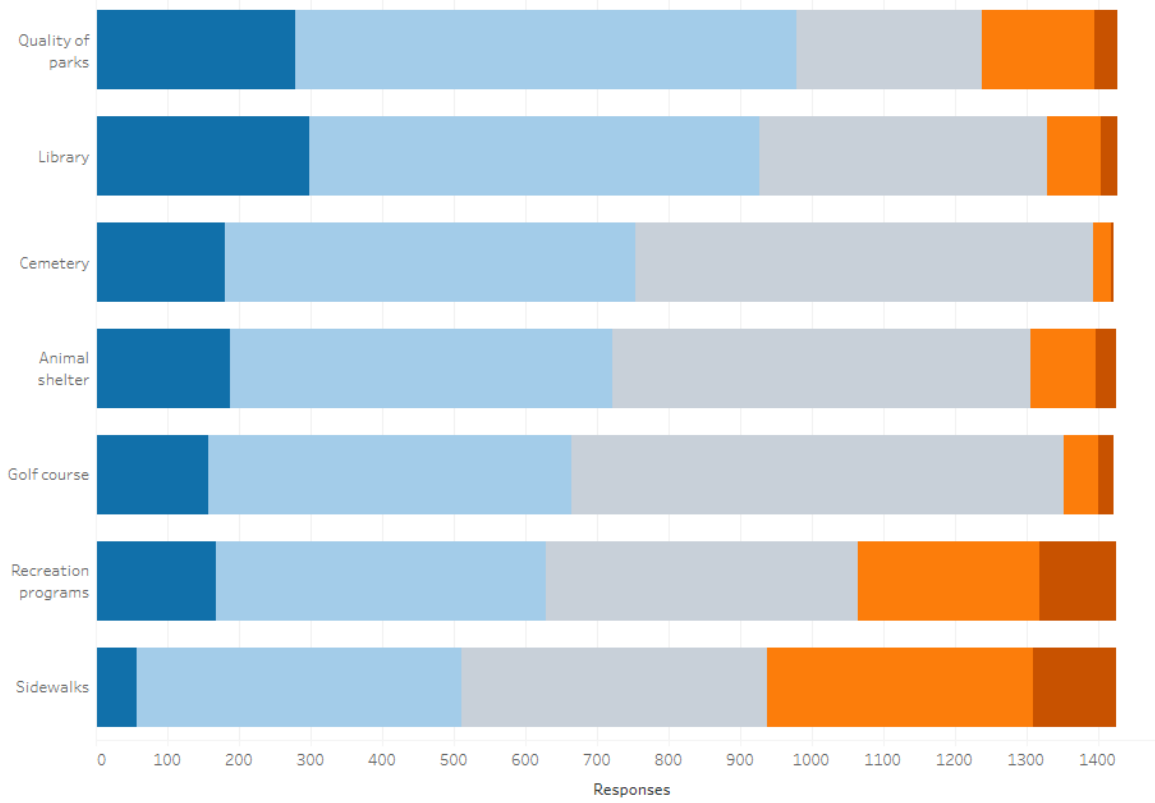
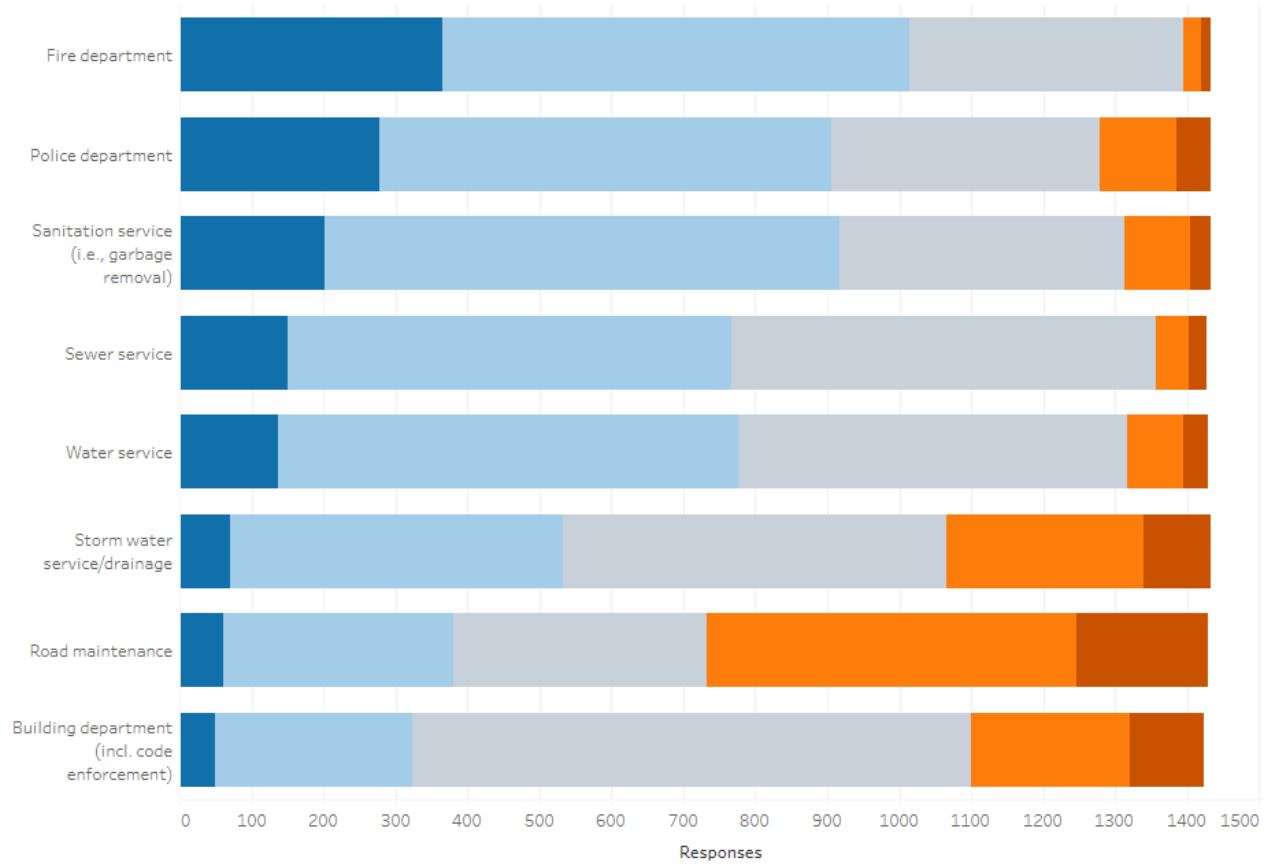


Opportunities and Satisfaction

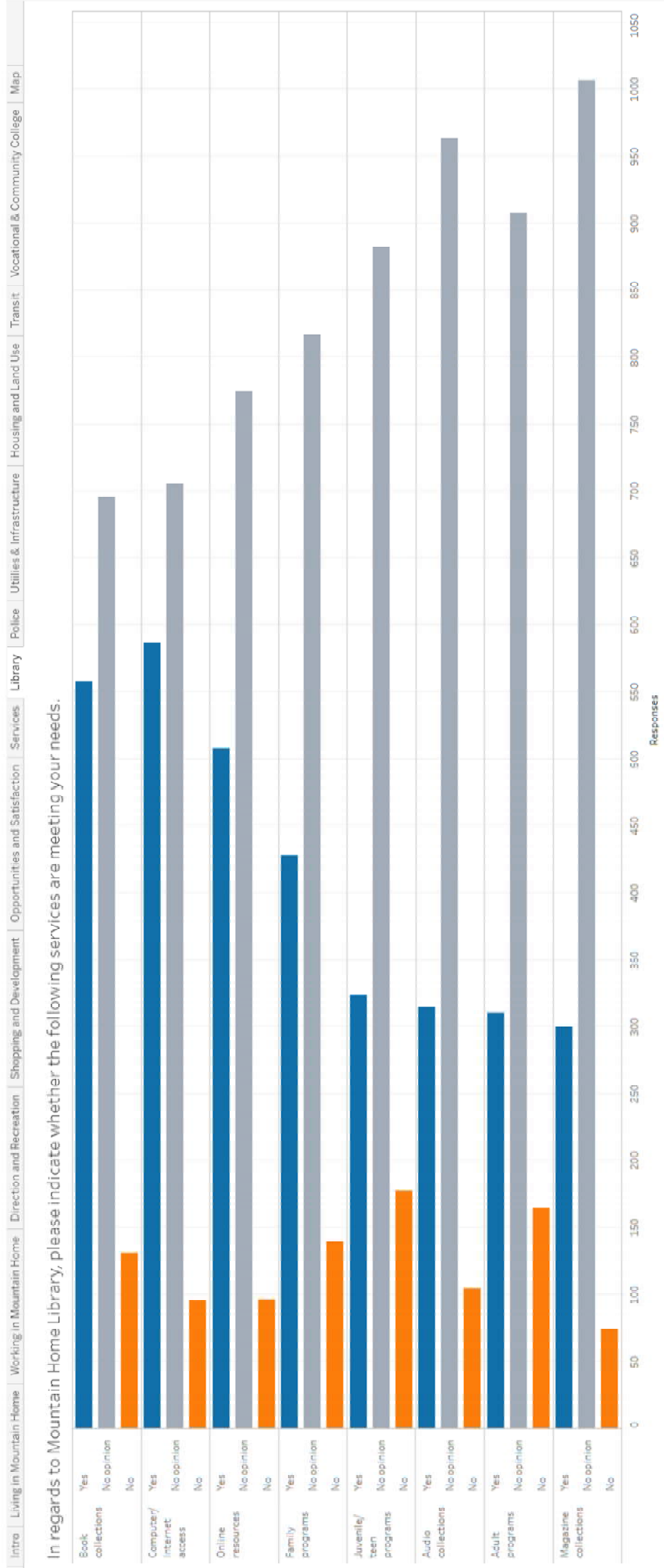


Services

Please indicate your satisfaction with the following types of services:

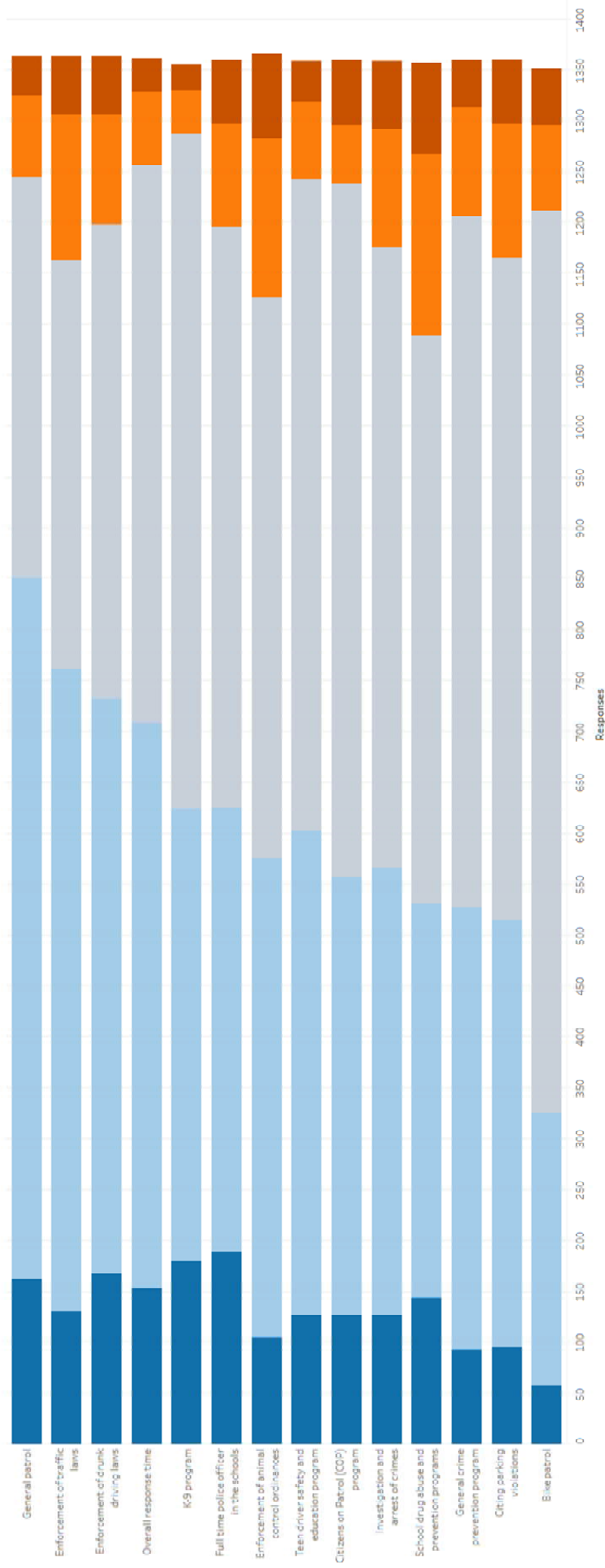


Library

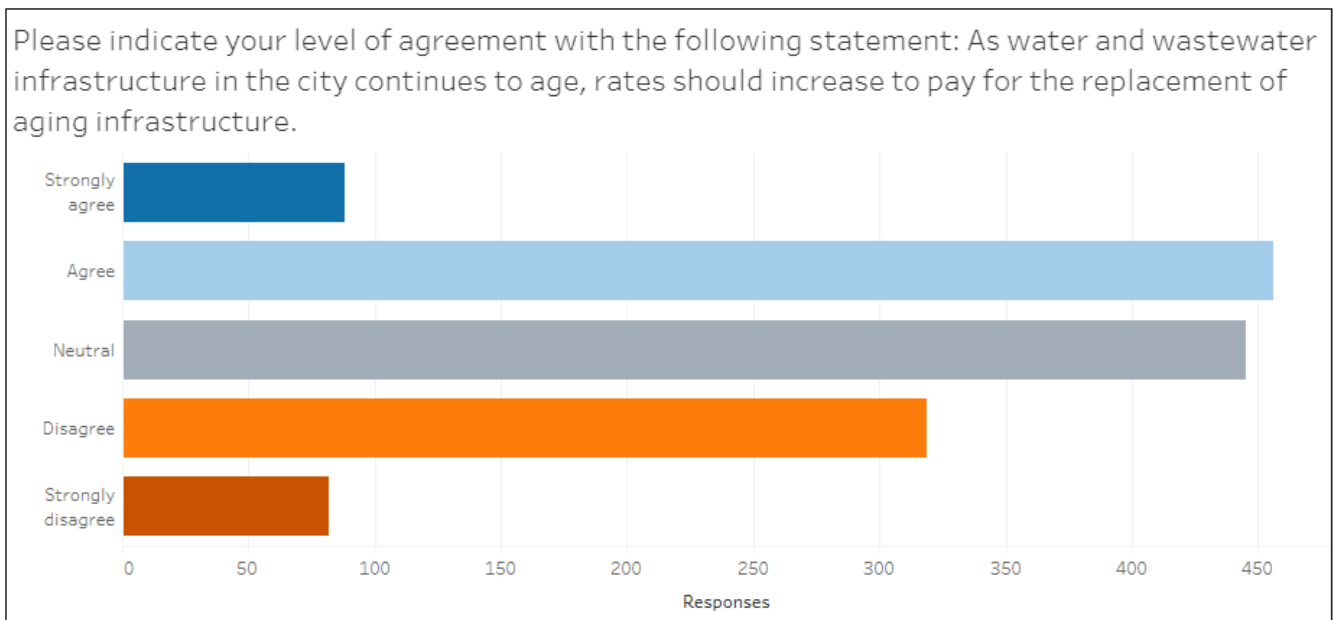
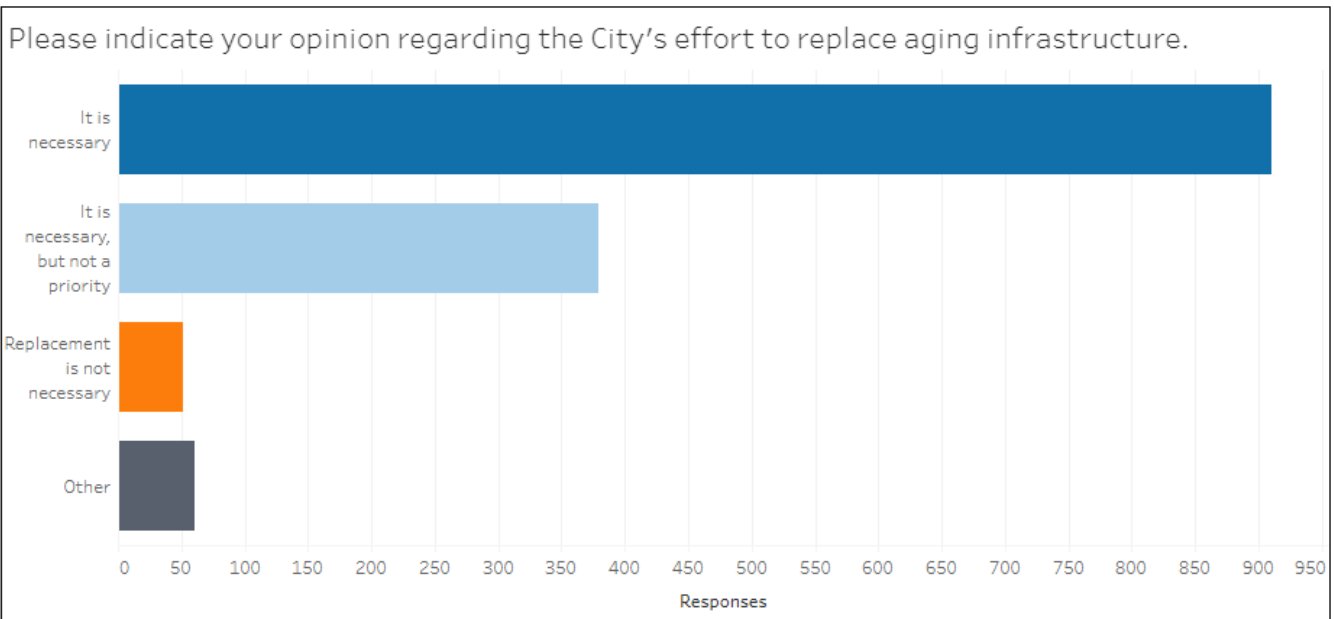
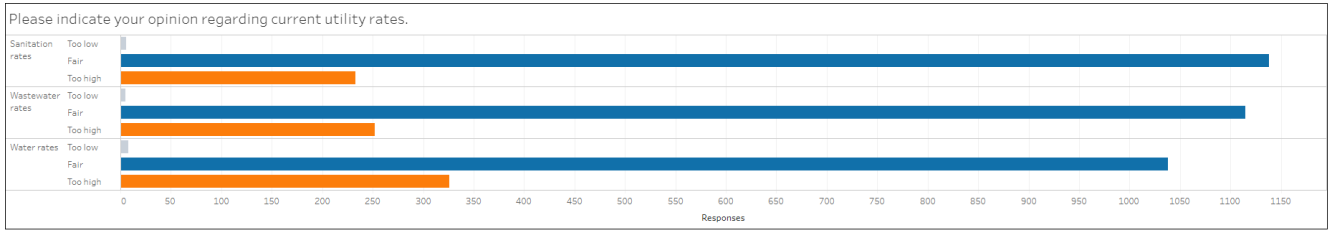


Police

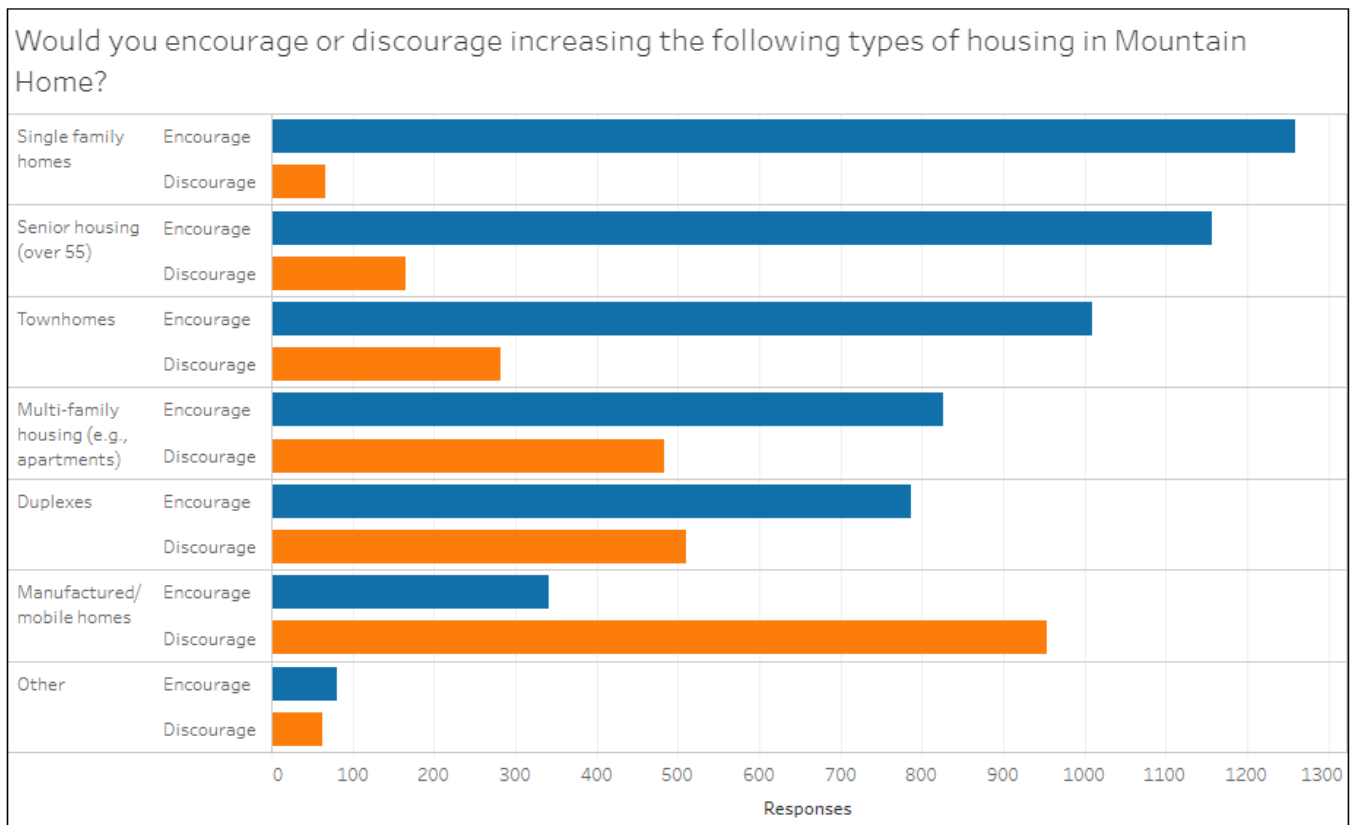
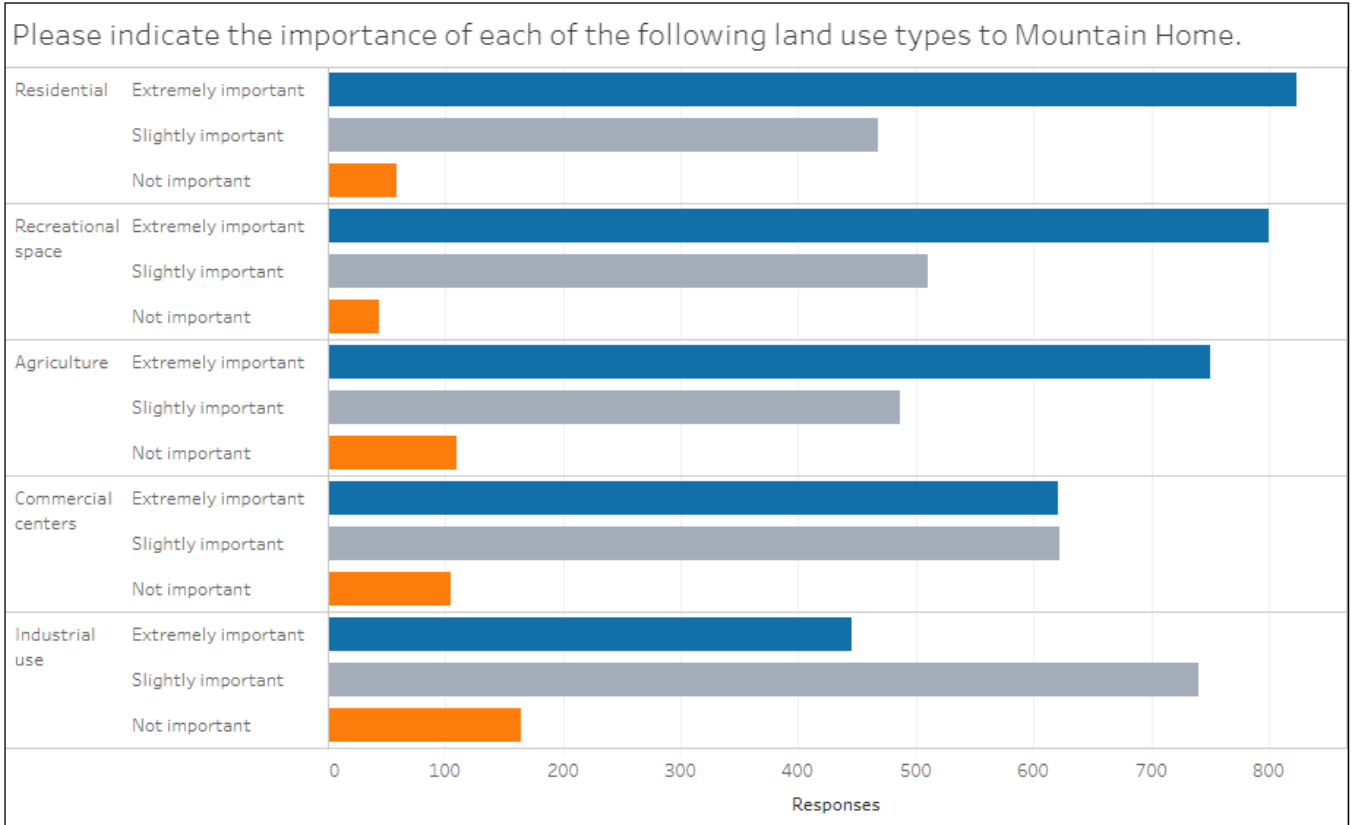
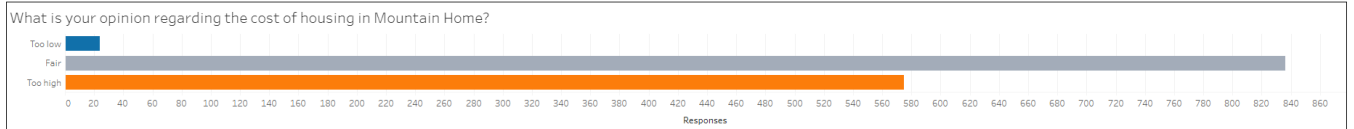
Please indicate your level of satisfaction with the following services provided by Mountain Home Police Department.



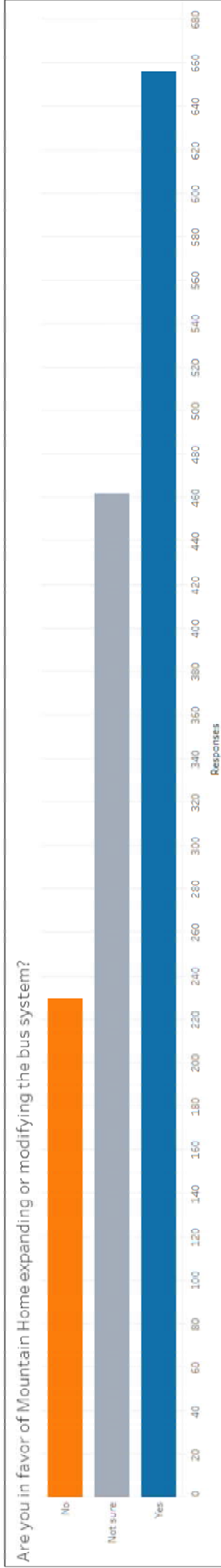
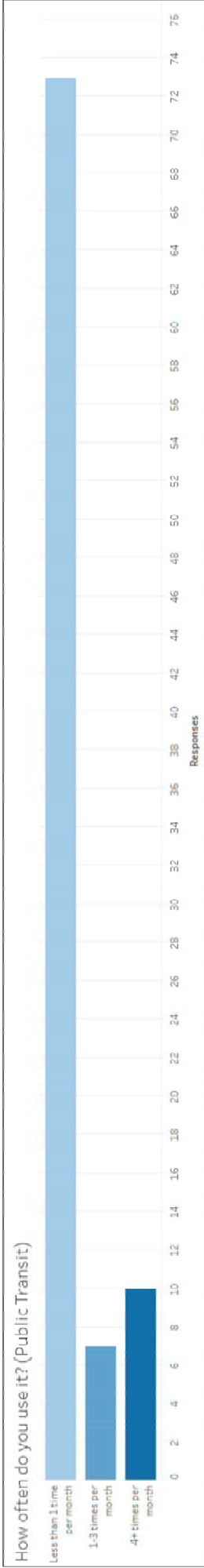
Utilities and Infrastructure

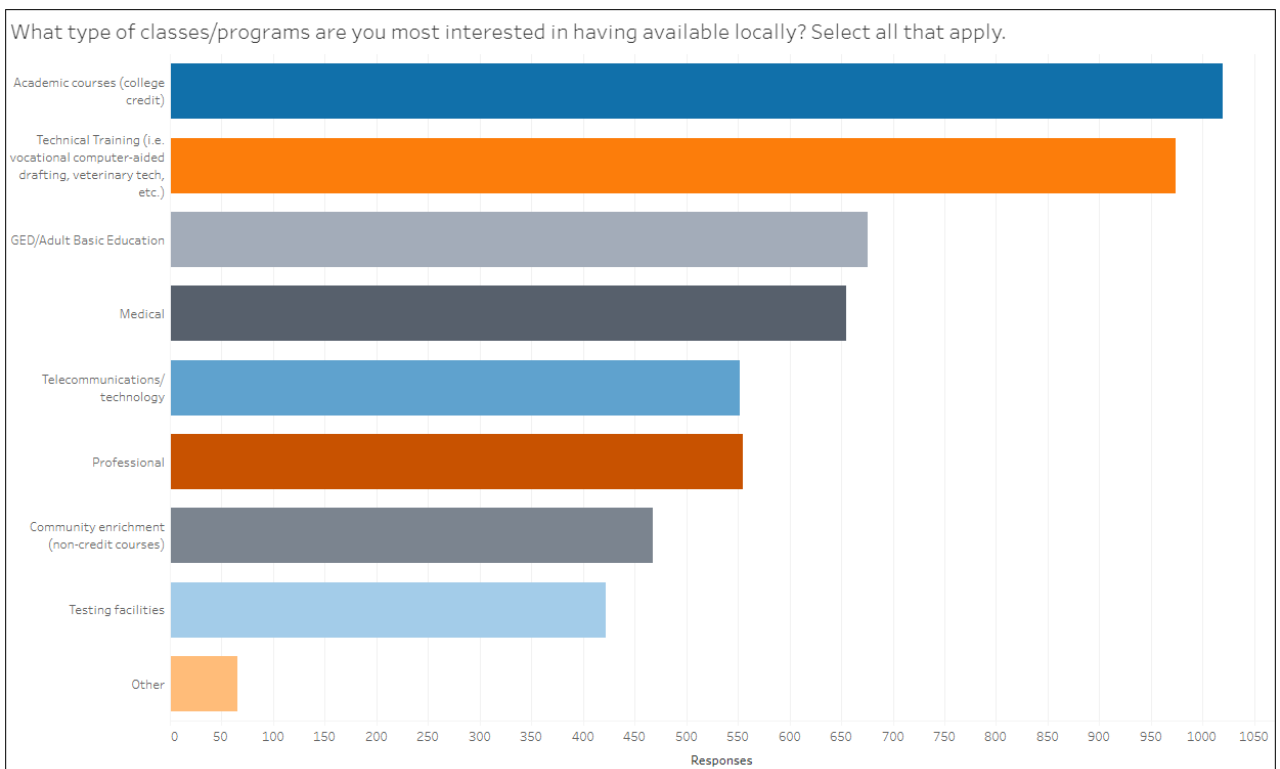
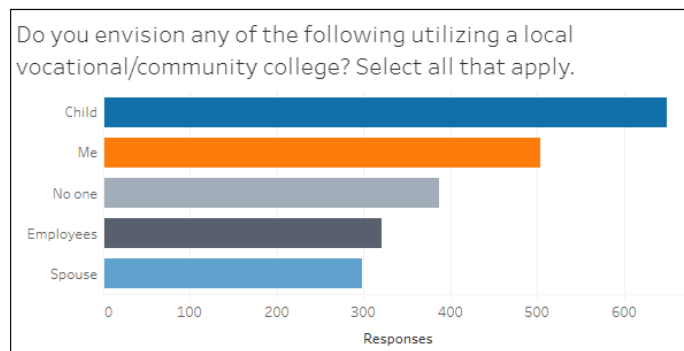
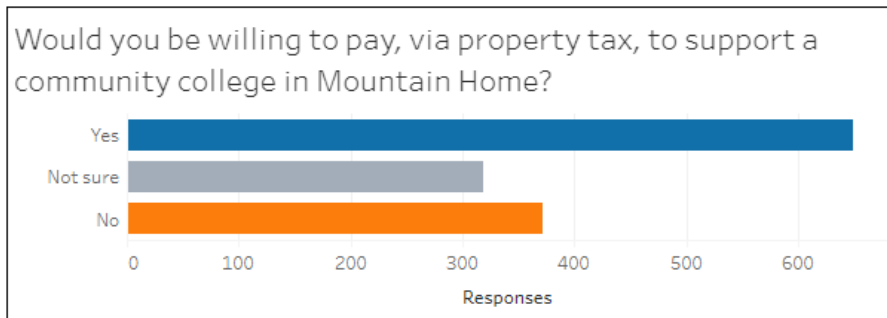
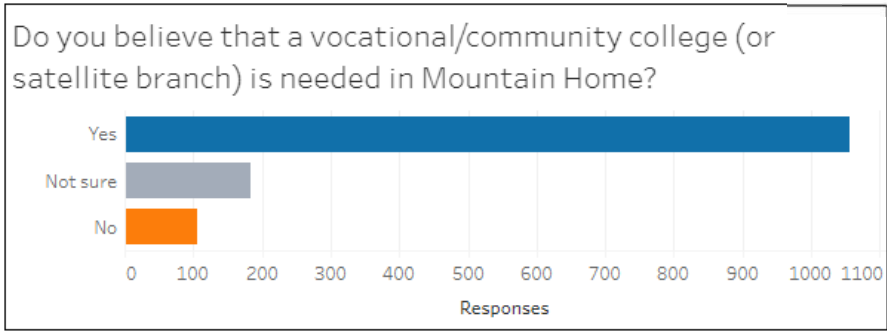


Housing and Land Use

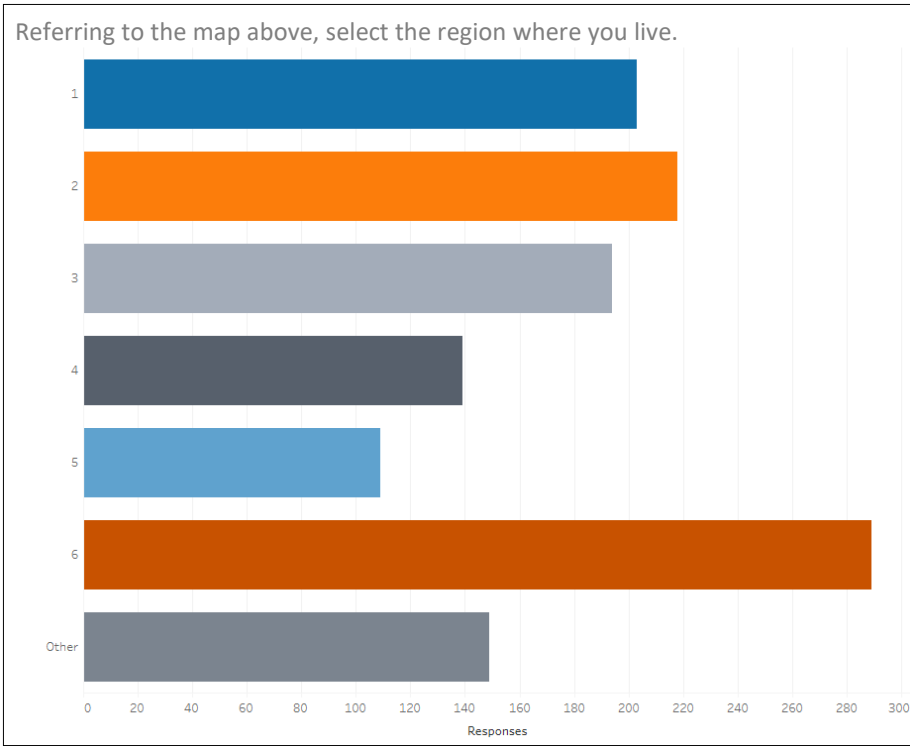
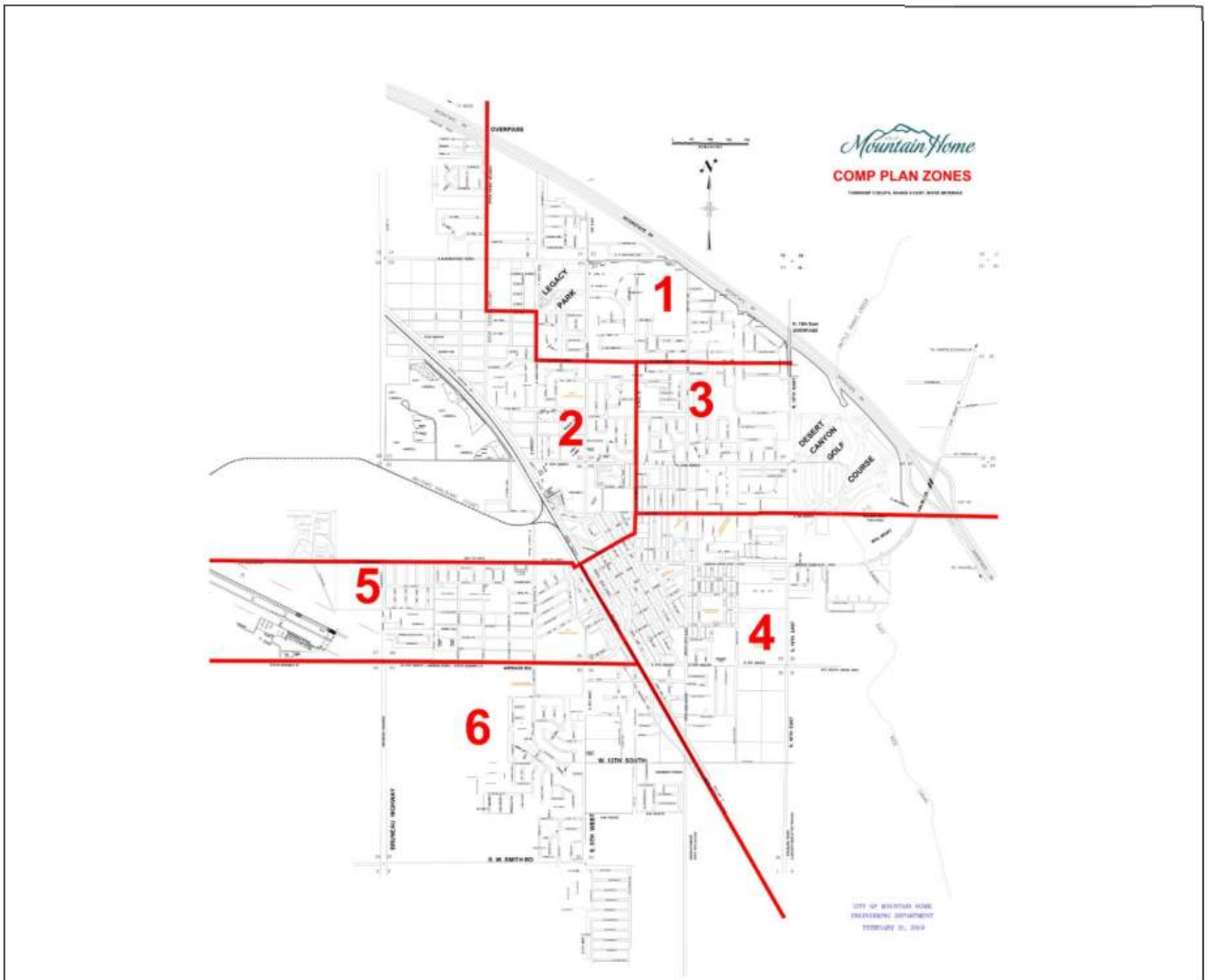


Transit





Population Composition





Economic Overview

City of Mountain Home, ID



JOBS eQ

September 9, 2019

DEMOGRAPHIC PROFILE.....	3
EMPLOYMENT TRENDS.....	5
WAGE TRENDS.....	5
COST OF LIVING INDEX	6
INDUSTRY SNAPSHOT	7
OCCUPATION SNAPSHOT.....	9
INDUSTRY CLUSTERS.....	11
EDUCATION LEVELS	12
FAQ	13

Demographic Profile

The population in the City of Mountain Home, ID was 13,867 per American Community Survey data for 2013-2017.

The region has a civilian labor force of 5,857 with a participation rate of 61.5%. Of individuals 25 to 64 in the City of Mountain Home, ID, 13.9% have a bachelor's degree or higher which compares with 32.3% in the nation.

The median household income in the City of Mountain Home, ID is \$48,625 and the median house value is \$138,800.

Summary¹

	Percent			Value		
	City of Mountain Home, ID	Idaho	USA	City of Mountain Home, ID	Idaho	USA
Demographics						
Population (ACS)	—	—	—	13,867	1,657,375	321,004,407
Male	53.1%	50.1%	49.2%	7,364	830,627	158,018,753
Female	46.9%	49.9%	50.8%	6,503	826,748	162,985,654
Median Age ²	—	—	—	30.3	35.9	37.8
Under 18 Years	27.2%	26.2%	22.9%	3,765	434,611	73,601,279
18 to 24 Years	12.5%	9.5%	9.7%	1,734	157,451	31,131,484
25 to 34 Years	19.3%	13.0%	13.7%	2,672	216,102	44,044,173
35 to 44 Years	10.6%	12.3%	12.7%	1,464	204,514	40,656,419
45 to 54 Years	11.6%	12.0%	13.4%	1,612	198,911	43,091,143
55 to 64 Years	8.4%	12.3%	12.7%	1,159	203,337	40,747,520
65 to 74 Years	5.8%	8.8%	8.6%	809	146,059	27,503,389
75 Years, and Over	4.7%	5.8%	6.3%	652	96,390	20,229,000
Race: White	87.7%	91.0%	73.0%	12,155	1,507,880	234,370,202
Race: Black or African American	2.9%	0.7%	12.7%	396	11,231	40,610,815
Race: American Indian and Alaska Native	1.4%	1.3%	0.8%	201	21,323	2,632,102
Race: Asian	3.1%	1.4%	5.4%	432	22,720	17,186,320
Race: Native Hawaiian and Other Pacific Islander	0.2%	0.1%	0.2%	23	2,343	570,116
Race: Some Other Race	0.7%	2.9%	4.8%	103	47,964	15,553,808
Race: Two or More Races	4.0%	2.6%	3.1%	557	43,914	10,081,044
Hispanic or Latino (of any race)	12.1%	12.2%	17.6%	1,683	201,978	56,510,571
Economic						
Labor Force Participation Rate and Size (civilian population 16 years and over)	61.5%	62.4%	63.3%	5,857	790,986	161,159,470
Prime-Age Labor Force Participation Rate and Size (civilian population 25-54)	77.3%	80.2%	81.6%	4,036	494,770	103,761,701
Armed Forces Labor Force	8.7%	0.3%	0.4%	909	3,676	1,024,855
Veterans, Age 18-64	24.0%	6.0%	4.9%	1,859	58,694	9,667,749
Veterans Labor Force Participation Rate and Size, Age 18-64	82.2%	74.4%	75.8%	1,528	43,639	7,326,514
Median Household Income ²	—	—	—	\$48,625	\$50,985	\$57,652
Per Capita Income	—	—	—	\$23,783	\$25,471	\$31,177
Poverty Level (of all people)	16.5%	14.5%	14.6%	2,229	236,000	45,650,345
Households Receiving Food Stamps/SNAP	16.9%	11.3%	12.6%	903	69,009	15,029,498
Mean Commute Time (minutes)	—	—	—	17.1	20.6	26.4
Commute via Public Transportation	0.3%	0.7%	5.1%	21	5,235	7,607,907
Educational Attainment, Age 25-64						
No High School Diploma	9.3%	9.2%	11.4%	644	75,617	19,230,541
High School Graduate	31.3%	26.6%	26.0%	2,165	218,916	43,784,920

Summary¹

	Percent			Value		
	City of Mountain Home, ID	Idaho	USA	City of Mountain Home, ID	Idaho	USA
Some College, No Degree	32.0%	26.5%	21.2%	2,210	218,175	35,803,629
Associate's Degree	13.4%	10.3%	9.0%	927	85,009	15,199,517
Bachelor's Degree	10.6%	19.1%	20.5%	735	156,953	34,602,913
Postgraduate Degree	3.3%	8.3%	11.8%	226	68,194	19,917,735
Housing						
Total Housing Units	—	—	—	6,111	701,196	135,393,564
Median House Value (of owner-occupied units) ²	—	—	—	\$138,800	\$176,800	\$193,500
Homeowner Vacancy	3.2%	1.8%	1.7%	105	7,953	1,346,331
Rental Vacancy	5.5%	5.3%	6.1%	135	10,727	2,838,344
Renter-Occupied Housing Units (% of Occupied Units)	41.4%	30.8%	36.2%	2,215	187,685	42,992,786
Occupied Housing Units with No Vehicle Available (% of Occupied Units)	3.8%	4.2%	8.8%	204	25,288	10,468,418
Social						
Enrolled in Grade 12 (% of total population)	1.2%	1.5%	1.4%	169	24,372	4,437,324
Disconnected Youth ³	1.7%	2.8%	2.7%	10	2,617	456,548
Children in Single Parent Families (% of all children)	27.3%	25.0%	34.5%	923	104,648	24,106,567
With a Disability, Age 18-64	12.6%	11.5%	10.3%	955	111,099	20,276,199
With a Disability, Age 18-64, Labor Force Participation Rate and Size	47.1%	46.2%	41.4%	450	51,361	8,395,884
Foreign Born	7.9%	5.9%	13.4%	1,090	98,457	43,028,127
Speak English Less Than Very Well (population 5 yrs and over)	3.8%	4.0%	8.5%	476	61,745	25,654,421

Source: [JobsEQ®](#)

1. American Community Survey 2013-2017, unless noted otherwise

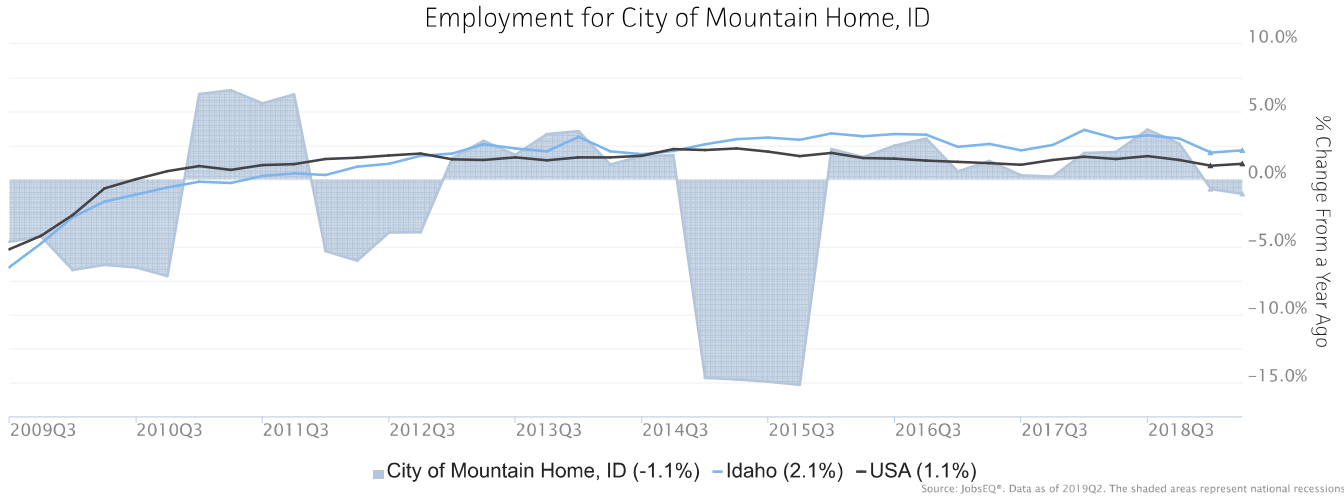
2. Median values for certain aggregate regions (such as MSAs) may be estimated as the weighted averages of the median values from the composing counties.

3. Disconnected Youth are 16-19 year olds who are (1) not in school, (2) not high school graduates, and (3) either unemployed or not in the labor force.

4. Census 2018, annual average growth rate since 2008

Employment Trends

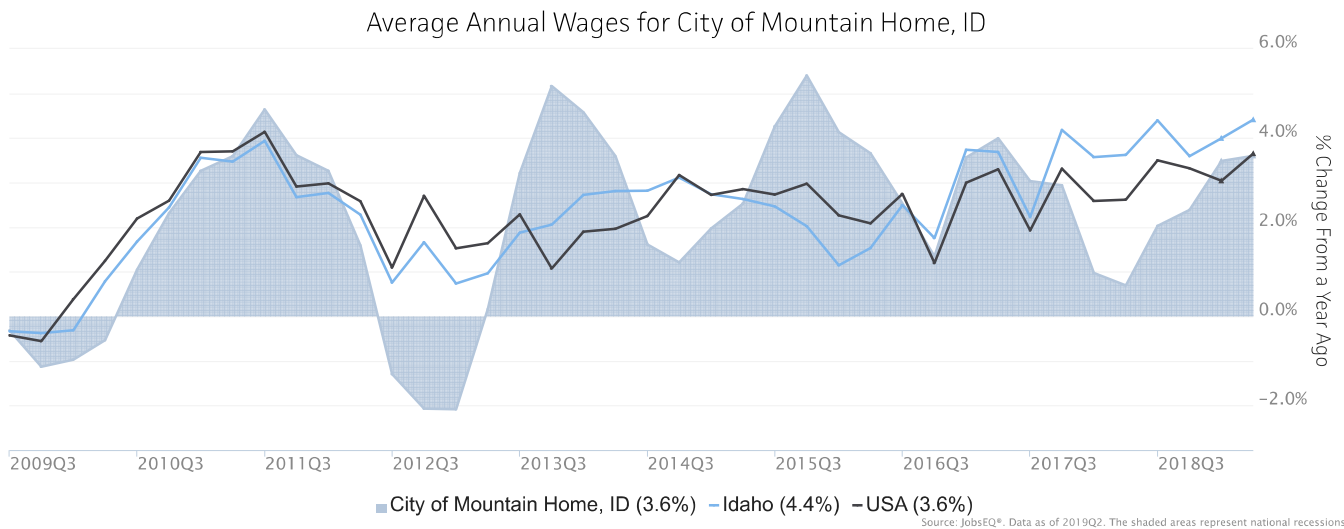
As of 2019Q2, total employment for the City of Mountain Home, ID was 4,019 (based on a four-quarter moving average). Over the year ending 2019Q2, employment declined 1.1% in the region.



Employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2018Q4 with preliminary estimates updated to 2019Q2.

Wage Trends

The average worker in the City of Mountain Home, ID earned annual wages of \$37,024 as of 2019Q2. Average annual wages per worker increased 3.6% in the region over the preceding four quarters. For comparison purposes, annual average wages were \$57,025 in the nation as of 2019Q2.



Annual average wages per worker data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2018Q4 with preliminary estimates updated to 2019Q2.

Cost of Living Index

The Cost of Living Index estimates the relative price levels for consumer goods and services. When applied to wages and salaries, the result is a measure of relative purchasing power. The cost of living is 6.1% lower in City of Mountain Home, ID than the U.S. average.

Cost of Living Information

	Annual Average Salary	Cost of Living Index (Base US)	US Purchasing Power
City of Mountain Home, ID	\$37,024	93.9	\$39,431
Idaho	\$43,588	96.7	\$45,085
USA	\$57,025	100.0	\$57,025

Source: [JobsEQ®](#)

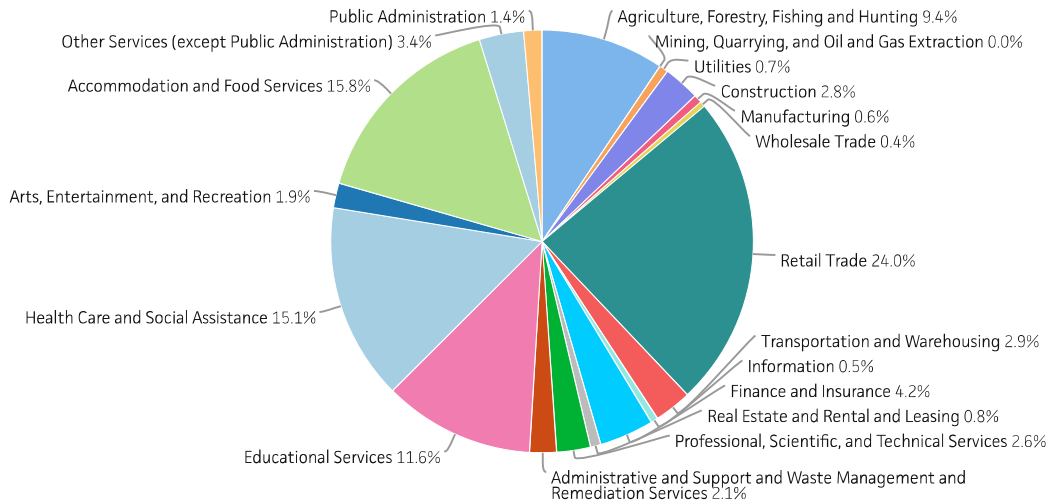
Data as of 2019Q2

Cost of Living per C2ER, data as of 2019q2, imputed by Chmura where necessary.

Industry Snapshot

The largest sector in the City of Mountain Home, ID is Retail Trade, employing 964 workers. The next-largest sectors in the region are Accommodation and Food Services (633 workers) and Health Care and Social Assistance (605). High location quotients (LQs) indicate sectors in which a region has high concentrations of employment compared to the national average. The sectors with the largest LQs in the region are Agriculture, Forestry, Fishing and Hunting (LQ = 7.02), Retail Trade (2.30), and Accommodation and Food Services (1.75).

Total Workers for City of Mountain Home, ID by Industry



Source: JobsEQ®, Data as of 2019Q2

Employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2018Q4 with preliminary estimates updated to 2019Q2.

Sectors in the City of Mountain Home, ID with the highest average wages per worker are Utilities (\$93,377), Agriculture, Forestry, Fishing and Hunting (\$66,771), and Transportation and Warehousing (\$58,987). Regional sectors with the best job growth (or most moderate job losses) over the last 5 years are Agriculture, Forestry, Fishing and Hunting (+146 jobs), Accommodation and Food Services (+55), and Arts, Entertainment, and Recreation (+35).

Over the next 1 year, employment in the City of Mountain Home, ID is projected to expand by 12 jobs. The fastest growing sector in the region is expected to be Utilities with a +2.1% year-over-year rate of growth. The strongest forecast by number of jobs over this period is expected for Health Care and Social Assistance (+8 jobs), Retail Trade (+2), and Accommodation and Food Services (+1).

NAICS	Industry	Current			5-Year History		1-Year Forecast				
		Empl	Avg Ann Wages	LQ	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	Ann % Growth
44	Retail Trade	964	\$27,700	2.30	33	0.7%	131	57	72	2	0.2%
72	Accommodation and Food Services	633	\$14,711	1.75	55	1.8%	104	45	57	1	0.2%
62	Health Care and Social Assistance	605	\$33,580	1.05	-21	-0.7%	66	28	29	8	1.4%
61	Educational Services	465	\$33,203	1.41	16	0.7%	43	21	22	0	0.0%
11	Agriculture, Forestry, Fishing and Hunting	379	\$66,771	7.02	146	10.2%	40	18	23	-1	-0.4%
52	Finance and Insurance	168	\$46,941	1.06	28	3.8%	15	6	10	-1	-0.5%
81	Other Services (except Public Administration)	136	\$28,143	0.78	6	0.9%	15	7	8	0	0.0%
48	Transportation and Warehousing	115	\$58,987	0.64	23	4.6%	12	5	7	0	0.1%
23	Construction	112	\$36,747	0.49	9	1.6%	12	4	7	1	0.5%
54	Professional, Scientific, and Technical Services	104	\$35,965	0.39	18	3.9%	9	3	6	1	0.5%
56	Administrative and Support and Waste Management and Remediation Services	83	\$23,412	0.32	-18	-3.8%	10	4	5	0	0.5%
71	Arts, Entertainment, and Recreation	76	\$16,321	0.94	35	13.4%	11	5	6	0	0.3%
92	Public Administration	56	\$49,269	0.30	-378	-33.6%	5	2	3	0	-0.4%
53	Real Estate and Rental and Leasing	32	\$36,255	0.46	-1	-0.5%	3	1	2	0	-0.1%
22	Utilities	27	\$93,377	1.29	-2	-1.2%	3	1	2	1	2.1%
31	Manufacturing	26	\$36,202	0.08	-379	-42.2%	3	1	2	0	-0.5%
51	Information	22	\$39,028	0.28	0	0.2%	2	1	1	0	-1.4%
42	Wholesale Trade	16	\$48,838	0.11	-3	-3.0%	2	1	1	0	-0.9%
21	Mining, Quarrying, and Oil and Gas Extraction	1	\$7,583	0.03	0	-8.1%	0	0	0	0	0.2%
Total - All Industries		4,019	\$37,024	1.00	-431	-2.0%	451	188	251	12	0.3%

Source: [JobsEQ®](#)

Employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2018Q4 with preliminary estimates updated to 2019Q2. Forecast employment growth uses national projections adapted for regional growth patterns.

Occupation Snapshot

The largest major occupation group in the City of Mountain Home, ID is Sales and Related Occupations, employing 633 workers. The next-largest occupation groups in the region are Food Preparation and Serving Related Occupations (584 workers) and Office and Administrative Support Occupations (511). High location quotients (LQs) indicate occupation groups in which a region has high concentrations of employment compared to the national average. The major groups with the largest LQs in the region are Farming, Fishing, and Forestry Occupations (LQ = 7.39), Food Preparation and Serving Related Occupations (1.69), and Education, Training, and Library Occupations (1.61).

Occupation groups in the City of Mountain Home, ID with the highest average wages per worker are Architecture and Engineering Occupations (\$84,500), Healthcare Practitioners and Technical Occupations (\$75,300), and Management Occupations (\$63,100). The unemployment rate in the region varied among the major groups from 1.0% among Management Occupations to 6.4% among Farming, Fishing, and Forestry Occupations.

Over the next 1 year, the fastest growing occupation group in the City of Mountain Home, ID is expected to be Community and Social Service Occupations with a +1.7% year-over-year rate of growth. The strongest forecast by number of jobs over this period is expected for Healthcare Practitioners and Technical Occupations (+2 jobs) and Personal Care and Service Occupations (+2). Over the same period, the highest separation demand (occupation demand due to retirements and workers moving from one occupation to another) is expected in Food Preparation and Serving Related Occupations (99 jobs) and Sales and Related Occupations (94).

Occupation Snapshot in City of Mountain Home, ID, 2019q2¹

SOC	Occupation	Current				5-Year History				1-Year Forecast				
		Empl	Avg Ann Wages ²	LQ	Unempl	Unempl Rate	Online Job Ads ³	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	Ann % Growth
41□0000	Sales and Related	633	\$29,900	1.58	23	4.0%	0	21	0.7%	95	43	51	1	0.2%
35□0000	Food Preparation and Serving Related	584	\$21,600	1.69	27	4.8%	0	32	1.1%	99	44	55	1	0.2%
43□0000	Office and Administrative Support	511	\$31,700	0.89	18	2.7%	0	-80	-2.9%	57	27	32	-1	-0.2%
25□0000	Education, Training, and Library	362	\$40,000	1.61	8	2.4%	0	6	0.4%	32	16	15	1	0.2%
11□0000	Management	280	\$63,100	1.14	3	1.0%	0	3	0.2%	22	11	10	1	0.3%
29□0000	Healthcare Practitioners and Technical	233	\$75,300	1.01	3	1.1%	0	-28	-2.2%	15	6	6	2	0.9%
53□0000	Transportation and Material Moving	205	\$33,200	0.74	13	3.5%	0	-48	-4.1%	24	10	14	0	0.0%
45□0000	Farming, Fishing, and Forestry	192	\$30,500	7.39	14	6.4%	0	81	11.7%	27	7	21	-1	-0.6%
39□0000	Personal Care and Service	162	\$24,400	0.92	7	3.4%	0	12	1.6%	27	13	12	2	1.5%
49□0000	Installation, Maintenance, and Repair	145	\$42,400	0.93	5	2.0%	0	-34	-4.2%	14	5	9	0	0.2%
37□0000	Building and Grounds Cleaning and Maintenance	136	\$27,600	0.99	7	4.2%	0	-1	-0.2%	17	8	9	0	0.3%
13□0000	Business and Financial Operations	98	\$62,700	0.46	2	2.1%	0	-18	-3.4%	9	3	6	0	0.2%
31□0000	Healthcare Support	96	\$31,700	0.87	3	2.2%	0	-24	-4.4%	13	6	6	2	1.6%
47□0000	Construction and Extraction	96	\$39,800	0.51	10	4.5%	0	-16	-3.1%	10	3	6	0	0.5%
51□0000	Production	70	\$37,300	0.29	9	3.1%	0	-197	-	8	3	5	0	0.0%
21□0000	Community and Social Service	66	\$47,500	0.99	1	2.1%	0	5	1.5%	9	3	5	1	1.7%
27□0000	Arts, Design, Entertainment, Sports, and Media	48	\$38,900	0.68	0	n/a	0	5	2.1%	5	2	3	0	-0.1%
15□0000	Computer and Mathematical	31	\$62,700	0.26	1	2.1%	0	-5	-2.9%	2	1	1	0	0.4%
33□0000	Protective Service	26	\$36,700	0.30	2	1.8%	0	-93	-	3	2	2	0	-0.1%
19□0000	Life, Physical, and Social Science	21	\$52,400	0.65	2	2.2%	0	-25	-	2	1	1	0	0.1%

Occupation Snapshot in City of Mountain Home, ID, 2019q2¹

SOC	Occupation	Current				5-Year History				1-Year Forecast				
		Empl	Avg Ann Wages ²	LQ	Unempl	Rate	Online Job Ads ³	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	Ann % Growth
									14.5%					
23□0000	Legal	15	\$60,200	0.46	0	n/a	0	-7	-7.3%	1	0	1	0	0.4%
17□0000	Architecture and Engineering	10	\$84,500	0.14	1	1.9%	0	-19	-19.8%	1	0	0	0	0.6%
Total - All Occupations		4,019	\$37,400	1.00	n/a	n/a	0	-431	-2.0%	493	213	269	11	0.3%

Source: [JobsEQ®](#)

Data as of 2019Q2 unless noted otherwise

Note: Figures may not sum due to rounding.

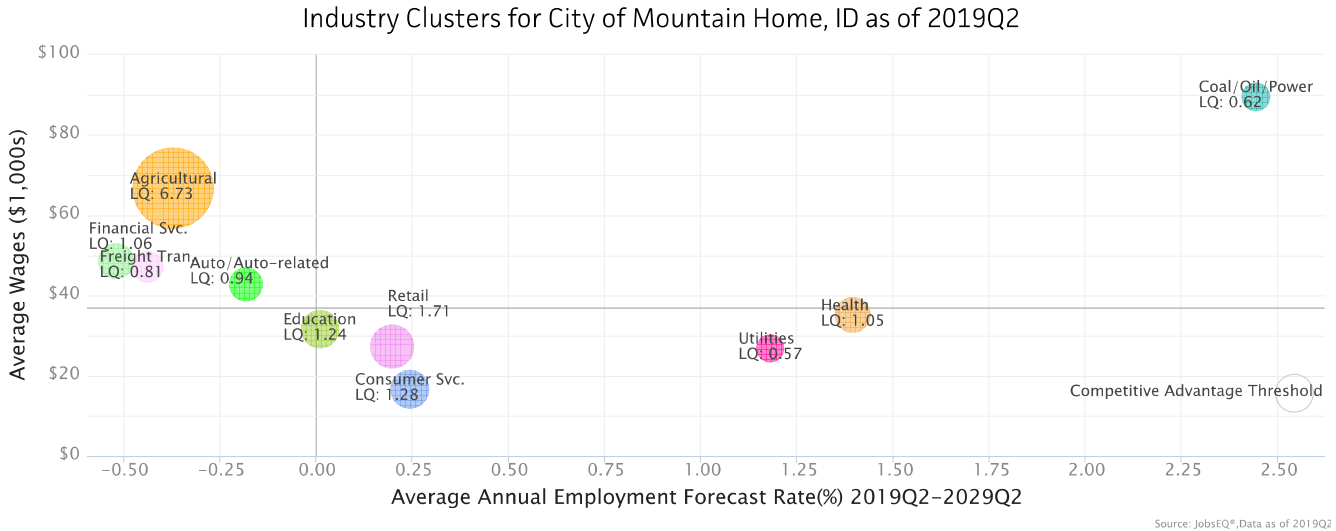
1. Data based on a four-quarter moving average unless noted otherwise.

2. Occupation wages are as of 2018 and should be taken as the average for all Covered Employment

Occupation employment data are estimated via industry employment data and the estimated industry/occupation mix. Industry employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and currently updated through 2018Q4, imputed where necessary with preliminary estimates updated to 2019Q2. Wages by occupation are as of 2018 provided by the BLS and imputed where necessary. Forecast employment growth uses national projections from the Bureau of Labor Statistics adapted for regional growth patterns.

Industry Clusters

A cluster is a geographic concentration of interrelated industries or occupations. The industry cluster in the City of Mountain Home, ID with the highest relative concentration is Agricultural with a location quotient of 6.73. This cluster employs 378 workers in the region with an average wage of \$66,783. Employment in the Agricultural cluster is projected to contract in the region about 0.4% per year over the next ten years.

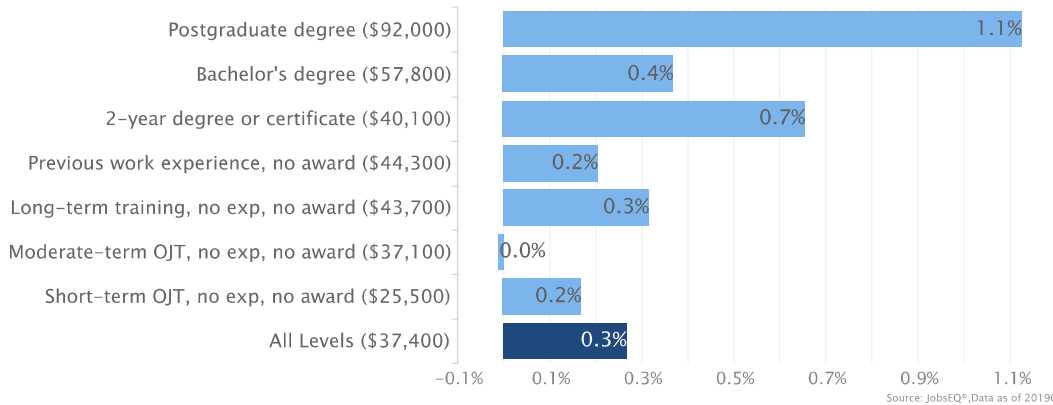


Location quotient and average wage data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics, imputed where necessary, and updated through 2018Q4 with preliminary estimates updated to 2019Q2. Forecast employment growth uses national projections from the Bureau of Labor Statistics adapted for regional growth patterns.

Education Levels

Expected growth rates for occupations vary by the education and training required. While all employment in the City of Mountain Home, ID is projected to grow 0.3% over the next ten years, occupations typically requiring a postgraduate degree are expected to grow 1.1% per year, those requiring a bachelor’s degree are forecast to grow 0.4% per year, and occupations typically needing a 2-year degree or certificate are expected to grow 0.7% per year.

Annual Average Projected Job Growth by Training Required for City of Mountain Home, ID



Employment by occupation data are estimates as of 2019Q2. Education levels of occupations are based on BLS assignments. Forecast employment growth uses national projections from the Bureau of Labor Statistics adapted for regional growth patterns.

FAQ

What is a location quotient?

A location quotient (LQ) is a measurement of concentration in comparison to the nation. An LQ of 1.00 indicates a region has the same concentration of an industry (or occupation) as the nation. An LQ of 2.00 would mean the region has twice the expected employment compared to the nation and an LQ of 0.50 would mean the region has half the expected employment in comparison to the nation.

What is separation demand?

Separation demand is the number of jobs required due to separations—labor force exits (including retirements) and turnover resulting from workers moving from one occupation into another. Note that separation demand does not include all turnover—it does not include when workers stay in the same occupation but switch employers. The total projected demand for an occupation is the sum of the separation demand and the growth demand (which is the increase or decrease of jobs in an occupation expected due to expansion or contraction of the overall number of jobs in that occupation).

What is a cluster?

A cluster is a geographic concentration of interrelated industries or occupations. If a regional cluster has a location quotient of 1.25 or greater, the region is considered to possess a *competitive advantage* in that cluster.

What is the difference between industry wages and occupation wages?

Industry wages and occupation wages are estimated via separate data sets, often the time periods being reported do not align, and wages are defined slightly differently in the two systems (for example, certain bonuses are included in the industry wages but not the occupation wages). It is therefore common that estimates of the average industry wages and average occupation wages in a region do not match exactly.

What is NAICS?

The North American Industry Classification System (NAICS) is used to classify business establishments according to the type of economic activity. The NAICS Code comprises six levels, from the “all industry” level to the 6-digit level. The first two digits define the top level category, known as the “sector,” which is the level examined in this report.

What is SOC?

The Standard Occupational Classification system (SOC) is used to classify workers into occupational categories. All workers are classified into one of over 820 occupations according to their occupational definition. To facilitate classification, occupations are combined to form 23 major groups, 96 minor groups, and 449 occupation groups. Each occupation group includes detailed occupations requiring similar job duties, skills, education, or experience.

About This Report

This report and all data herein were produced by JobsEQ®, a product of Chmura Economics & Analytics. The information contained herein was obtained from sources we believe to be reliable. However, we cannot guarantee its accuracy and completeness.



Retail Leakage and Surplus Analysis

The Retail Leakage and Surplus Analysis examines the quantitative aspect of the community's retail opportunities. It is a guide to understanding retail opportunities but it is not an analysis that indicates unconditional opportunities. The analysis is sometimes called "a gap analysis" or "a supply and demand analysis" and can aid in the following:

- Indicating how well the retail needs of local residents are being met
- Uncovering unmet demand and possible opportunities
- Understanding the strengths and weaknesses of the local retail sector
- Measuring the difference between estimated and potential retail sales

Understanding Retail Leakage

Retail leakage means that residents are spending more for products than local businesses capture. Retail sales leakage suggests that there is unmet demand in the trade area and that the community can support additional store space for that type of business.

However, retail leakage does not necessarily translate into opportunity. For example, there could be a strong competitor in a neighboring community that dominates the market for that type of product or store.

Understanding Retail Surplus

A retail surplus means that the community's trade area is capturing the local market plus attracting non-local shoppers. A retail surplus does not necessarily mean that the community cannot support additional business. Many communities have developed strong clusters of stores that have broad geographic appeal. Examples of these types of retailers include: sporting goods stores, home furnishing stores, restaurants, and other specialty operations that become destination retailers and draw customers from outside the trade area.

Examining the quantitative aspects (Leakage/Surplus) is only part of the evaluation of community's retail opportunities. Before any conclusions can be drawn about potential business expansion or recruitment opportunities, qualitative considerations such as trade area psychographics and buying habits must be analyzed in context of other market factors.

Interpreting Leakage Index

- 1.0 = equilibrium, meaning that demand and sales in the area being analyzed are in balance.
- .80 = demand exceeds sales by 20%, meaning that consumers are leaving the area being analyzed.
- 1.2 = sales exceed demand by 20%, meaning that consumers are coming from outside the area being analyzed.

Leakage/Surplus Index by Major Store Type

The quantitative comparison of retail leakage and surplus in the twelve major store types shown in the chart and table below provides an initial measure of market opportunities. Combining this analysis with the knowledge of the local retail situation will take the process of identifying retail possibilities one step further.

Figure 1 provides the leakage/surplus indices and following is the sales potential and estimated sales for major store types.

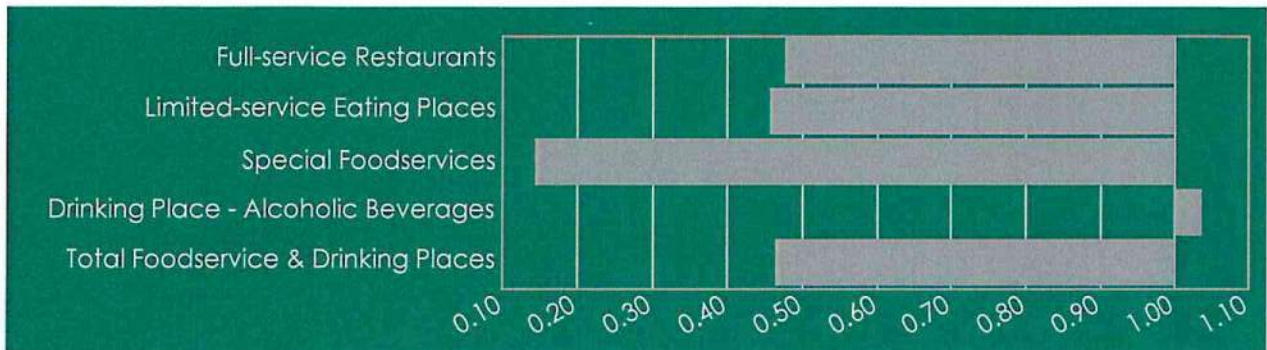
Figure 1. Leakage/Surplus Index and Estimated and Potential Sales by Major Store Types



Store Type	Potential	Estimated Sales	Surplus/Leakage
Motor Vehicle Parts & Dealers	68,996,398	99,857,249	1.4
Furniture & Home Furnishing Stores	6,835,818	11,946,393	1.7
Electronics & Appliance Stores	10,958,121	4,388,784	0.4
Building Material & Garden Equipment & Supply Dealers	20,050,773	22,707,170	1.1
Food & Beverage Stores	57,483,296	94,735,607	1.6
Health & Personal Care Stores	23,025,229	12,190,421	0.5
Clothing & Clothing Accessories Stores	15,639,578	5,685,201	0.4
Sporting Goods, Hobby, Book, & Music Stores	7,892,680	5,157,207	0.7
General Merchandise Stores	61,806,750	104,287,143	1.7
Miscellaneous Store Retailers	8,819,515	12,643,733	1.4
Foodservice & Drinking Places	40,912,886	18,741,818	0.5
Total	322,421,044	392,340,726	1.2

All estimates, projections or forecasts in this model are subject to errors, including statistical error, error due to the subjective nature of some data, error due to changes in demographics, error based on lagging competitor information or growth data, and error due to factors that are not included in the model. The user assumes all risk of reliance on this information.

Sub-Categories of Foodservice & Drinking Places



Store Type	Potential	Estimated Sales	Surplus/Leakage
Full-service Restaurants	17,447,393	8,340,902	0.5
Limited-service Eating Places	17,264,213	7,933,326	0.5
Special Foodservices	3,760,741	541,254	0.1
Drinking Place - Alcoholic Beverages	1,883,969	1,959,976	1.0
Total Foodservice & Drinking Places	40,356,316	18,775,458	0.5

All estimates, projections or forecasts in this model are subject to errors, including statistical error, error due to the subjective nature of some data, error due to changes in demographics, error based on lagging competitor information or growth data, and error due to factors that are not included in the model. The user assumes all risk of reliance on this information.

Sources and Methodology

The primary data sources used in the construction of the database include:

- Current Year CAPE (Census Area Projections & Estimates) Consumer Expenditure Estimates
- Census of Retail Trade, Merchandise Line Sales
- Census Bureau Monthly Retail Trade

The Census of Retail Trade presents a table known as the Merchandise Line summary, which relates approximately 120 merchandise lines (e.g. hardware) to each of the store types. For each merchandise line, the distribution of sales by store type can be computed, yielding a conversion table which apportions merchandise line sales by store type.

The CAPE (Census Area Projections & Estimates) Consumer Expenditure database was re-computed to these merchandise lines by aggregating both whole and partial categories, yielding, at the block group level, a series of merchandise line estimates which are consistent with the CAPE Consumer Expenditure database.

These two components were then combined in order to derive estimated potential by store type. The results were then compared to current retail trade statistics to ensure consistency and completeness.



Executive Summary

Situated in one of the fastest growing states in the country, and located near the increasingly popular Boise area, Mountain Home is uniquely positioned to experience its own population growth. The first section of this chapter contextualizes these demographic changes by comparing Mountain Home residents to the statewide population in terms of age, ethnicity, household size and income, military service and educational attainment. The second section offers bold and moderate projections of the city’s future population growth. Overall, compared to the rest of the state, Mountain Home’s population tends to be younger, more diverse and more involved in military service (as a result of the city’s proximity to the Air Force Base), but its residents are also less college-educated and have a slightly lower median income.

Goals

(Suggestions from 2008 plan—change to meet today’s goals)

- Provide for orderly population growth.
- To expand the City’s population at a moderate rate while maintaining the high degree of livability and level of community services that presently characterize the community.
- To use population forecasts to project facility, service and utility needs.
- To ensure that population growth does not outpace the City’s ability to provide services.

(Suggestions from 2014 Elmore County goals)

- 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.
- 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.

Action Steps

(Suggestions from 2008 plan—change to meet today’s action steps)

- Improve the level of development monitoring and generate status reports on subdivision and building permits on a routine basis.
- Ensure that no development is granted building privileges unless water, sewer, gas and power availability can be secured/verified.

- Continue to monitor and work with the Air Force, state and federal officials on future planning for the Mountain Home Air Force Base.
- Update development regulations for compatibility with expected growth.

(Suggestions from 2014 Elmore County objectives)

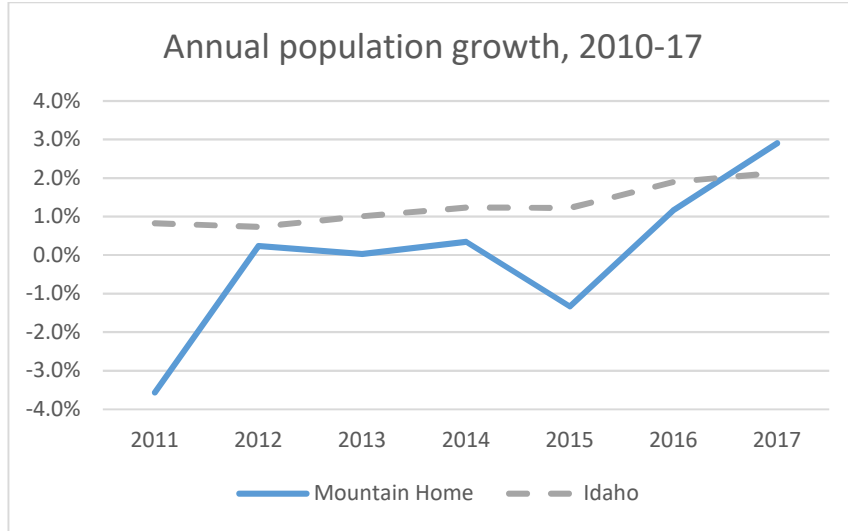
- Provide adequate sites for growth in quality surroundings that include clean air and water, and public services where available.
- To increase density near existing communities and near areas of city impact and preserve agricultural lands without adversely impacting existing populated areas.
- When soils are not adequate to sustain individual septic systems, development density should be controlled until central sewage systems can be established.
- Encourage cooperation between the County and all Communities, Districts and Cities in providing public services.
- Encourage growth and development in areas that are environmentally compatible with nearby surroundings to protect the quality of life.

Population Characteristics

Between 2010 and 2017, the city of Mountain Home's population remained relatively stable. Despite a few annual swings during this time period, a slight decline in residents early in the decade has been offset by consecutive years of growth during 2015-17. Overall, however, the city's population has decreased by 0.3% since 2010. This is in sharp contrast to the prolific growth experienced on the state level. During the same period of 2010 to 2017, Idaho's population grew by 9.4%.¹

Population year	Mountain Home	Annual change	Elmore County	Annual change	Idaho	Annual change
2010	14,270	-	27,120	-	1,570,773	-
2011	13,761	-3.6%	26,217	-3.3%	1,583,828	0.8%
2012	13,794	0.2%	26,287	0.3%	1,595,441	0.7%
2013	13,798	0.0%	26,265	-0.1%	1,611,530	1.0%
2014	13,846	0.3%	26,226	-0.1%	1,631,479	1.2%
2015	13,662	-1.3%	25,796	-1.6%	1,651,523	1.2%
2016	13,822	1.2%	26,084	1.1%	1,682,930	1.9%
2017	14,224	2.9%	26,800	2.7%	1,718,904	2.1%

¹ U.S. Census Bureau, Population Division; Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2017.



Mountain Home’s median age, 30.3, remains virtually unchanged over recent years. It continues to be lower than Idaho’s median age of 35.9, which has increased from 34.7 in 2012. Among the city’s residents, 27% are younger than 18 years old and 11% are 65 and older. The remaining residents are aged 18 to 29 (22%), 30 to 39 (14%), 40 to 49 (11%) and 50 to 64 (15%). This is slightly different compared to the statewide breakdown, where the youngest and oldest groups make up 26% (under 18) and 15% (over 65). Idaho’s other age groups are 18 to 29 (16%), 30 to 39 (13%), 40 to 49 (12%), and 50 to 64 (18%).²

Age group	Mtn. Home	Idaho
<i>Under 18</i>	27%	26%
<i>18 to 29</i>	22%	16%
<i>30 to 39</i>	14%	13%
<i>40 to 49</i>	11%	12%
<i>50 to 64</i>	15%	18%
<i>Over 65</i>	11%	15%

As of 2017, 76.4% of Mountain Home residents identify exclusively as white. Another 12.1% claim Hispanic or Latino origin (of any race). These numbers have not significantly shifted in recent years. Across Idaho, 82.5% are white (down 1.4% since 2012) and 12.2% have Hispanic or Latino heritage (up 1%).³ The main difference in ethnic makeup between the city and state is

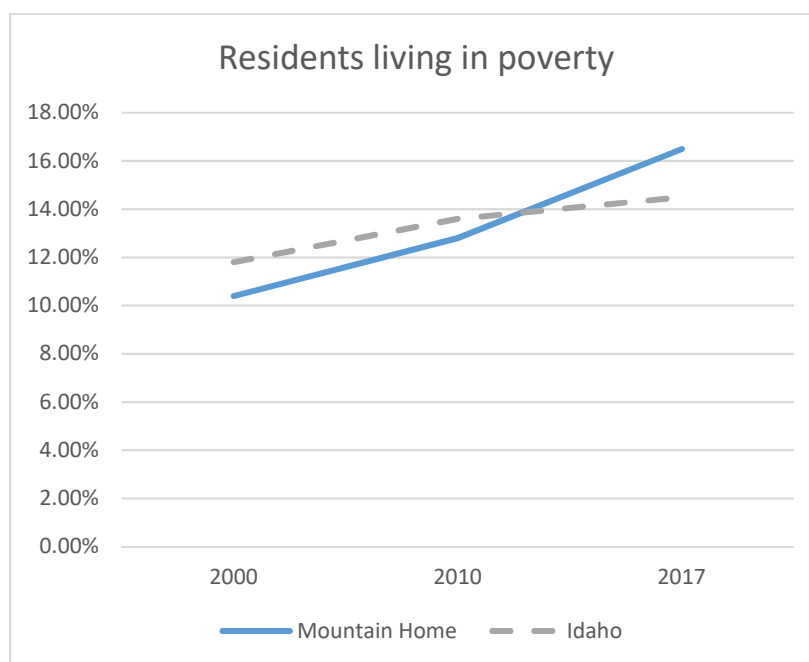
² U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Age and Sex

³ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Demographic and Housing Estimates

that, on the state level, other minority groups constitute a slightly larger share of the overall population.

The average households in Mountain Home and Idaho are of a comparable size—in 2012, each jurisdiction had 2.66 residents per household. Since then, Idaho’s average has essentially remained the same while Mountain Home’s has slightly decreased to 2.56 per household. A similar trend exists in household composition. 67.1% of homes in the city are occupied by families, while the remaining 32.9% are nonfamily. Across the state, the split among households is 68% family and 32% nonfamily.⁴ Each jurisdiction experienced a similar 2% decrease in family-occupied households between 2012 and 2017.

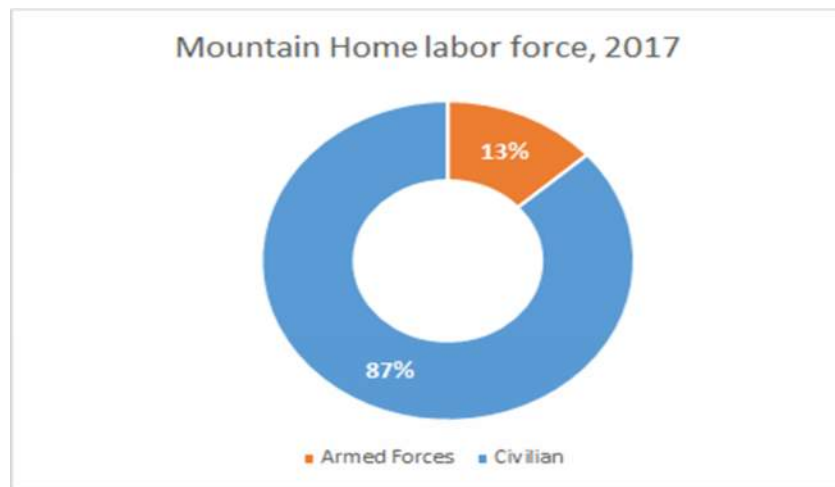
Mountain Home’s median household income is \$48,625, slightly lower than Idaho’s median income of \$50,985. The city also has a larger share of residents below the poverty level (16.5%) compared to the state’s 14.5%. Mountain Home and Idaho’s number of residents experiencing poverty has gradually increased over the last two decades. In 2010, the city and state had 12.8% and 13.6% of residents below the poverty line, respectively. Poverty rates were lower still in 2000, when Mountain Home had 10.4% and Idaho 11.8%.⁵



⁴ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Occupancy Characteristics

⁵ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Selected Economic Characteristics

It is estimated that 6,766 Mountain Home residents are part of the labor force, which is 64.9% of residents over the age of 16. Among those in the labor force, 13.4% are serving in the military, a substantial share compared to Idaho's 0.5%,⁶ which is a direct consequence of Mountain Home Air Force Base's proximity to the city. Mountain Home's unique connection to the armed forces is also seen in its veteran population. Civilian veterans make up 25.3% of all adults. In Idaho, only 9.5% are veterans.⁷

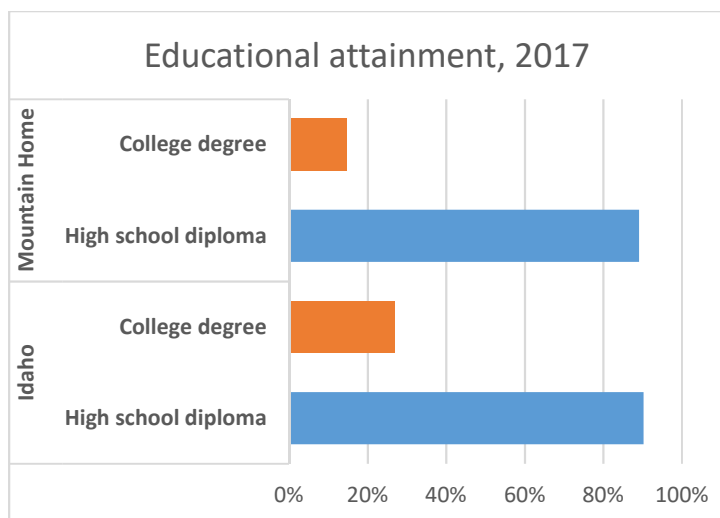


Regarding educational attainment, 89.1% of Mountain Home residents have a high school diploma or equivalent, which is consistent with the statewide rate. There is a significant difference, however, among college graduates. Only 14.7% of city residents hold a four-year degree, compared to 26.8% of Idahoans. The city and state are currently experiencing inverse trends related to higher education.⁸ Since 2000, the former has been losing college graduates while the latter has been gaining ground. Specifically, Mountain Home's number of degree earners has decreased by about 5%, while the state's percentage has increased by the same amount.

⁶ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Employment Status for the Population 16 Years and Over

⁷ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Veteran Status

⁸ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Educational Attainment

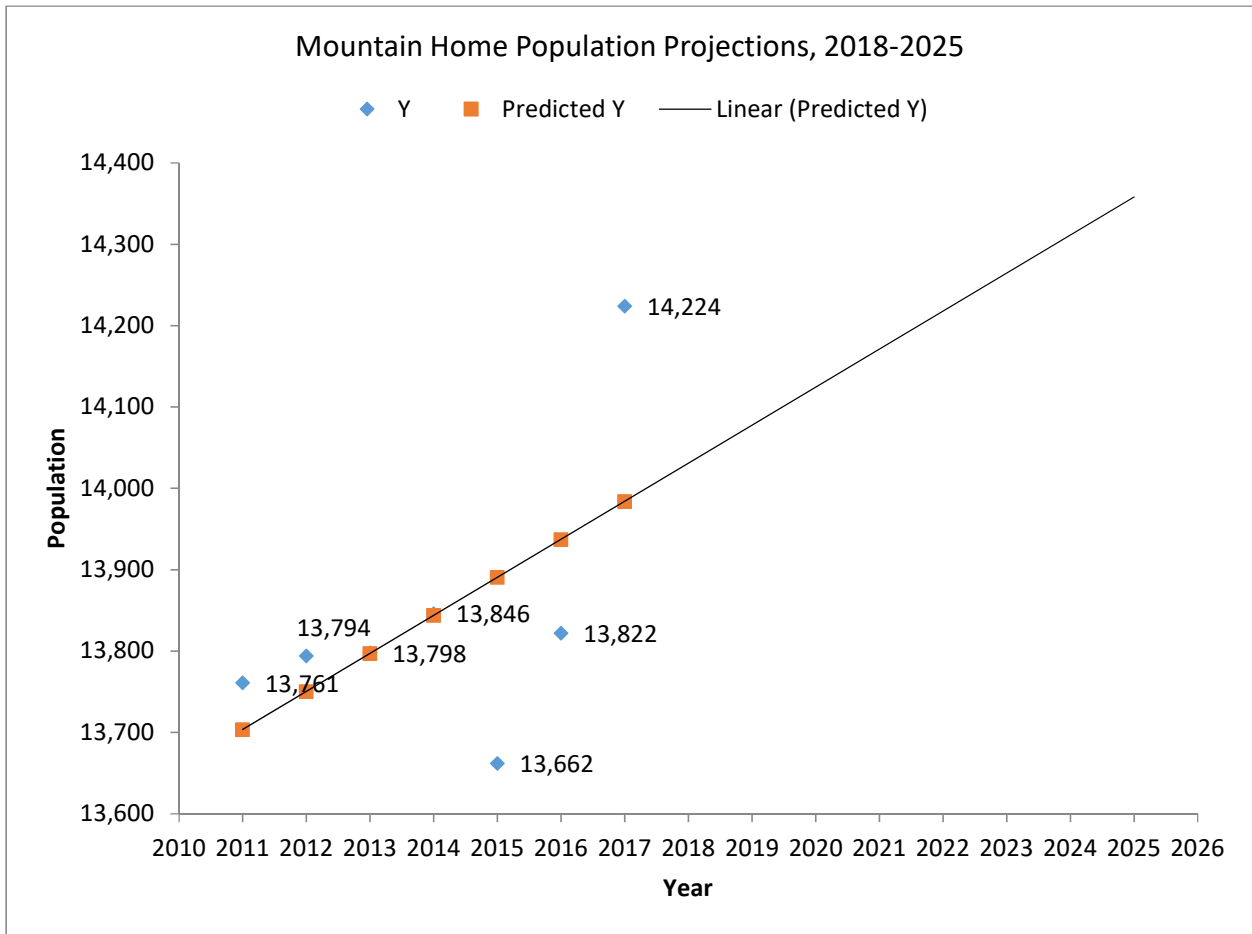


Population Forecasts

Mountain Home’s population has been stable since 2011, typically having between 13,600 and 13,800 residents, with the only exception being 14,224 residents in 2017. Population projections using regression were produced for 2018-2025 based on the actual populations from the years 2011-2017. According to a moderate model, the city is expected to grow by about 46 new residents every year. Based on this expectation, Mountain Home is predicted to reach a population of 14,358 by 2025.

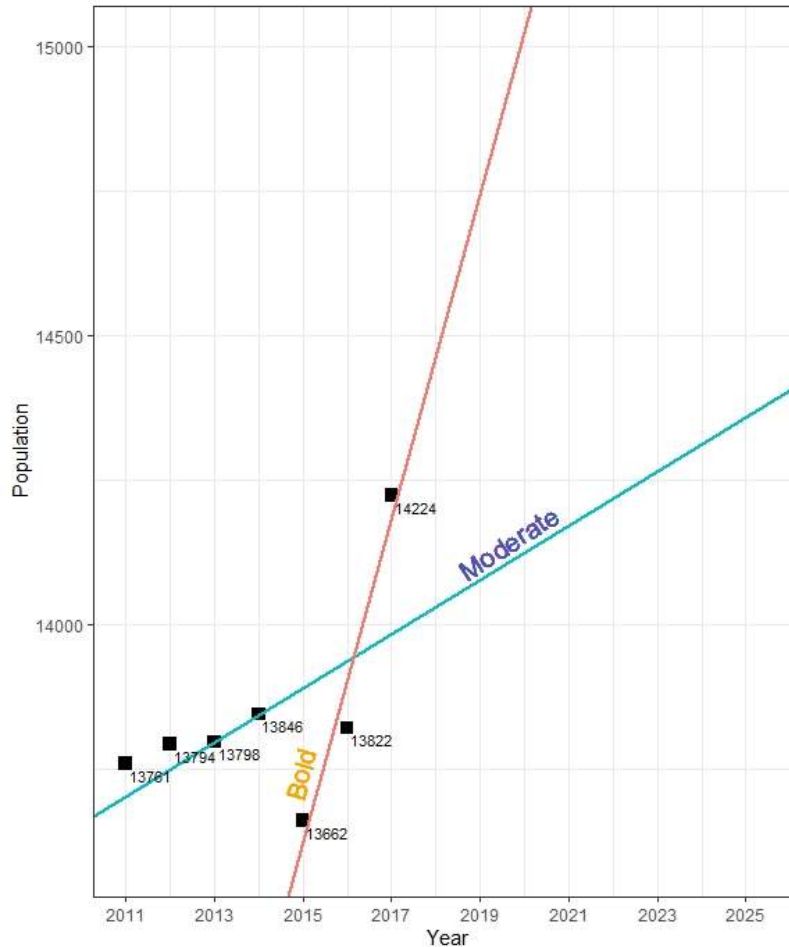
Year	Mountain Home population
2011	13,761
2012	13,794
2013	13,798
2014	13,846
2015	13,662
2016	13,822
2017	14,224
2018 predicted	14,030
2019 predicted	14,077
2020 predicted	14,124
2021 predicted	14,171
2022 predicted	14,217
2023 predicted	14,264
2024 predicted	14,311
2025 predicted	14,358

Note: Projections are produced by $Population = -80,310 + 46.75 * Year$ based on actual populations, 2011-2017. Source: U.S. Census Bureau, 2017 Annual Estimates of the Resident Population (Data ID: PEPANNRES).



Note: Projections are produced based on actual populations, 2011-2017. Source: U.S. Census Bureau, 2017 Annual Estimates of the Resident Population (Data ID: PEPANNRES).

A bold projection model based on trends from three recent years' data, 2015-2017, can also be created. According to this model, 281 new residents are projected to be added annually. This annual addition represents a much faster rate of population growth than the moderate model explained above. The difference of growth rate between these two models stems from the city experiencing both the peak (14,224 in 2017) and the trough (13,662 in 2015) of the decade's population within just three years.



In other words, exclusive reliance on short periods of time with extreme values could produce a very different projection model compared to using data from longer periods of time. While it would not take much convincing to argue that the city will keep growing, especially from a long-term perspective, what could still be uncertain is whether the *rate* of the growth observed from 2016 to 2017 will be sustained into the future.

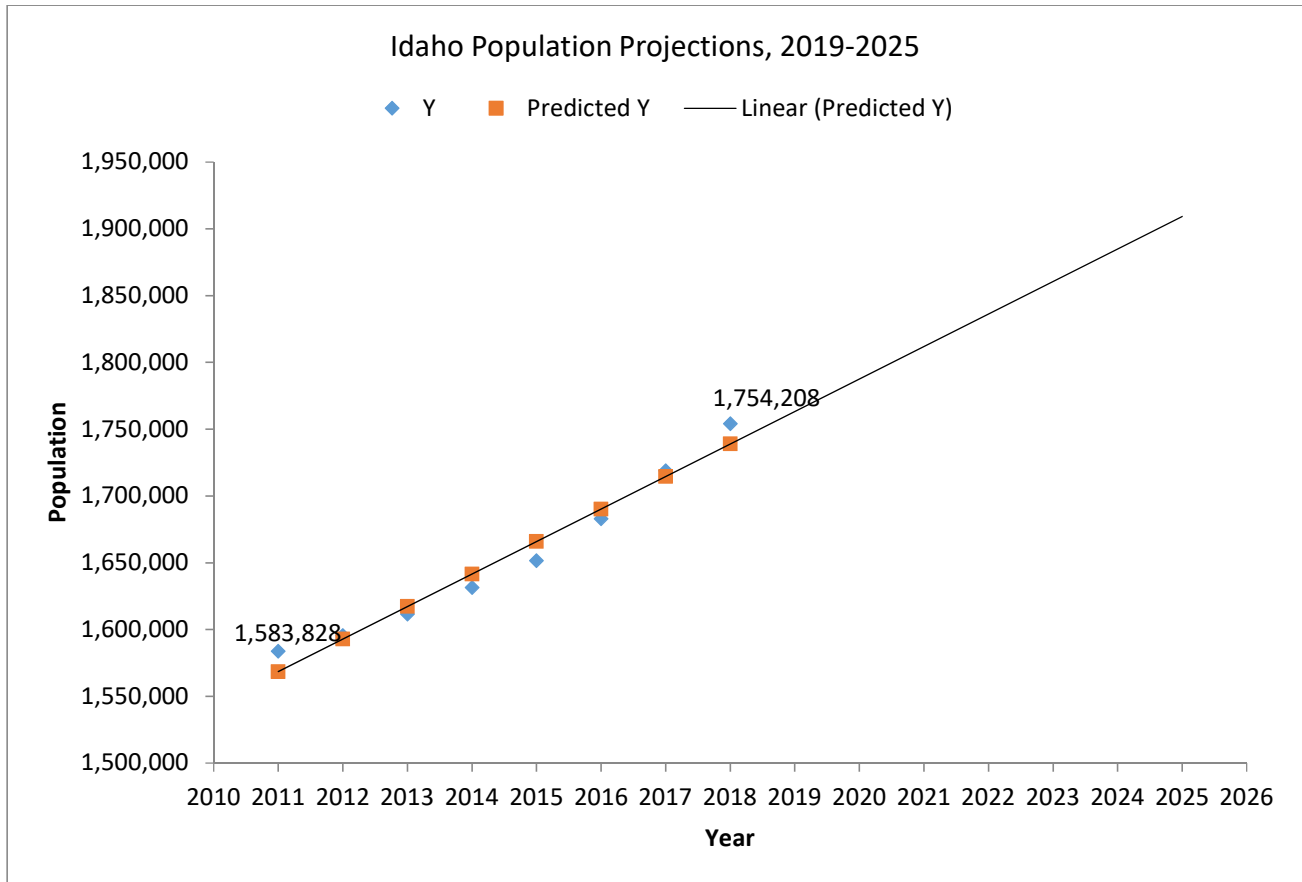
Mountain Home's population growth is influenced by many factors, including the national economy, the influx of residents from the Treasure Valley and changes to the nearby Air Force Base, among others. If any of these factors change, like an economic recession or the development of more housing closer to, or within, the Treasure Valley, the sudden population growth between 2015 and 2017 may not hold. As such, the bold projection model may not reliably take into account long-term factors.

It is of note that the projections made here, both the moderate and bold, are provided for informational purposes only. Population growth projection models, even when made with the best data and knowledge, are still susceptible to the uncertain nature of the future.

In addition, population projections for the state of Idaho are presented for reference according to a model produced based on actual populations from 2011-2018. This model shows that about 24,000 people are being added every year to the state. The state's population surpassed the 1,750,000 mark as of 2018 and is projected to reach 1,900,000 by 2025.

Year	Idaho population
2010	1,570,773
2011	1,583,828
2012	1,595,441
2013	1,611,530
2014	1,631,479
2015	1,651,523
2016	1,682,930
2017	1,718,904
2018	1,754,208
2019 predicted	1,763,363
2020 predicted	1,787,699
2021 predicted	1,812,035
2022 predicted	1,836,371
2023 predicted	1,860,707
2024 predicted	1,885,043
2025 predicted	1,909,379

Note: Projections are produced by $\text{Population} = -47,371,021 + 24,336 * \text{Year}$ based on actual populations, 2011-2018. Source: U.S. Census Bureau. 2018 Annual Estimates of the Resident Population (Data ID: PEPANNRES).



Note: Projections are produced based on actual populations, 2011-2018. Source: U.S. Census Bureau. 2018 Annual Estimates of the Resident Population (Data ID: PEPANNRES).

Mountain Home Air Force Base (AFB) is separate from the city and designated by the U.S. Census Bureau as a Census-designated place. As any substantial change in the size of the military personnel stationed in the AFB would have an impact on the city in many aspects including housing or economic development, it would be helpful to be aware of the recent trends. The Census Bureau does not publish population data series for the AFB comparable to that for the city (Annual Estimates of the Resident Population, Data ID: PEPANNRES).

Two alternative data series from the Census Bureau are considered: American Community Survey (ACS) 5-year estimates and the decennial census (Summary File 1, Data ID: P001). First, the AFB had a total population of 3,238 in 2010 decennial census, while it had 8,894 in 2000 decennial census. Second, total population was 3,245 in 2008-2012 ACS 5-year estimates, and then it became 3,070 in 2013-2017 ACS 5-year estimates. Taken together, these figures suggest that there had been a major shrinkage between 2000 and 2010, but the size sustained around 3,000 through the 2010s. It is noted that the data series of total population from these two sources may include military personnel living off base in the city, who can then be counted as residents of the city as well.



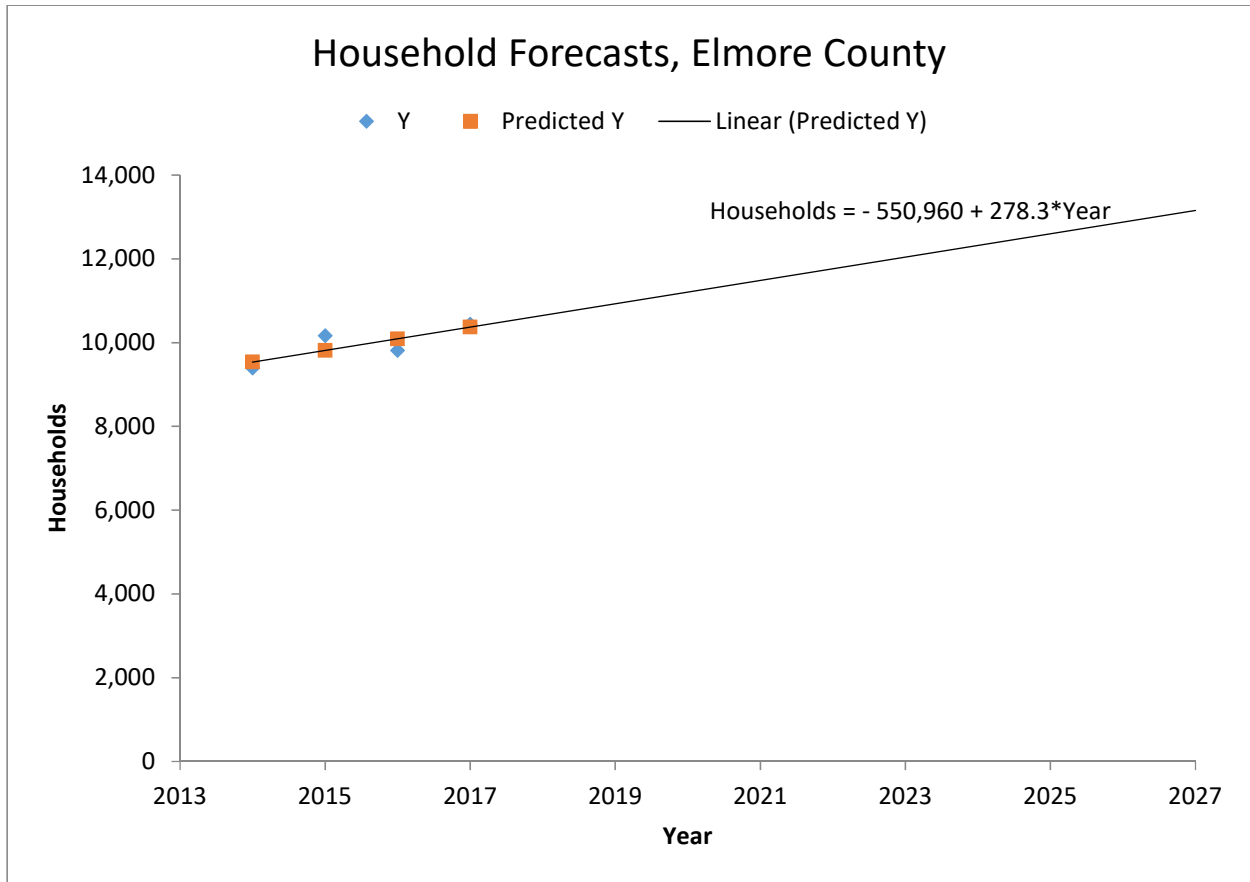
HOUSING DEMAND

The number of households is regarded as that of housing units needed. Thus, one way of gauging a future housing demand can be estimating the number of households for the future. Based on data availability, two approaches are adopted.

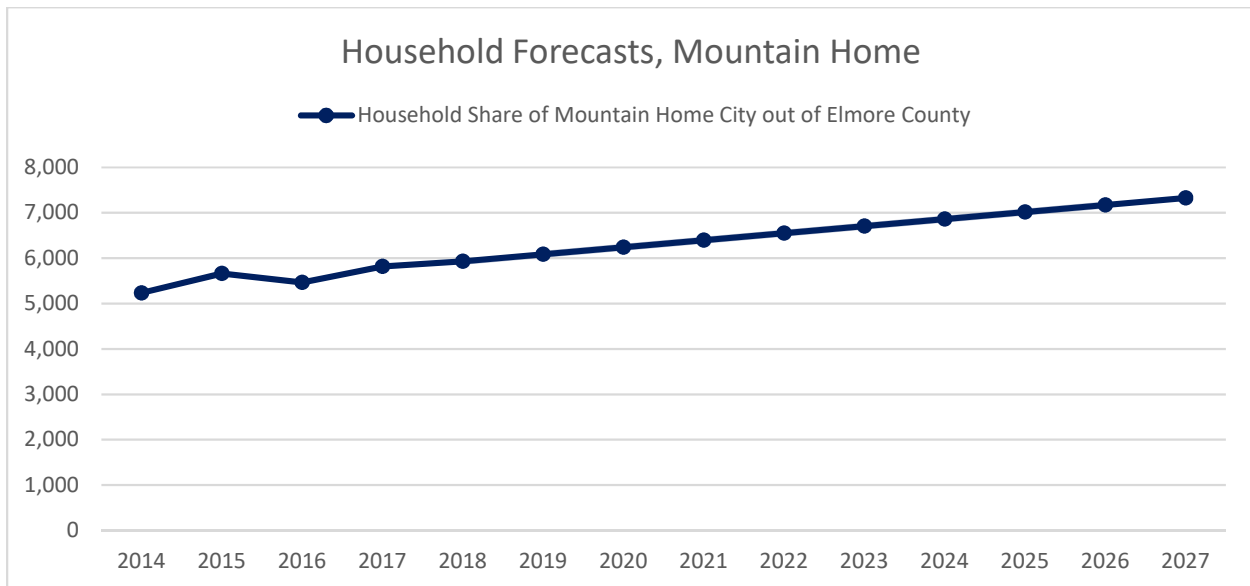
The first approach is estimating a future number of households by the method of simple regression with the U.S. Census Bureau’s American Community Survey (ACS) 1-year supplemental estimates for Elmore County. Based on the ACS data for 2014-2017, Households = $-550,960.4 + 278.3 * \text{Year}$, is produced. This regression equation is then used to produce forecasts of households by alternating different years into the equation over the next 10 years (2018-2027). To obtain the share of households in Mountain Home out of Elmore County, a ratio of 0.557 (=5,648 / 10,140) is used. This ratio is found from the 2010 decennial census, where Mountain Home had 5,648 households and Elmore County had 10,140. This ratio is then multiplied to the households for Elmore County. The number of households in the city is forecasted to grow from 5,931 in 2018 to 7,326 in 2027. This means the city needs a total of 7,326 housing units by 2027.

Year	Households, Elmore County	Share of Mountain Home (a ratio of 0.557 multiplied)
2014	9,396	5,233.6
2015	10,164	5,661.3
2016	9,812	5,465.3
2017	10,441	5,815.6
2018	10,649 estimated (= -550,960.4+278.3*2018)	<u>5,931.5 (=10,649*0.557)</u>
2019	10,927 est.	<u>6,086.5</u>
2020	11,206 est.	<u>6,241.5</u>
2021	11,484 est.	<u>6,396.5</u>
2022	11,762 est.	<u>6,551.5</u>
2023	12,041 est.	<u>6,706.6</u>
2024	12,319 est.	<u>6,861.6</u>
2025	12,597 est.	<u>7,016.6</u>
2026	12,875 est.	<u>7,171.6</u>
2027	13,154 est.	<u>7,326.6</u>

Source: U.S. Census Bureau, Household Type (Data ID: K200901), American Community Survey (ACS) 1-year supplemental estimates; Profile of General Population and Housing Characteristics (Data ID: DP-1), 2010 decennial census Summary File 1. Note: Regression equation, Households = $-550,960.4 + 278.3 * \text{Year}$, is used for Elmore County.



Source: Census Bureau, Household Type (K200901), ACS 1-year supplemental estimates.

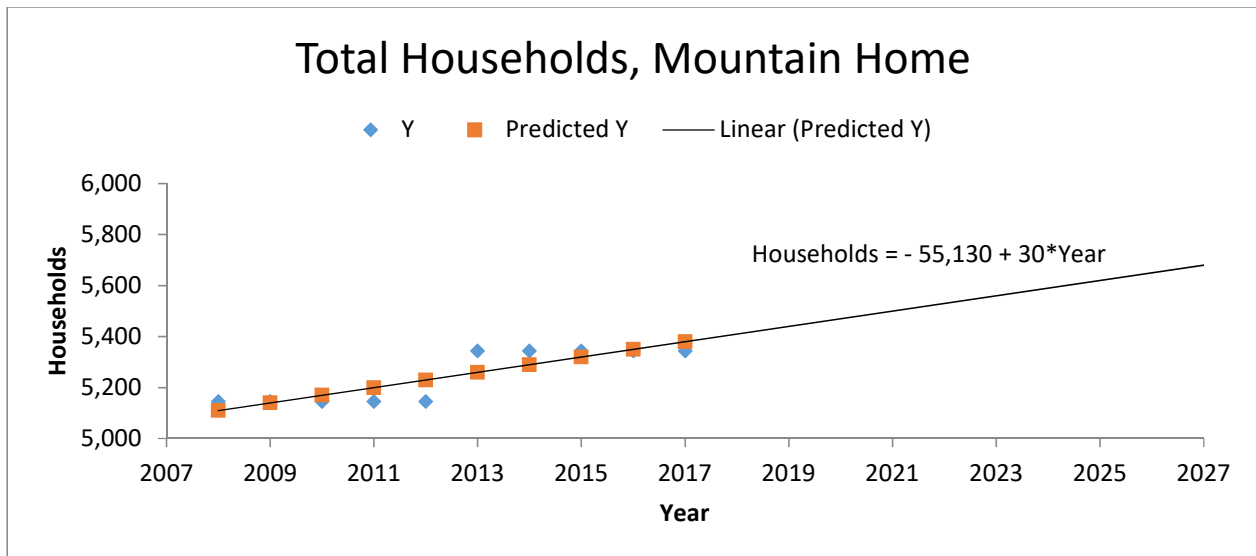


Source: Census Bureau, Household Type (K200901), ACS 1-year supplemental estimates; Profile of General Population and Housing Characteristics (DP-1), 2010 decennial census Summary File 1.

The second approach is producing forecasts based on the two ACS estimates of five years for Mountain Home: 5,146 for 2008-2012 and 5,344 for 2013-2017. A regression equation, $\text{Households} = -55,130 + 30 * \text{Year}$, is fitted on these estimates. According to this equation, 30 households would be added to the city each year and about 5,680 housing units are projected to be needed by 2027.

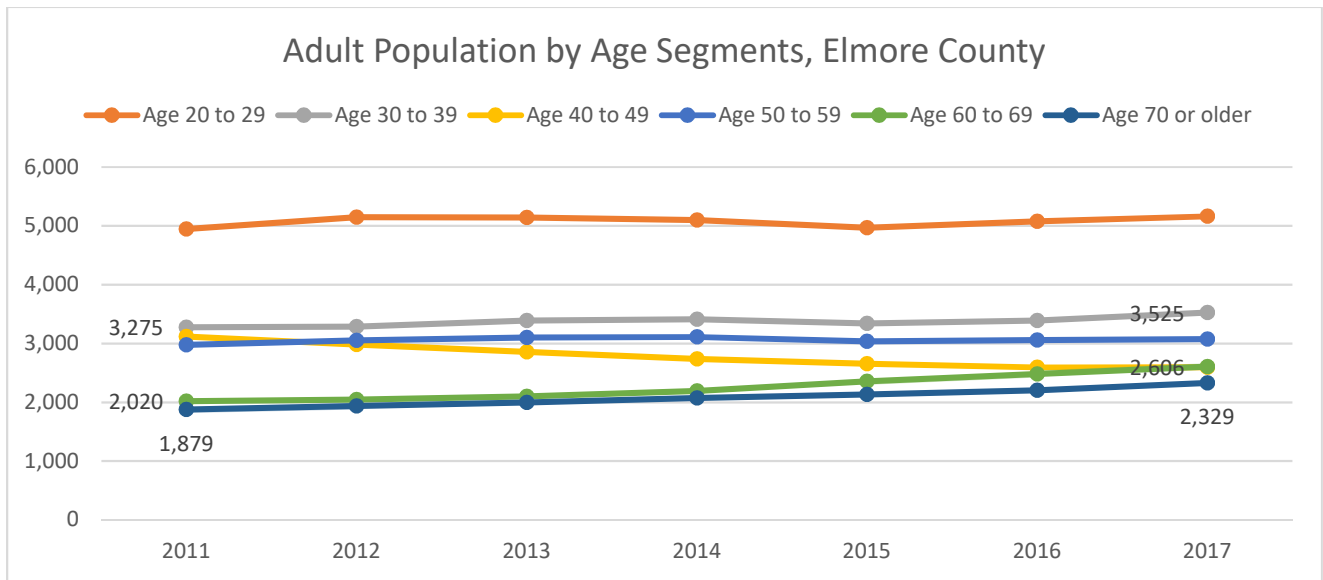
Year	Households, Mountain Home
2008	5,146
2009	5,146
2010	5,146
2011	5,146
2012	5,146
2013	5,344
2014	5,344
2015	5,344
2016	5,344
2017	5,344
2018	<u>5,410</u> est.
2019	<u>5,440</u> est.
2020	<u>5,470</u> est.
2021	<u>5,500</u> est.
2022	<u>5,530</u> est.
2023	<u>5,560</u> est.
2024	<u>5,590</u> est.
2025	<u>5,620</u> est.
2026	<u>5,650</u> est.
2027	<u>5,680</u> est.

Source: Census Bureau, Households and Families (S1101), ACS 5-year estimates of 2008-2012 and 2013-2017. Note: Regression equation, $\text{Households} = -55,130 + 30 * \text{Year}$, is used for projection.



Source: Census Bureau, Households and Families (S1101), ACS 5-year estimates of 2008-2012 and 2013-2017.

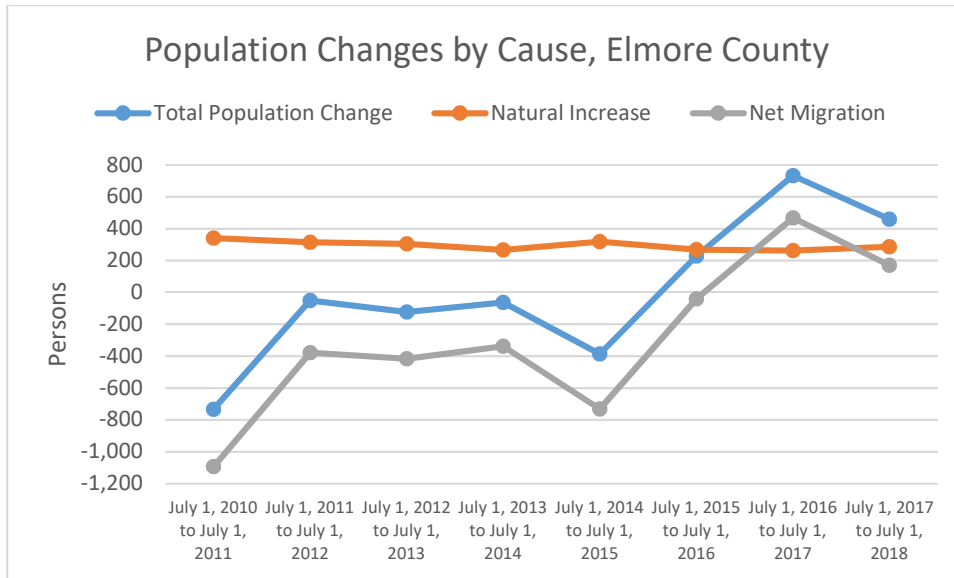
Additional Analysis of Housing Demand



Source: Retrieved from Rand State Statistics ("State & County Resident Population by Multi-race/Ethnicity and Age Group"); originated from the Census Bureau.

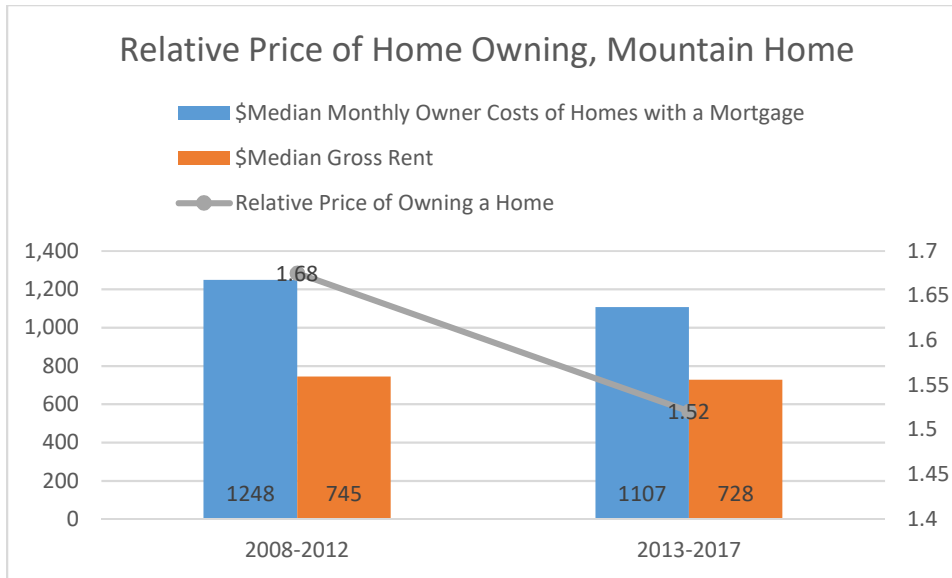
Description: population segments of age 30-39, 60-69, and 70 or older are known to hold relatively high potential to establish new households¹ because of changes in marital status (marriages or separation). Data on adult populations are available by age segments for Elmore County. In particular, the population for the age 30-39 segment was 3,275 in 2011 and then increased to 3,525 in 2017. During the same period, that for the age 60-69 segment grew from 2,020 to 2,606. Likewise, the population with ages 70 or older grew from 1,879 in 2011 to 2,329 in 2017. These observations may signal a growing housing demand.

¹ Daniel McCue, George Masnick, Chris Herbert, "Assessing Households and Household Growth Estimates with Census Bureau Surveys," *Working Paper* (W15-5). Joint Center for Housing Studies, Harvard University, July 2015, p.19; also, Jed Kolko. 2015. "Who Is Actually Forming New Households?" *Demographic Trends*, Aug 17, 2015, Turner Center for Housing Innovation, UC Berkeley, retrieved from <https://turnercenter.berkeley.edu/blog/new-households>, accessed May 22, 2019.



Source: Census Bureau, Population Division. Estimates of the Components of Resident Population Change (PEPTCOMP).

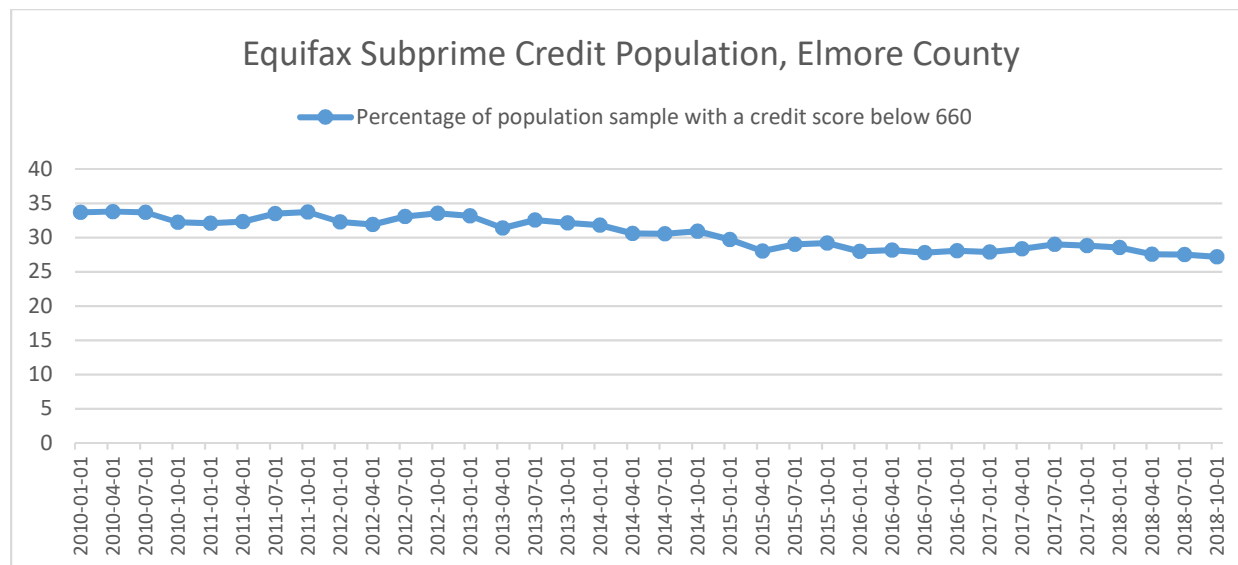
Description: The chart shows population changes by cause for Elmore County: natural increase (births minus deaths) or net migration (moving-in from another county minus moving-out). The population growth caused by net migration directly contributes to the growth of households (and thus housing demand) in comparison with that caused by the natural increase. A new birth per se does not necessarily create a new household. In the chart, natural increase is shown to stay stable over the years. The county kept losing residents until 2015, but began recovering in 2016. This pattern is closely associated with that of net migration. This implies a growth in housing demand.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-year estimates of 2008-2012 and 2013-2017.

Description: The significance of relative prices of owning a home on the demand for homeownership is documented in the literature.² Relative prices of owning a home are calculated by dividing median monthly owner costs of homes with a mortgage by median gross rent. A larger value signals a weaker demand for home owning relative to renting, while a smaller value suggests a stronger demand for home ownership. In the chart, the value changed from 1.68 to 1.52, which suggests that owning became more appealing. One limitation of charts and tables created from the ACS 5-year estimates, including this chart, is that their latest year for which information is available is 2017. Therefore, this chart is unable to reveal the trend after 2017.

² Dowell Myers, Gary Painter, Zhou Yu, Sung Ho Ryu, Liang Wei, “Regional disparities in homeownership trajectories: Impacts of affordability, new construction, and immigration,” *Housing Policy Debate* 16, no.1 (2005): 53-83.



Source: Federal Reserve Bank of New York and Equifax, Equifax Subprime Credit Population for Elmore County, ID [EQFXSUBPRIME016039], retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/EQFXSUBPRIME016039>, May 16, 2019. Note: Not seasonally adjusted; Quarterly observations.

Description: The chart shows percentages of subprime credit residents with credit scores below 660 in Elmore County. The percentage was 33.69% as of January 2010 and then lowered to 27.17% in October 2018, indicating that county residents have achieved a greater financing capacity for buying a home.

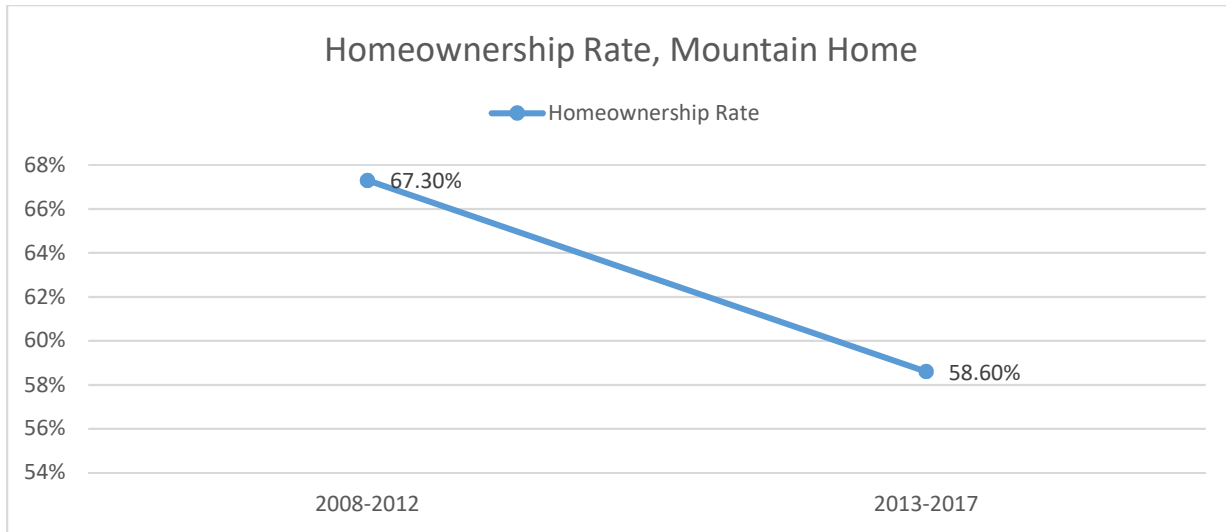
<Homeownership, Mountain Home>

Household Perspective	Housing Tenure	2008-2012	2013-2017
Total Households	Occupied Housing Units	5,146	5,344
Owner Households	Owner-Occupied Housing Units	3,465	3,129
Homeownership Rate	%Owner-Occupied Housing Units	67.3%	58.6%

Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: A homeownership rate is defined as a percentage of owner households out of total households.³ From a housing perspective, this means a percentage of owner-occupied housing units out of the total occupied housing units, as appearing in the table.

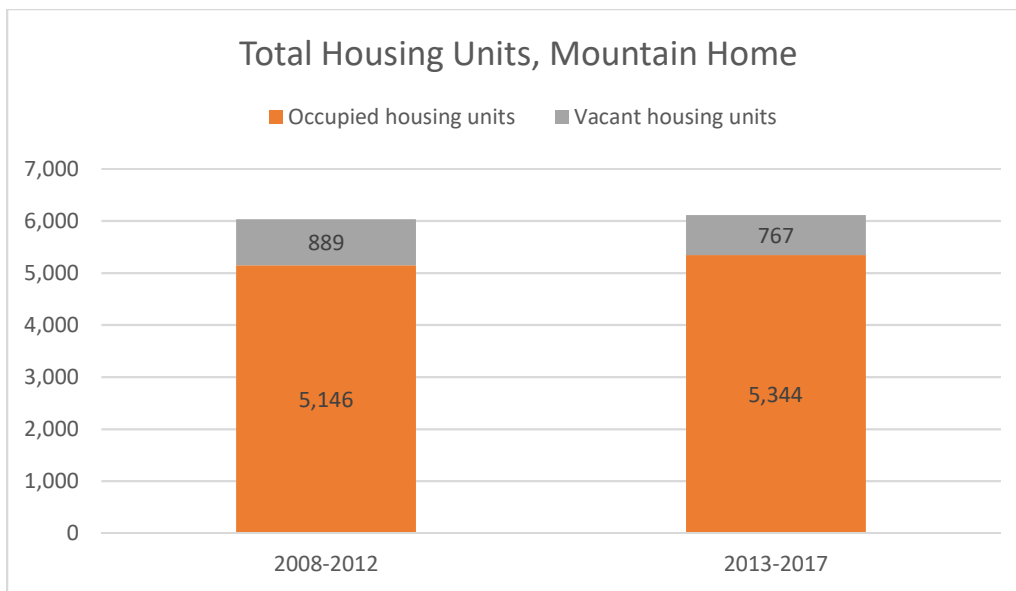
³ Jed Kolko. 2014. "Why the Homeownership Rate Is Misleading," *Economix*, *New York Times* Jan 30, 2014. Retrieved from <https://economix.blogs.nytimes.com/2014/01/30/why-the-homeownership-rate-is-misleading/>, accessed May 16, 2019.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: The chart shows that the homeownership rate dropped in Mountain Home from 67.30% in the period of 2008-2012 to 58.6% in that of 2013-2017.

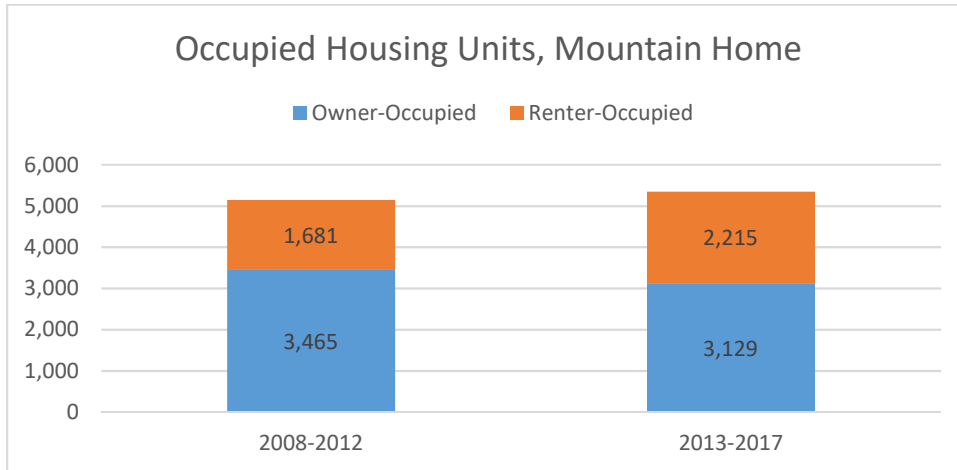
HOUSING STOCK



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

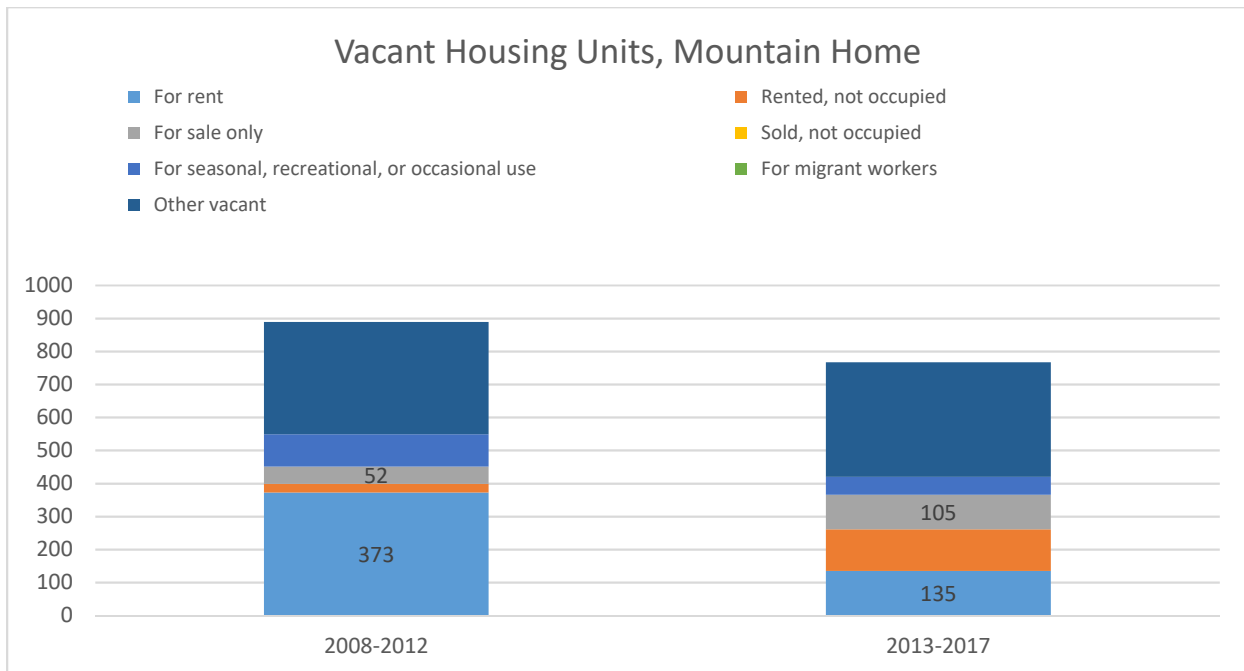
Description: The total number of housing units in Mountain Home stayed largely unchanged; i.e., 6,035(=889+5,146) during 2008-2012 and 6,111(=767+5344) during 2013-2017. How about the occupancy rate (= occupied housing units / total housing units)? The occupancy rate slightly

rose from 85.26% (=5,146/6,035) during 2008-2012 to 87.44% (=5,344/6,111) during 2013-2017.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

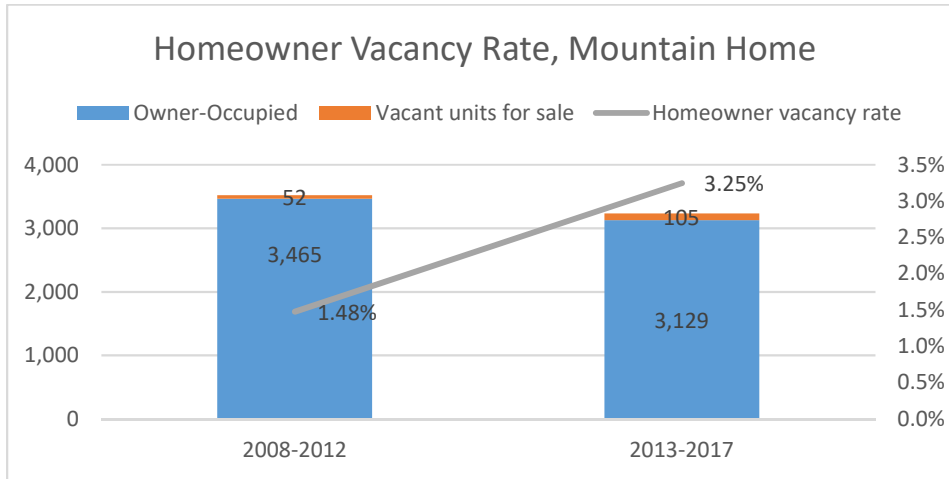
Description: The total occupied housing units were 5,146 (=3,465+1,681) in 2008-2012 and 5,344 (=2,215+3,129) in 2013-2017. Among them, the share of renter-occupied units increased from 32.66% (=1,681/5,146) in 2008-2012 to 41.44% (=2,215/5,344) in 2013-2017.



Source: Census Bureau. Vacancy Status (B25004). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

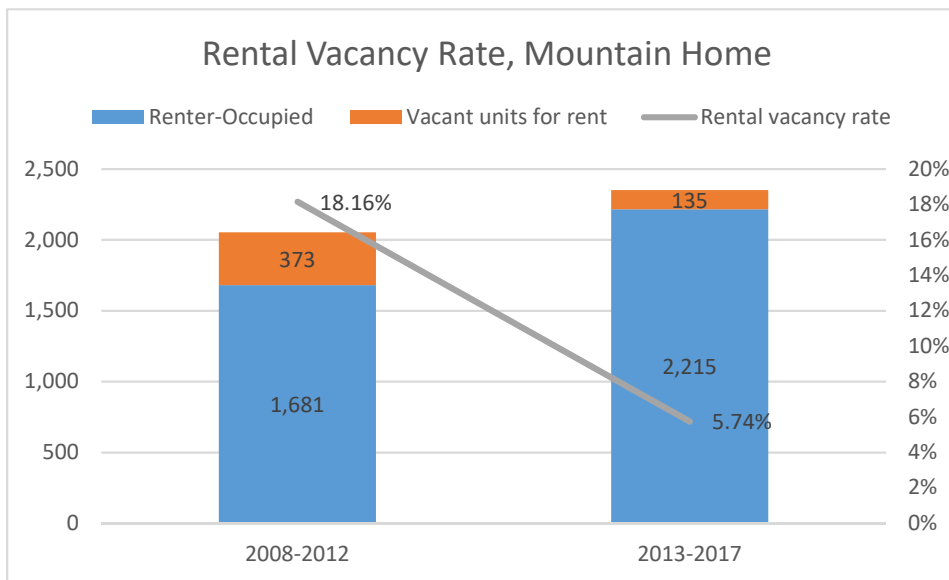
Description: For the period of 2008-2012, a total 889 housing units were vacant; among them, 373 units were on the market for rent and 52 units were on the market for sale. For the period of

2013-2017, a total 767 units were vacant; among them, 135 units were on the rental market, whereas 105 units were on the sales market.



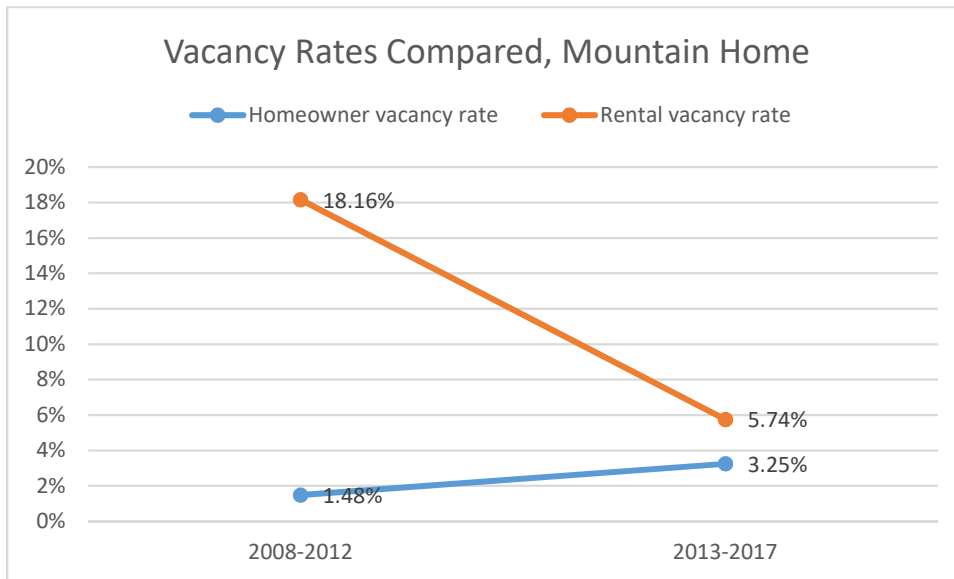
Source: Census Bureau. Comparative Housing Characteristics (CP04) and Vacancy Status (B25004). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: A homeowner vacancy rate can be defined as the percentage share of vacant units on market for sale out of total owner units. Total owner units are the sum of owner-occupied units and vacant units for sale. In the period of 2008-2012, there were a total 3,517 owner units (=3,465+52). In the following period of 2013-2017, there were a total 3,234 owner units (=3,129+105), which is a slight decrease. Vacant units for sale slightly increased from 52 in 2008-2012 to 105 in 2013-2017. Reflecting these changes, the homeowner vacancy rate increased from 1.48% for 2008-2012 to 3.25% for the following period.



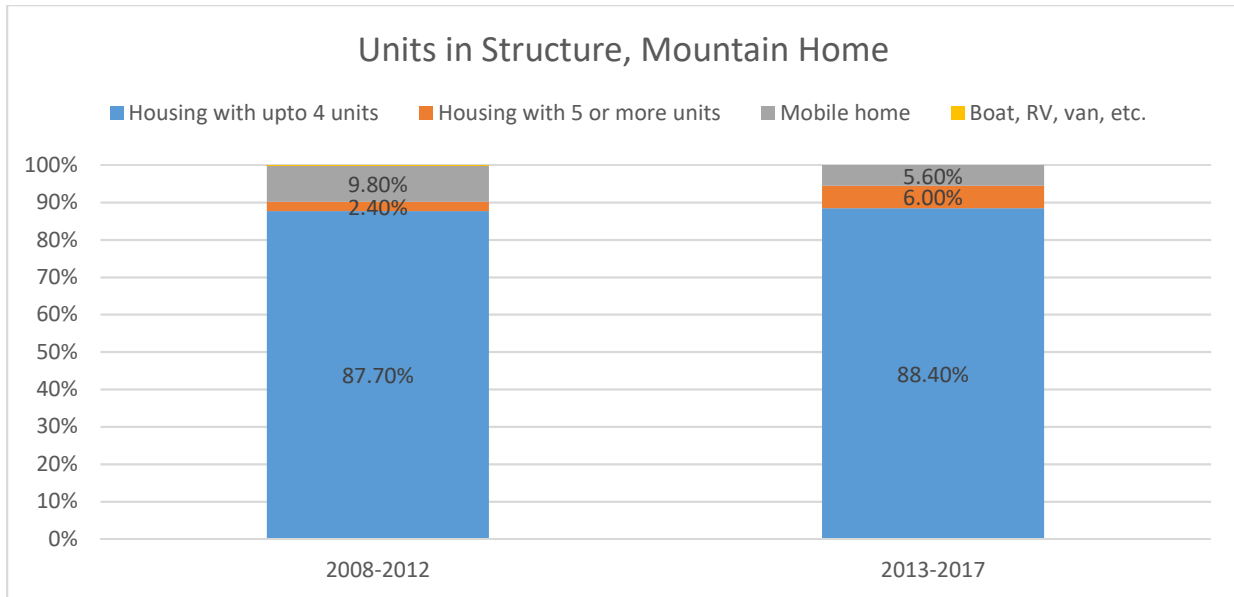
Source: Census Bureau. Comparative Housing Characteristics (CP04) and Vacancy Status (B25004). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: A rental vacancy rate could be measured as the percentage of vacant units for rent out of total rental units. Total rental units are the sum of renter-occupied units and vacant units on market for rent. Total rental units increased from 2,054 (=1,681+373) in the period of 2008-2012 to 2,350 (=2,215+135) in the 2013-2017 period. The rental vacancy rate was 18.16% (=373/2,054) in the 2008-2012 period and then substantially decreased to 5.74% (=135/2,350). It is noted that the rental vacancy rates released by the Census Bureau in the Comparative Housing Characteristics (CP04) were 17.9% for 2008-2012 and 5.5% for 2013-2017, which are different from the rates calculated by this study; yet, the difference is negligible.



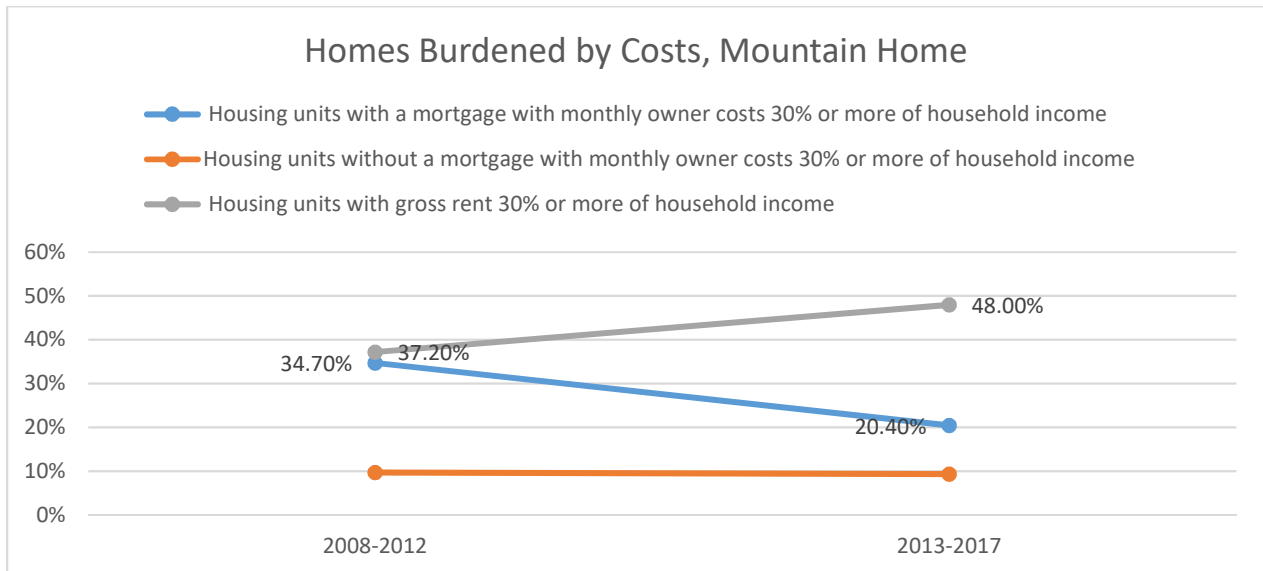
Source: Census Bureau. Comparative Housing Characteristics (CP04) and Vacancy Status (B25004). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: The two vacancy rates are combined in the chart. The chart reveals that homeowner and rental vacancy rates are inversely related. Homeowner vacancy rates went up during the observation periods, while rental vacancy rates went down.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

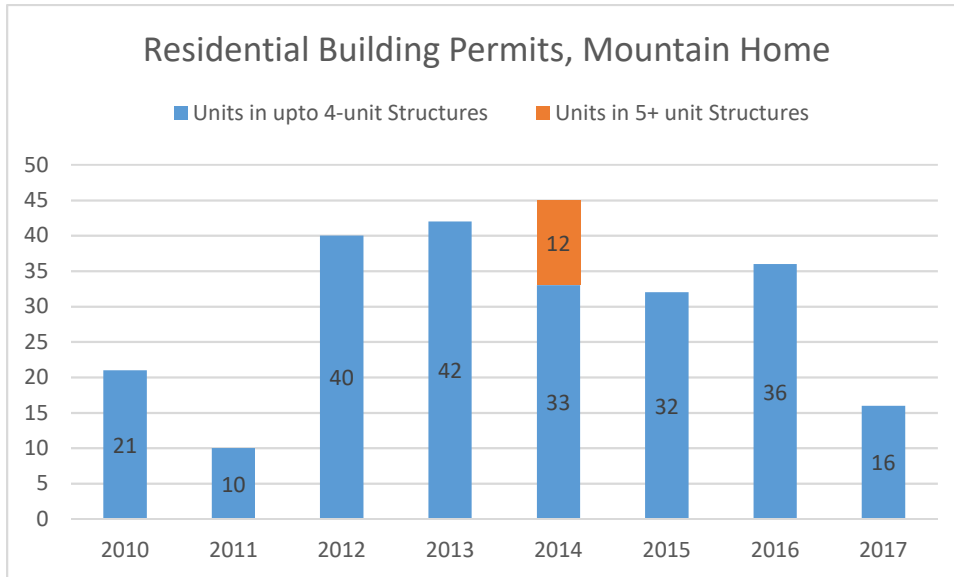
Description: The chart shows housing structures by how many units a structure has. 87.7% of houses had up to four units (mostly, single family housing) in 2008-2012 and then the share stayed similar in the subsequent period, 88.4%. 2.4% of houses had five or more units (mainly apartments) in 2008-2012 and then this share increased to 6% in 2013-2017.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017.

Description: Monthly housing payments can feel burdensome or unaffordable to owners or renters if it constitutes a substantial share of income. Although there is no objective percentage,

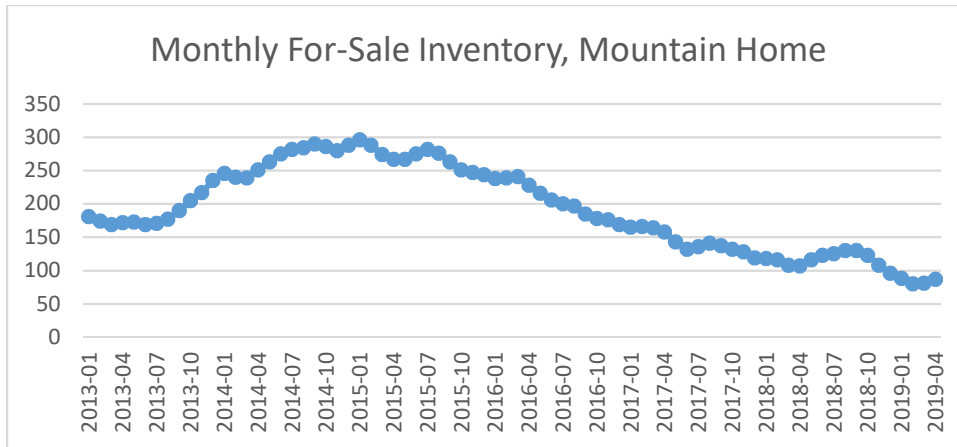
30% of household income could be regarded as a reasonable threshold.⁴ 37.2% of renter-occupied housing units suffered from paying gross rent of 30% or more of household income in 2008-2012 and this share worsened to 48% in 2013-2017. For owner-occupied housing units with a mortgage, 34.7% of them suffered from paying 30% or more monthly housing costs of their household income in 2008-2012, but this share improved to 20.4% in 2013-2017.



Source: Retrieved from the State of the Cities Data Systems (SOCDS), HUD User Datasets, <https://www.huduser.gov/portal/datasets/socds.html>; originated from Building Permits Survey, the Census Bureau. Note: Permits are issued by Elmore County.

Description: The chart shows residential building permits by structures with up to 4 units including single family homes and structures having 5 or more units (likely apartments) for Mountain Home. During the entire period of 2010-2017, all permits were issued for up to 4-unit structures except 12 permits for 5+ unit structures. In fact, all the permits for up to 4-unit structures during this period turned out to be for single-family homes, which means that no permits were issued for structures with 2, 3, or 4 units.

⁴ For example, “[T]his rule says that your mortgage payment (which includes property taxes and homeowners insurance) should be no more than 28% of your pre-tax income,” Retrieved from <https://www.zillow.com/mortgage-calculator/house-affordability/>, accessed May 22, 2019.



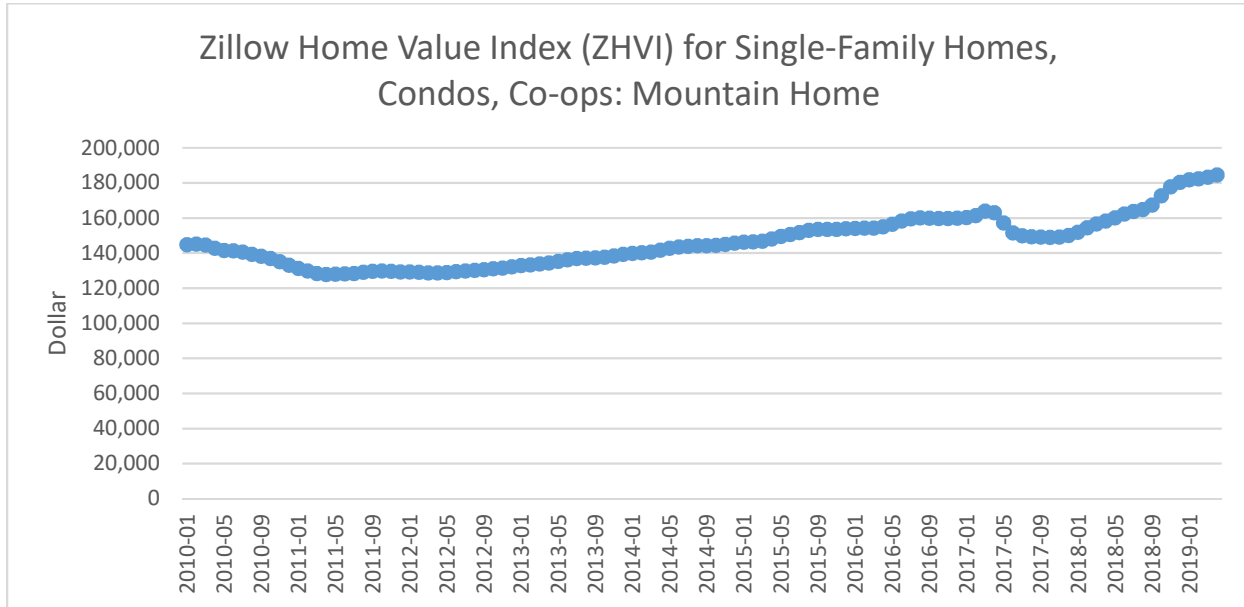
Source: Zillow Research, <https://www.zillow.com/research/data/>. Note: Smooth, Seasonally Adjusted. Unit: number of for-sale homes listed on Zillow.

Description: The chart shows the number of for-sale homes in Mountain Home listed on the online housing market, Zillow,⁵ spanning the period from January 2013 to the very latest, April 2019, on a monthly basis. According to this chart, the number of for-sale homes was 181 in January 2013, reaching a peak of 296 in January 2015; since then, the number has been declining. As of April 2019, Mountain Home has only 87 homes remaining in the for-sale inventory on the market. This recent trend implies that the sales market is getting tight.

The ACS 5-year estimates are highly valuable and often the only source for various aspects of information for small jurisdictions such as Mountain Home. It is noted that this chart is a good complement to the charts/tables created from the ACS 5-year estimates. There are two reasons for this, which are related to limitations of the ACS 5-year estimates. First, the ACS 5-year estimates are lacking the latest data past 2017. Second, they produce only one data point from the entire period of 5 years - e.g., only one data point from the period of 2013-2017; accordingly, they are weak at reflecting exactly what happened in a specific year during the 5-year period – e.g., it is difficult to know what happened in 2017 alone with just one data point summarized from 2013-2017.

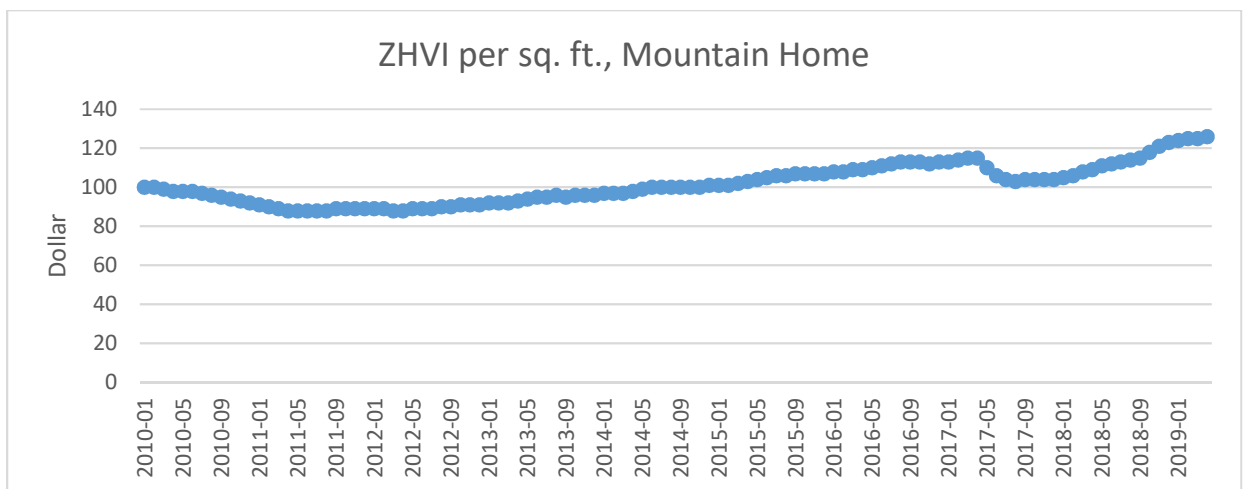
⁵ See Zillow Research, <https://www.zillow.com/research/data/>, accessed May 19, 2019

HOUSING VALUES AND PRICES



Source: Zillow Research (<https://www.zillow.com/research/data/>). Note: Smoothed, seasonally adjusted; Monthly from Jan 2010 – Apr 2019.

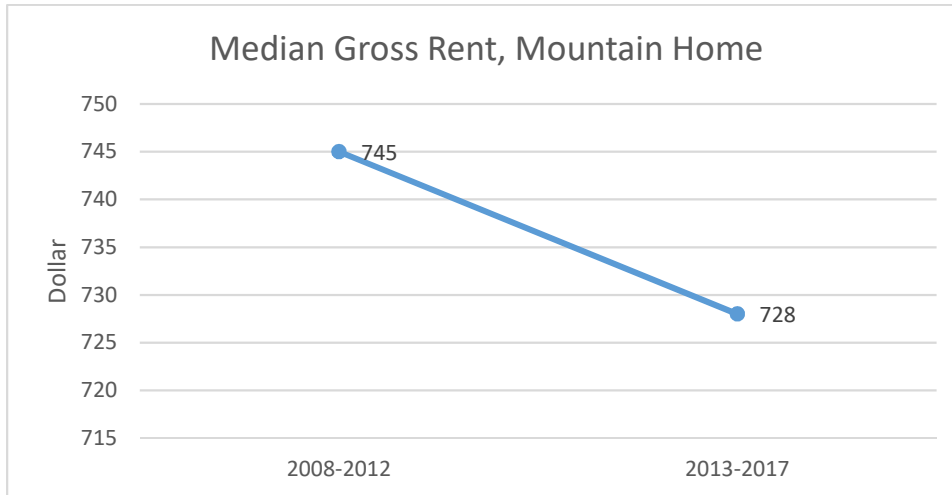
Description: The chart shows the monthly Zillow Home Value Index (ZHVI)⁶ for single-family homes, condominiums and co-operative homes from January 2010 to April 2019. The ZHVI is a useful indicator of the median of house values in the city. The median house value was \$144,900 in January 2010; since then, it has been on an upward trend despite some fluctuations. As of April 2019, the median home value indicator hit \$184,600.



⁶ According to Zillow Research, “Zillow Home Value Index (ZHVI): A smoothed, seasonally adjusted measure of the median estimated home value across a given region and housing type.” Retrieved from <https://www.zillow.com/research/data/>, accessed May 20, 2019.

Source: Zillow Research, <https://www.zillow.com/research/data/>. Note: Monthly from Jan 2010 to Apr 2019.

Description: The above chart includes a monthly measure of the ZHVI per square foot from January 2010 to April 2019.⁷ This standardized ZHVI was \$100 in January 2010; since early 2010's, its trend has been overall upward like the original ZHVI chart. As of April 2019, the standardized ZHVI reached \$126.



Source: Census Bureau. Comparative Housing Characteristics (CP04). ACS 5-Year Estimates of 2008-2012 and 2013-2017. Note: Not adjusted for inflation.

Description: A Zillow Rent Index (ZRI) could be a useful measure of levels of rent. Unfortunately, Zillow does not publish the ZRI for Mountain Home or Elmore County. Thus, median gross rent from the ACS 5-year estimates is used, as appearing in the chart. It dropped from \$745 in the period of 2008-2012 to \$728 in that of 2013-2017.

⁷ According to Zillow Research, this number reports “[M]edian of the value of all homes per square foot. This number is calculated by taking the estimated home value for each home in a given region and dividing it by the home’s square footage.” Retrieved from <https://www.zillow.com/research/data/>, accessed May 20, 2019.



Parks & Recreation

Executive Summary

The Parks and Recreation chapter of the comprehensive plan defines the overall current recreational opportunities, future needs, and strategies on how to meet these needs of our growing community.

Parks, pathways, and other open spaces provide appeal and livability to our community, these are important to residents and their quality of life. Continuing to provide these open spaces by preservation and maintenance will increase the value of any community.



The comprehensive plan of 2008 established a standard to meet the needs of our growing population. This standard continues to play a huge role in accessing the future needs of our community by implementing the recommendations of our residents regarding the supply of recreational resources available to them.



The City of Mountain Home recently surveyed the community to determine the needs for passive and active recreation opportunities. This was a successful tool in adapting the 2019 comprehensive plan as it gave information to the current expectations of the residents of our community.

The overall goals, objectives, and strategies, implementations and recommendations are described throughout this chapter.

Play Often, Live Better!

Discussion

The City Parks and Recreation Department is responsible for operating and/or maintaining over 30 locations which includes: 20 parks, and 10 landscaped beautification areas all of which encompasses over 145 plus acres. Included in these areas are 13 playgrounds, 6 ball fields, 1 rugby field, 3 lighted outdoor tennis courts, USA BMX sanctioned track, equestrian arena, motocross track, 3 restrooms, 12 picnic shelters, 1 disc golf courses, 1 skate park, a dog park, the recreation activity center and the community pool.



Community Survey (would like to see some of the survey results)

Parks & Recreation Department

The Recreation Department offers a wide variety of team sports activities for youth and adults and seasonal outdoor recreation programs and events. This department also operates the Recreation activity center and the Community outdoor pool. A wide variety of outdoor recreation programs are available through the City's Parks and Recreation Department. The Community outdoor Pool is in Richard Aguirre Park and is heavily utilized by youth swim teams and provides open swimming opportunities for the public at large. The Recreation Activity Center offers recreational programs for youth and adults.



Currently, the majority of parks and facilities are maintained by the City Parks and Recreation Department. Providing adequate funding for park maintenance is a continual challenge for the City, so the ability to fund and maintain additional parks, recreation facilities and open space must be considered as part of the planning process.

Other recreation areas and facilities are provided at local schools. School District 193 has primary, intermediate and secondary education facilities throughout the community. These facilities provide additional opportunities for both organized recreational activities and places where people of all ages can enjoy individual recreational activities.

Cemeteries

In addition to providing recreational facilities, the Parks Department's Cemetery Division is responsible for landscaping and general maintenance and burial arrangements at the municipal cemeteries (Mountain View). The Mountain View Cemetery has belonged to the City of Mountain Home since 1928 and contains over 13 acres of land, and provides standard lots, crematory lots, and niche wall resting places.

Phase 2??

Parks and Open Space Benefits

Research from various parks and recreation consultants believe parks and open space in a City can:

- a) **Attract Investment** – Parks and open space create a high quality of life that attracts tax-paying businesses and residents to communities.
- b) **Revitalize Cities** – urban parks, gardens and recreational open space stimulates commercial growth and promote inner-city revitalization.

Mountain Home School District #193

The School district provided recreational facilities for school and sports-related activities with the current school facilities, which includes the play yards affiliated with the primary, intermediate and secondary education facilities, gyms, sports fields at many school locations.

Planning Future Parks and Recreation Facilities

As population increases, the demand for parks, recreation opportunities, facilities and cemetery plots also increase. The future challenge for the City will be to promote and support public and private opportunities to meet these demands. According to the National Recreation and Parks Association (NRPA) community parks are typically five (5) to eight (8) acres in size and provide areas for recreational activities, and neighborhood parks, which according to the NRPA are typically less than two (2) acres in size, combine playgrounds and non-supervised, non-organized activities.



Compares data from the 2009 NRPA Operating Ratio Report with park and recreational facilities in Mountain Home. The table indicates that Mountain Home **meets/does not meet or exceeds/shortfalls all the operating ratios (include the pool).**

Park Standards Comparison **(working on this data)**

Facility Type/ Measurement	NPRA Level of Service Standard	Mountain Home
Community Parks per 10,000 people	1 / 10,000	/ 10,000
Neighborhood Parks per 4,000 people	1 / 4,000	/ 4,000
Trails/Greenway miles/20,000 people	8 / 20,000	/ 20,000
Swimming Pool per 20,000 people	1 / 20,000	/ 20,000

The City has not historically purchased land for parks; however, as population increases, the City should take the necessary steps to meet future park and recreation facility’s needs. One potential way to acquire park land and open space is to accept the dedication of land for public purposes.

Regional Bike Routes and Pathways Master Plans

Multiple-use pathways and bike routes should provide residents, property owners, and visitors of the region with safely designed opportunities to experience the natural, cultural and scenic amenities of the area. City parks, public institutions, schools, parks, businesses, neighborhoods, areas of commerce and various recreational and entertainment destinations would be a benefit to all residents.

Pathways and Bike Routes Plan can provide:

- a) Safety – Provide safe routes for cyclists and pedestrians.
- b) Accessibility – Provide other modes of transportation.
- c) Recreational – Compliments the park system.
- d) Air Quality – Non-attainment status.
- e) Aesthetics – Visually appealing.
- f) Enhances property values.

Do we have a bicycle and pedestrian master plan??



Parks, Recreation and Open Space Facility Needs

The City does not have a regional or nature park within its City limits. This should be discussed and decided within the updated parks master plan.

The City has identified some of the parks, recreation and open space needs:

- a) A shortage on sports complexes for youth and adult play, such as soccer, baseball, softball, lacrosse and others;

- b) Create a bike and pathway plan;
- c) Develop an off-street pathway system that provides linkages between parks and destinations points;
- d) Additional spectator seating for events (bleachers);
- e) Develop more park amenities such as covered group picnic shelters with water and electricity, public area, drinking fountains, fitness equipment; and
- f) Pathway and facility lighting.

Department Goal

Provide facilities and programming for meaningful leisure opportunities that will enhance the quality of life in city by benefiting the health and wellbeing of our people, our community and our environment.

Objective and strategies for Parks, Recreation and Open Space Funding

Objective 1: To provide excellent park and recreation facilities to meet current needs and future growth through careful planning and community involvement.

Strategy 1: Develop and implement a master plan which would identify future locations of a much-needed multipurpose community Recreation Facility.

Strategy 2: Continue to work with the WECRD and community members to implement the construction, maintenance, and overall operation of a community swimming pool.

Strategy 3: Implement a schedule of maintenance and updates to existing parks and open spaces, such as lighting and public bathrooms.

Strategy 4: Develop and/or upgrade recreation and park facilities to meet local needs.

Strategy 5: Support and promote other community programs, activities and events sponsored by other public and private entities.

Objective 2: Seek innovative funding sources for acquisition, planning, design, construction and maintenance of parks and recreation facilities.

Strategy 1: Continue to use resources in an efficient and cost-effective manner.

Strategy 2: Encourage non-profit groups, local companies and other organizations to take ownership and become involved in the care and maintenance of the City's neighborhood parks and facilities.

Strategy 3: Consider joint public-private partnerships, endowments and user fees for acquisition and maintenance of parks, facilities and programs whose costs are high or limited usage and make public support not feasible.

Objective 3: Encourage high quality social, recreational and community events that build a strong sense of community.

Strategy 1: Enhance focus on sports programs that are specific to age appropriate activities.

Strategy 2: Educate volunteers, coaches and parents by involving and providing educational opportunities to increase their value as members of our community.

Strategy 3: Work with the School District #193 and adjacent communities to provide joint school-park sites and programs wherever possible.

Strategy 4: Cooperate with and encourage private sports associations and non-profit entities to build and maintain recreation facilities including ball fields, soccer fields and playgrounds.

Western Elmore County Recreation District

The Western Elmore County Recreation District (WECRD) was formed in 2001 to create recreation facilities in Mountain Home. Since inception taxpayers have contributed to the financial need of a recreation facility. Over the years, multiple ideas of recreational activities in the community has been discussed and funded. In 2015, WECRD partnered with the YMCA to build a facility, but that was later cancelled. In 2018, the Board of Directors decided to build an Indoor Pool Facility. This facility will encompass a six-lane competitive lap pool as well as a family/leisure style pool. There will be multi-purpose rooms available for various events and trainings. Construction on this facility will begin Summer 2019.

In 2001, the Western Elmore County Recreation District (WECRD) was created through approval of voters in Mountain Home and the surrounding areas and became an official taxing district. The WECRD is a separate entity from the City and County and its sole purpose is to provide adequate recreation facilities for public use in Elmore County. The WECRD has property on South 18th East Street that will soon be home to an indoor pool facility. The 20-acre site allows for future development of recreational activities.





13.0 Executive Summary

Incorporated in 1896, the development of the town began to gain momentum in the 1900's and by 1910 several historic buildings were constructed. Among one of the first built was Mountain Home Carnegie Library, dedicated to the City in 1908. It is now one of several buildings listed on the National Register of Historic Places.

Mountain Home consists of several historic buildings, many of which are now home to commercial businesses in the business district of the downtown area. Comprised of a multitude of historically significant buildings and sites, Mountain Home is brimming with character.¹ Holding the county seat since 1891, Mountain Home is the largest city in Elmore County. Strategically located in Elmore County and neighbors to Mountain Home Air Force Base, Mountain Home is culturally diverse, enriching the community. This creates a unique environment in which the cultivation of culture can flourish in a holistic manner.

Mountain Home aims to preserve its historical sites and resources, including the visual, performing, and literary arts and humanities. In the effort to maintain and promote the town's historic sites and cultural resources, Mountain Home has continued its focus on enhancing its character. The business district of the downtown area, home to historical buildings such as the Turner Hotel (Mellen Hotel), Ake, F. P., Building, and the Montgomery and Blunk Building (Mountain Home Yoga Center), will undergo a downtown revitalization to address the original and outdated infrastructure. Over the years, the downtown area has experienced minor updates, bringing it into the 21st century, but never a cohesive project.

¹ John Hiler, "Mountain Home – Spotlight", *Idaho Magazine*, Online article, May 20, 2019
<https://www.idahomagazine.com/article/mountain-home-spotlight/>

As the next decade proceeds, the City of Mountain Home looks to broaden the scope of work regarding cultural resources and historic sites. As planning and preservation meld, many of our existing cultural resources, art developments and installations, historical structures and gathering spaces will be recognized and protected, including creation and expansion.

13.1 Historical Background

Starting as only 320 acres, Mountain Home dates to the late 1800's. Jackson Street, dividing the South and North sections of Mountain Home, was named after Commodore Jackson of Rattlesnake Creek who filed for the acreage the town was built upon. By 1890, Elmore County was formed, and the agricultural scene became a prominent piece of Mountain Home. Although the town was known for its surrounding beauty, it served as an oasis in the desert and acted as a gateway to the mountains. The town was poised perfectly to serve as a strategic point on a major travel route across the state, much as it is today.

Sparking the diversity and growth in culture, the Basque immigrants were drawn to the town because of its infamy of being the second largest sheep shipping station in the Northwest. As the industry grew, adding mining and timber to the economy, the town began to grow significantly. The Army airfield, known today as Mountain Home Air Force Base, brought a variety of cultures to Mountain Home that have enriched the community.

With a thriving community, the 1950's were a time of building and evolving. Much of the original infrastructure still exists in the downtown core, where the town originated.²

13.2 Architectural Historical Sites

13.2.1 Ake, F. P., Building

The F. P. Ake Building is architecturally significant and one of two surviving facades among a series of eight storefronts. This well-preserved and restorable commercial building shows the simplicity and geometricization of the basically classic forms that Tourtellotte and Hummel Architecture was known for. The Ake building is nominated as the remnant of the series best retaining individual integrity of appearances.³



13.2.2 Pedro Anchustegui, Pelota Court

Pedro Anchustegui's Pelota Court is the finest existing outdoor pelota court in Idaho, comprised of a two-sided structure constructed of local lava rock. Basque immigrants came to the Northwest in the late 1800's to early 1900's and enjoyed recreational activities such as dancing and Pelota, a form of handball. The Pedro Anchustegui Pelota Court is the only outdoor court remaining in the state of Idaho.⁴

² "Mountain Home, ID Chamber of Commerce", *Town Square Publications*, Online Article, May 20, 2019 <http://local.townsquarepublications.com/idaho/mountainhome/chamber05.html>

³ "Inventory Sheet for Group Nominations", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Ake_F.P._Building_82000337.pdf Photo by Patricia Wright, 1980

⁴ "National Register of Historic Places Inventory – Nomination Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Anchustegui_Pedro_Pelota_Court_78001060.pdf Photo by Arthur A. Hart, 1974

13.2.3 Elmore County Courthouse

The Elmore County Courthouse—retaining its original monumental massing and full Neoclassical style features—was constructed in 1916. The County was originally created by the Idaho legislature in 1889. In 1891 Mountain Home was named county seat of Elmore County. Until the courthouse was constructed, county offices were in rentals and later in a schoolhouse. Due to a bond election as a result of popular support for construction, the courthouse was made possible and after its completion, allowed the county offices to move into a space designed for their use.⁵



13.2.4 Montgomery Blunk Building

Built around the turn of the century the Montgomery Blunk Building was a well-frequented retail business, selling items ranging from underwear to explosives. It was also a grade center for the cattle and sheep industry, being well-known as a central service point. Buyers came worldwide to bid on wool and the Montgomery Blunk Building was among the largest warehouses

for wool buying and shipping centers in the country. This large space was also used for the Masons and Odd Fellows meetings, the location of the first National Bank, a canvas shop for covered wagons and more.⁶

13.2.5 Mountain Home Carnegie Library

The unaltered Carnegie Library was significant in its time for its social and humanitarian associations. The advent of a Carnegie Library was a cultural watershed for the town and the building was a center for club meetings and community activities related to learning and the arts. In 1907, the Library Board petitioned the Andrew Carnegie Foundation for \$6,000 to construct a building. November 19, 1908, the building was dedicated to the City. By 1915, the library hosted a collection of 1,511, had a collection of 400 card-carrying patrons and had an annual book budget of \$900, funded by the City Council. Presently, the Carnegie Library is home to the Mountain Home Historical Society.⁷



⁵ "Inventory Sheet for Group Nominations", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Mountain_Home_Baptist_Church_82000341.pdf Photo by Brian Atterbery, March 9, 1987

⁶ "Mountain Home Historical Tours – Full Movie", *YouTube*, Walking History Tours, September 7, 2017, Online, May 21, 2019 <https://www.youtube.com/watch?v=LMIao2MCPWM&feature=youtu.be>

⁷ "National Register of Historic Places Inventory – Nomination Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Mountain_Home_Carnegie_Library_78001061.pdf Photo by J. M. Neil, 1976



13.2.6 Mountain Home High School

In 1925, the first public school in Mountain Home, a clapboard, side-gabled building serving all grades, was deemed deficient. The high school student body was large enough to warrant its own structure. Later that year, an election was held to vote on the issuance of a bond for a new high school building and to repair the existing grammar school; it passed easily. With a groundbreaking in June of 1926, the school was completed and occupied early 1927 and served as a high school until 1953.⁸

13.2.7 Mountain Home Hotel

Commonly referred to as the Bengoechea Hotel, this three-story brick, commercial building represents the seemingly ubiquitous influence of the Second Renaissance Revival and Romanesque Revival styles, modestly scaled for Idaho towns during the early 1900s. The Mountain Home Hotel is historically significant largely due to the association with the Basque community. The hotel was the enterprise of a Basque immigrant, Joe Bengoechea, who built the structure to board Basque shepherders.⁹



13.2.8 St. James Episcopal Church

Reminiscent of the Gothic style English country church, the St. James Episcopal Church is one of the first buildings built in Mountain Home. After a fire in 1895, the unique Hazel Bobo apse window was the only remnant salvaged from the original 1888 frame. The St. James Episcopal Church is a community landmark with both the interior and exterior retaining their original integrities. This structure is the oldest brick ecclesiastical building in Mountain Home and one of the oldest brick churches in the state.¹⁰

13.2.9 Turner Hotel

In 1883, W. J. Turner bought the first five lots from the railroad's townsite company and erected the first building, known as the Turner House, Mountain Home's first hotel. In 1889 and 1900, Turner built his second hotel near the original Turner House, now known as the Mellen Hotel, after the purchase by Thomas Mellen in 1913. The Turner Building is one of Mountain Home's few commercial buildings to survive, relatively unaltered from the turn of the century.¹¹



⁸ "National Register of Historic Places Registration Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Mountain_Home_High_School_91000988.pdf Photo taken by Elizabeth Egleston, January 23, 1991

⁹ "National Register of Historic Places Registration Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Mountain_Home_Hotel_82000385.pdf Photo by Wikimedia Commons Free Media Repository <https://commons.wikimedia.org/wiki/File:BengoecheaHotel.jpg>

¹⁰ "National Register of Historic Places Registration Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/St._James_Episcopal_Church_77000460.pdf Photo by J. M. Neil, 1975

¹¹ "National Register of Historic Places Registration Form", *Idaho State Historical Society*, Online, May 21, 2019 https://history.idaho.gov/wp-content/uploads/2018/09/Turner_Hotel_84001124.pdf Photo by MHHS64.org

13.3 Historical Parks

13.3.1 Mountain View Cemetery

David Dodge, one of the city’s prominent citizens, lived, worked and raised a family in Mountain Home. After his death in 1962, his final wish was granted by local government officials: to donate his land for the city’s present cemetery. David Dodge knew a cemetery was necessary to accommodate a growing community and city leaders cleared additional land to expand the cemetery with the condition of granting 10 cemetery lots for Dodge’s heirs and descendants. The cemetery has burials dating as far back as 1828, 47 years prior to Dodge donating the land in 1885.¹²



13.3.2 Carl Miller Park

Carl Ansel Miller, the first soldier from Mountain Home to be killed in the “Great War” (WWI), died while trying to save a fallen comrade. Distraught by the news of Carl’s sacrifice, his hometown community of Mountain Home was adamant in honoring his actions. Within the year of his death, Mountain Home let out bids for the purchase of \$10,000 in bonds to finance the establishment of Carl Miller Park. After the formation of a park board, including five commissioners, the work had begun. Landscaping, infrastructure and maintenance was put in place and in November 1961, the town gathered to pay tribute to the man the park was built in memory of and officially install the sign.¹³

13.3.3 Richard Aguirre Park

In 1961, it evident that a new park was necessary for some time and announced that a new, twelve-acre city park would be added to Mountain Home. Then Mayor Gridley proposed that the park be named after Richard Aguirre, a local hero who died in WWII after an attack. A bond was passed by the citizens of Mountain Home resulting in the swimming pool to be built and recreation equipment to be installed.¹⁴



¹² “A look into Mountain Home’s past”, *Mountain Home News*, October 12, 2011, Online article, May 22, 2019 <https://www.mountainhomenews.com/story/1772844.html> Photo by City of Mountain Home

¹³ Tomas Hiler, “HI-Liting Mountain Home”, *Elmore County Press*, Online article, May 21, 2019 <http://www.elmorecountypress.com/Hi-Liting%20Mtn%20Home.htm> Photo by City of Mountain Home

¹⁴ Tomas Hiler, “HI-Liting Mountain Home”, *Elmore County Press*, Online article, May 21, 2019 <http://www.elmorecountypress.com/Hi-Liting%20Mtn%20Home.htm> Photo by City of Mountain Home



13.3.4 Railroad Park

The Oregon Short Line began construction of a railroad in 1881. Completed in late 1884, the line angled in a northwestern direction through Pocatello, Mountain Home and Caldwell. Commodore William Jackson laid claim to 320 acres parallel to the survey markers for the planned railroad tracks and sold the previously owned Rattlesnake Station to other investors. Mountain Home Postmaster Jule Hager purchased

a residential lot and moved the Mountain Home Post Office's letters and documents from the Rattlesnake Station to Roscoe Smith's drugstore and reopened the post office. The first train rolled into town in 1883, using the name of the post office where they delivered mail and railroad authorities built a train depot that they named Mountain Home.¹⁵



Exhibit 13-1 Mountain Home Historic Sites

No.	Building Name	Known As	Historic Sites	Date	Registered
1	1st National Bank	Advanced Modern Skin Care & Tattoo Clinic	260 N. Main Street	1910	x
2	Ake, F. P., Building		160-72 Main Street	1916	1982
3	Anchustegui, Pedro, Pelota Court	Pelota Court	W. 2nd Street N.	1908	1978
4	Blunk Home	Residence	545 E. Jackson	1909	x
5	Boarding House	Mi Casa	125 N. 2nd E. Street	1910	x
6	Carl Miller Park	Carl Miller Park	N. 10th E. Street	1961	x
7	Catholic Rectory	Catholic Rectory	125 N. 4th E. Street	1920	x
8	Citizens Limited Bank	Dilly Deli	205 E. 2nd N. Street	1895	x
9	Dr. Mary Bearby Home	Residence	460 E. 2nd N. Street	1899	x
10	Elmore County Courthouse	Elmore County Courthouse	150 S. 4th E.	1916-1937	1987
11	Father Lobell House	Residence	125 4th Street E.	1921	1982
12	J.H. Garret Residence	Residence	215 S. 3rd E. Street	1906	x
13	Jackson-Prentice Home	Residence	585 E. Jackson	x	x
14	Judge Cowan Home	Tracy Real Estate	375 N. 3rd E. Street	1905	x
15	KwikCurb Diner	Highway 30 Burger	850 S. 3rd W.	1955	2010

¹⁵ "City of Mountain Home", *Association of Idaho Cities*, Leon Duce, May 20, 2015, Online article, May 21, 2019 <https://idahocities.org/news/232741/City-of-Mountain-Home.htm> Photo by City of Mountain Home and ElmoreCountyPress.com

No.	Building Name	Known As	Historic Sites	Date	Registered
16	Longfellow Home	Residence	395 E. 2nd S. Street	1901	x
17	Masonic Hall	Frankie's Burges	270 N. Main Street	1910	x
18	Mather Residence	Upper Cut	495 N. 3rd E. Street	1907	x
19	Montgomery Blunk Building	Mountain Home Yoga Center	290 N. Main Street	1920	x
20	Mountain Home Baptist Church	Christian & Baptist Church	265 N. 4th E.	1908	1982
21	Mountain Home High School	Bennett Mountain High School	550 E. Jackson	1926-1927	1991
22	Mountain Home Hotel	Bengoechea Block	195 N. 2nd Street. W.	1910	1982
23	Mountain View Cemetery	Mountain View Cemetery	N. 18th E. Street	1962	x
24	Mountain Home Carnegie Library	Mountain Home Museum	180 S. 3rd Street E.	1908	1978
25	N/A	Residence	310 9th E.	1920	x
26	Pinkston Livery	Residence	335 W. Jackson	1908	x
27	Railroad Bridge	Highway 30 Railroad Bridge	Railroad Underpass	1936	x
28	Railroad Depot	Railroad Park	N. Main Street	1883	x
29	Residence	Residence	132 N. 4th E Street	1900	x
30	Richard Aguirre Park	Richard Aguirre Park	N. 5th E. Street	1961	x
31	Royal Club	Mighty Munchkins	210 N. Main Street	x	x
32	St. James Episcopal Church	St. James Episcopal Church	305 N. 3rd Street E.	1895	1977
33	Turner Hotel	Mellen Hotel	140-170 E. Jackson/105-115 N. 2nd E.	1899-1900	1984
34	Veltex Station	Love Abiding Church	190 N. Main Street	1920	x
35	Wicho Building	Jennie's Boutique	204 N. Main Street	x	x

*Registered sites sourced from the Idaho State Historical Society

13.4 Historic Business District

The downtown business district is historically significant to the very foundation Mountain Home was built upon. With many of the originating buildings constructed in or near the downtown area, it has acted as a historical and cultural hub for the city. Although many of the buildings were erected in the early 1900's in the area that is known today as downtown, no real infrastructure was placed until the 1950's. The downtown area is comprised of a wide mixture of architecture, including the Spanish Mission style and contemporary one-story buildings. These buildings provide a historic heritage that the community protects, preserves and promotes.¹⁶

¹⁶ Planmakers, "Mountain Home Downtown Revitalization Plan 2000", May 21, 2019

13.4.1 Downtown Revitalization

The Downtown Revitalization Plan of 2000, a refinement of the 1981 plan, worked to showcase the history deeply rooted within the downtown. As the \$12 million Railroad Underpass Project planned by the Idaho Transportation Department was brought forth, it was inevitable that there would be a large impact to the pedestrian environment. Historically, the cultivation of a pedestrian-friendly environment is necessary for a family shopping area. For this reason, the DIG-IT Committee, City of Mountain Home and Mountain Home Chamber of Commerce dedicated aspects of the 2000 Plan that would alleviate and protect the pedestrian environment.¹⁷

To reduce these conflicts, streetscape and crosswalk improvements were proposed. Other projects that called for enhancements in the downtown area were bicycle and pedestrian improvements to serve the Mountain Home Middle School. These efforts were put forth with the goal of making Mountain Home’s central retail area more appealing for the pedestrian and to restore its former glory as a prime commercial destination.¹⁸

Since then, minor projects to update the downtown’s infrastructure have occurred in the downtown area, but no cohesive plan or upgrade has taken place. The City Council approved an updated and comprehensive downtown master plan. Slated to take place over the course of three years, 2019-2021, the Downtown Improvement Project aims to fix neglected and substandard infrastructure, original to the town. This project, encouraged by the 2008 Comprehensive Plan, adopted by City Council, will not only address the aged infrastructure original to the town, but will act as a catalyst to reinvigorate the commercial district, spurring new businesses and the health and viability of existing businesses. As the city works in its right of way for local improvement of the downtown area, the Imagine Mountain Home Committee continues to work with local downtown businesses to improve their facades and further encourage the promotion of architecturally and historically significant buildings in the downtown area.



13.4.2 Community Canvas of MoHo

In 2016, Community Canvas of MoHo—a public art campaign of the Mountain Home Arts Council—was established by Brenda Raub, Eric Tautfest and Amber Cobos. This initiative was funded in large part through the support of the City, Idaho Waste Systems, Urban Renewal Agency of Mountain Home, Elmore Development LLC, Big Sky Rentals and other local businesses and local donors. As result of this project, the downtown alleys have been cleaned up and painted 110 original murals, spanning five blocks. This has since created



a destination community attraction and a significant cultural resource for both residents and visitors. Approximately 25 additional murals are planned for 2019 and on an annual basis going forward.¹⁹

¹⁷ Planmakers, “Mountain Home Downtown Revitalization Plan 2000”, May 21, 2019

¹⁸ Planmakers, “Mountain Home Downtown Revitalization Plan 2000”, May 21, 2019

¹⁹ Photos by Community Canvas of MoHo

13.5 Cultural Sites

13.5.1 Basque Park

Between 1890 and 1925, a majority of the Basque population immigrated to the Mountain Home and Boise area. In their time not tending herds of sheep, men would come to town, living in Basque boarding houses like the one built by Josefa Anchustegui. The Anchustegui family owned the boarding house for Basques, the Basque Hotel and the fronton, also known as a pelota court.²⁰



Although the Basques had been in Mountain Home for some time, it wasn't until 1960 that a Basque club was formed, starting as a fraternal, philanthropic and social organization. This organization was known for the two activities it held throughout the year; the Shepherders' Ball and the Basque Picnic.

In 1984, the Basque Hotel, located across the street near the courts (The Anchustegui Hotel), burned down and the land and fronton were donated to the club. The grounds of the former hotel were then converted to a small park across the street from the fronton. During the 1990's

the club saw many changes such as the inclusion of women, being named Euskal Lagunak, joining the North American Basque Organizations (NABO) and purchasing more land for future expansions.

In the 2000 Downtown Revitalization Plan, it was recommended that the City of Mountain and the community support improvements to the Basque Cultural District, a two-block area surrounding the Bengoechea Hotel and Pelota Court.²¹ Meanwhile, the Basque club renovated the fronton, saw an addition of a Basque scenic mural, a restored Karro Kampo and a wall with the ikurrina, or Basque flag, on one side and Eskal Herria map on the other. They also expanded their site to include a facility next to the park called the Etxea, currently used for monthly board meetings, coffee hour and workspace.²²

Many social and cultural events have been added throughout the years. A festival is held at the Basque Park annually to celebrate the Basque culture. This has become a cherished event for all of Elmore County, Basque roots or not. The club has also offered Euskara classes for children, Korrika 5k runs, Paint and Sip events and an annual Mus tournament, now in its 8th year.

The Basque community, for being a small club, has accomplished many philanthropic endeavors. The club's main philanthropy has always been a scholarship for local graduating seniors. For years, the club regularly gives to local Girls and Boys State students, Hallissey Basketball Tournament, youth recreation teams and Golf for a Cause, an event for Leukimia and Lymphoma awareness. The club is also supportive of Basque youth wishing to be involved in Boiseko Gazteak and Udaleku programs.

²⁰ "Mountain Home Basque Fronton", *Idaho Heritage*, Online article, May 22, 2019 http://idahoheritage.org/assets/popups/sw/sw_basque.html

²¹ Planmakers, "Mountain Home Downtown Revitalization Plan 2000", May 21, 2019

²² Gloria Totoricaguena Egurrola, "'Fronton Festa': The Renovation of the Mountain Home, Idaho Anchustegui Fronton", *Euskonews & Media*, Online article, May 22, 2019 <http://www.euskonews.eus/0202zbk/kosmo20202en.html> Photo by Euskal Lagunak

GOAL: Raise public awareness and knowledge of historic resources, the community's heritage and preservation concerns.

Objective: Encourage activities and events which celebrate historic characteristics throughout the city.

Action Item: Continue partnerships with Mountain Home Historical Society, Desert Mountain Visitor's Center and Chamber of Commerce to facilitate Historical Walking Tours.

Action Item: Partner with Imagine Mountain Home Committee for historical markers or plaques for historical sites in the downtown area and beyond.

GOAL: Promote and preserve the community's historic buildings, sites and resources.

Objective: Identify historic buildings that can be registered with the National Register of Historic Places.

Objective: Identify sites that should be recognized and preserved as historic sites and structures.

Action Item: Review the historic sites inventory of the downtown.

Action Item: Prepare a historic site inventory of older neighborhoods with historical significance.

Action Item: Support Elmore County's Certified Local Government Program.

Action Item: Explore funding opportunities through the Elmore County Certified Local Government Program.

GOAL: Promote historic overlay zones in the downtown area.

Objective: Define, identify and establish formal historic districts within the downtown area and older neighborhoods.

Objective: Encourage the preservation of historically significant buildings or sites in the downtown area.

Action Item: Revise or add codes and ordinances as part of the Downtown Improvement Project that encourage preservation or rehabilitation efforts within the downtown.

Action Item: Implement a preservation ordinance that serves to protect landmarks, historic sites or properties.

GOAL: Rehabilitate historic or architecturally significant structures for continued commercial use and appropriate reuse.

Objective: Use historic overlay zones and other protective measures along with historic preservation ordinance to guide or regulate the use or modification of significant historic buildings and sites in the downtown area.

Action Item: Encourage rehabilitation of existing structures.

Action Item: Encourage the remodeling of second stories into office or service spaces or residential dwelling units in the downtown area.

Action Item: Discourage “demolition due to neglect” of historic buildings.

Action Item: Explore federal historic tax credits to assist in the preservation of historic buildings.

GOAL: Create, preserve and expand Mountain Home’s cultural sites and facilities.

Objective: Seek opportunities for expanding arts, humanities and cultural experiences and resources while respecting and maintaining the historical and architectural heritage.

Objective: Identify and capture opportunities for community gathering spaces, including both indoor and outdoor facilities.

Action Item: Support and celebrate cultural sites, activities and events, such as:

- a. Basque Cultural District;
- b. Basque Picnic;
- c. Community Canvas;
- d. Railroad Park;
- e. Elmore County Hispanic Organization; and
- f. Highland Games

Action Item: Support and encourage the development of future cultural sites and facilities.

- a. Cultural Center;
- b. Performing Arts Auditorium; and
- c. Designated park for Hispanic Culture District

Action Item: Encourage the development of future cultural events and activities for the benefit of the residents.

GOAL: Preserve, enhance and expand public works of art.

Objective: Continue to support the expansion of Community Canvas of MoHo public art campaigns and other public art initiatives within the downtown and beyond.

Objective: Foster partnerships between arts, historical and cultural organizations.

Action Item: Utilize and support local artists during all phases of the downtown plan, from conception to implementation.

Action Item: Identify, explore and implement funding sources for the Arts.



2.1 AIRPORT AND COMMUNITY BACKGROUND

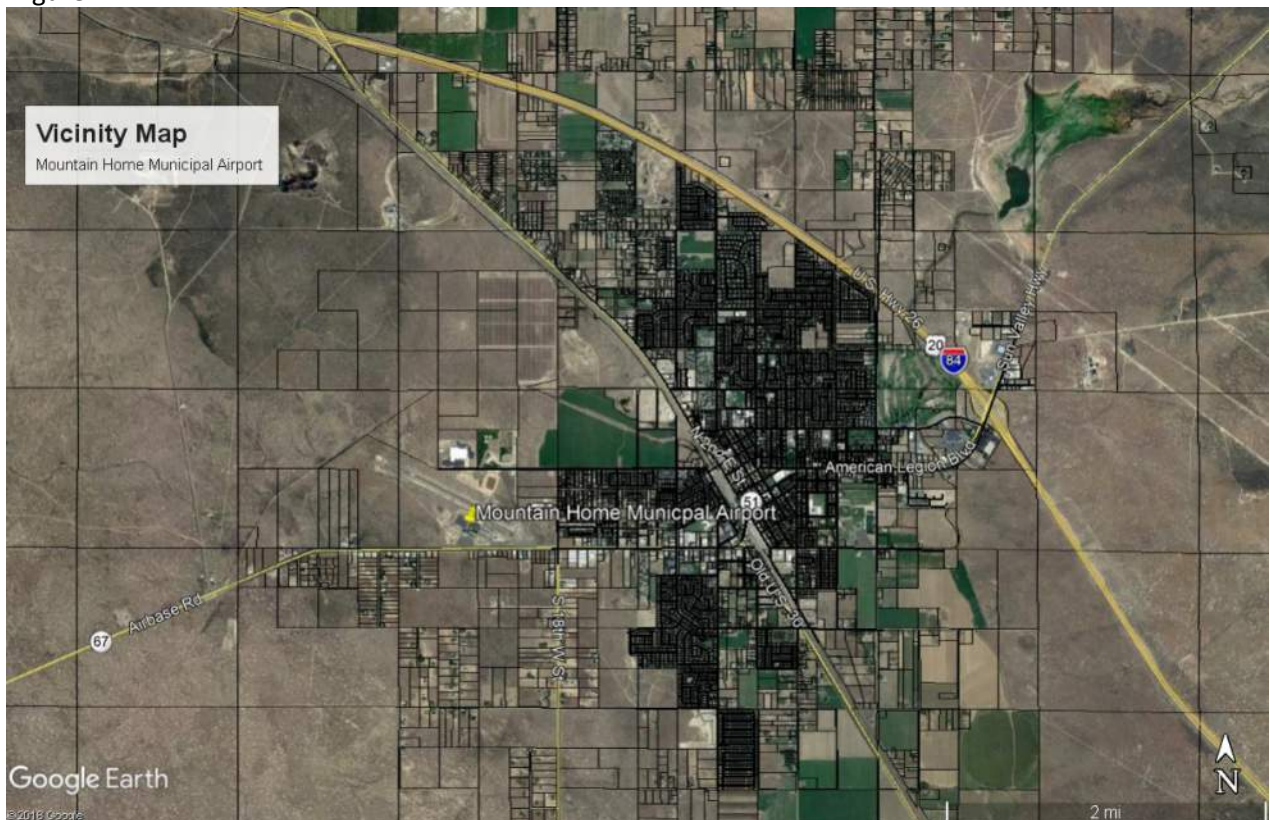
2.1.1 GENERAL

Mountain Home Municipal Airport is owned by the City of Mountain Home and is located about two miles west of the central business district serving the City of Mountain Home and western Elmore County region. The airport was initially activated May 1941 and initially consisted of a graveled and graded strip developed by the State of Idaho. The airport was closed for a short time after World War II, but reopened around 1947, when the Civil Air Patrol (CAP) initiated their local involvement. The airport has been developed over time to the present single paved runway and development configuration.

2.1.2 AIRPORT LOCATION

The airport is located at 43° 07' 53.8" north latitude and 115° 43' 50.0" west longitude in southwestern Idaho, the runway is oriented on heading(s) 100/280 degrees respectively (Runway 10/28), at an elevation of 3,167-feet on about 411 acres west of the city. Mountain Home Air Force Base is located 12 miles southwest of the airport. The airport is surrounded by open rangeland to the North and West, Air Base Road to the South and the urbanized area of Mountain Home Proper to the East. An Air Force Rail line exists 1,250 feet West of the runway and the Marathon Cheese plant is located approximately 1,000 feet North of the runway. **Figure 2-1** depicts a vicinity map for reference.

Figure 2-1



2.1.3 AIRPORT OWNERSHIP AND MANAGEMENT

The airport is currently owned and operated by the City of Mountain Home. The airport is managed via the Fixed Base Operator (FBO) as part of a contract agreement with the City. The Airport Manager divides his time between airport management and FBO operations. An Airport Advisory Board that meets the 3rd Tuesday of each month and includes city officials, the FBO/manager, a representative from the Civil Air Patrol (CAP) and local pilots, formulates recommendations for airport policy and direction. The Airport Advisory Board transmits their policies and recommended actions to the Mountain Home City Council for final action.

2.3.1 AIRPORT ROLE

The Mountain Home Airport is a part of the FAA's National Plan of Integrated Airport Systems (NPIAS) and is recognized as a General Aviation airport. ITD identifies the role for the airport to be "Regional Business." Per ITD, Regional Business airports accommodate regional economic activities, connecting to state and national economies, and serve all types of general aviation aircraft. They also accommodate local business activities and various types of general aviation users. The airport is primarily used for business travel, agricultural aerial applications, recreational flying, protecting the public welfare (Search & Rescue, Fire Fighting, Law Enforcement, Medical Evacuation, et cetera) and flight instruction. Mountain Home Air Force Base is located closer than any other airport and operates high performance military aircraft in the vicinity of the airport. The Boise Airport is located approximately 40 Miles to the northwest.



2.3.2 EXISTING AIRPORT ACTIVITIES AND USERS

The Mountain Home Municipal Airport provides for a variety of aviation uses and activities. The airport predominantly serves single-engine and multi-engine piston aircraft along with some usage by single engine turbine aircraft mainly involved in aerial agricultural application. The principal



activities occurring at this airport include corporate/business activities, recreational activities, agricultural application (spraying), medical related transport, career training or flight instruction, search and rescue or Civil Air Patrol, government fire fighting activities (BLM and/or Forest Service) and military training activities.

2.3.3 EXISTING ACTIVITY LEVELS

Airport activity levels include the number of aircraft operations and based aircraft. The FAA's 5010-1 Airport Master Record is the official record kept by the FAA for public-use airport activities and facility conditions. The 5010 data are populated by the reporting actions taken by the airport

management and ITD. A single aircraft operation is defined as either an aircraft take-off or landing; therefore, a “touch-and-go” counts as two operations.

The most recent FAA 5010 report retrieved on August 15, 2019 identifies 23 total aircraft (17 single-engine, 5 multi-engine, 1 helicopter) based at the Mountain Home Municipal Airport (FAA, 5010).

2.3.4 AIRPORT PAVEMENT CONDITION

The Pavement Condition Index (PCI) is based on a visual inspection of pavement condition only. ITD completes a full PCI inspection of airport pavements on a statewide basis every three years. The last PCI inspection conducted at the Mountain Home Airport by ITD was in 2016. The runway was repaved in 2015, parallel taxiway was repaved in 2016, taxiway connectors and apron were repaved and remarked in 2017. As such, all pavements at the airport will reflect a high PCI value if measured in the near future.

2.3.5 EXISTING AIRSIDE FACILITIES

2.3.6 RUNWAY

The airport has been developed and improved over time (**Figure 2-2**) to the present single runway configuration designated 10/28 respectively with the physical dimensions of 5,000 feet in length and 75 feet in width. Runway 28 is marked with non-precision instrument (NPI) markings and Runway 10 with visual markings. The markings are considered to be in good condition. Per the 2007 ITD PCI Report, the runway had an average PCI of 83.67, which is a very good rating. The asphalt pavement strength is designed for large aircraft weighing 42,000 lbs or less, single wheel loading/53,000 lbs dual wheel. Runway 28 is the primary runway end accommodating approximately 80% of the aircraft operations. Runway 10 is the secondary runway accommodating the additional 20% of aircraft operations.

2.3.7 TAXIWAY SYSTEM

The airport has a full-length asphalt parallel taxiway that is 35 feet wide. The taxiway is equipped with a Medium Intensity Taxiway Lighting (MITL) system. Per the 2007 ITD PCI Report, the taxiway had an average PCI of 76.63, which is a very good rating.

FIGURE 2-2 – AERIAL OF AIRPORT FACILITIES



Source: T-O Engineers

2.3.8 AIRFIELD LIGHTING, VISUAL AIDS AND NAVAIDS

Runway 10/28 is equipped with a Medium Intensity Runway Lighting (MIRL) system with Pilot Controlled Lighting (PCL). PCL is activated via Common Traffic Advisory Frequency (CTAF) – 122.8. Runway 10/28 is also equipped with Precision Approach Path Indicators (PAPI) and Runway End Identifier Lighting (REIL) on both runway ends.

A NAVAID is defined by the FAA as any facility used in the aid of air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having similar purpose and controlling flight in the air or the landing or takeoff of aircraft.

Automated Weather

Mountain Home Municipal Airport is equipped with an Automated Weather Observation System (SuperAWOS) that is owned, operated and maintained by the City of Mountain Home. Supplemental weather data is available 24 hours a day from either Mountain Home Air Force Base or Boise Flight Service.

Table 2-1 summarizes the existing visual and NAVAIDs available at Mountain Home Municipal Airport.

TABLE 2-1 - MOUNTAIN HOME MUNICIPAL AIRPORT VISUAL AND NAVAIDS

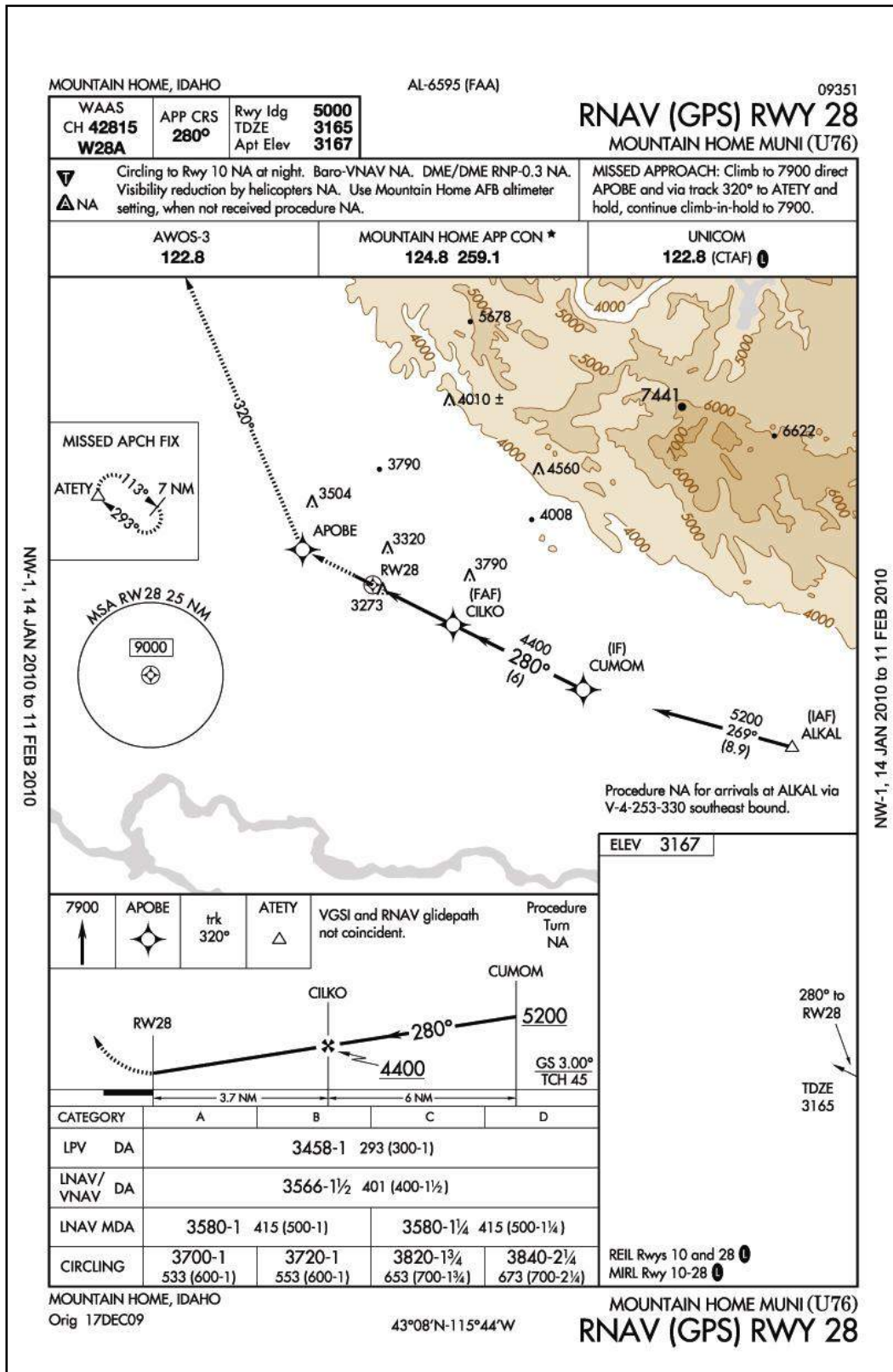
Source: T-O Engineers

MOUNTAIN HOME VISUAL AND NAVIGATIONAL AIDS (NAVAIDS)	
GENERAL	
UNICOM - 122.8	
Rotating Beacon	
Lighted Wind Cone and Segmented Circle	
SuperAWOS	
RUNWAY 10/28	
Medium Intensity Runway Lighting (MIRL)	
Supplemental Wind Cone – Runway 28	
PAPI (2 Box) – Both ends	
REIL – Both ends	

2.3.9 INSTRUMENT APPROACH CAPABILITIES

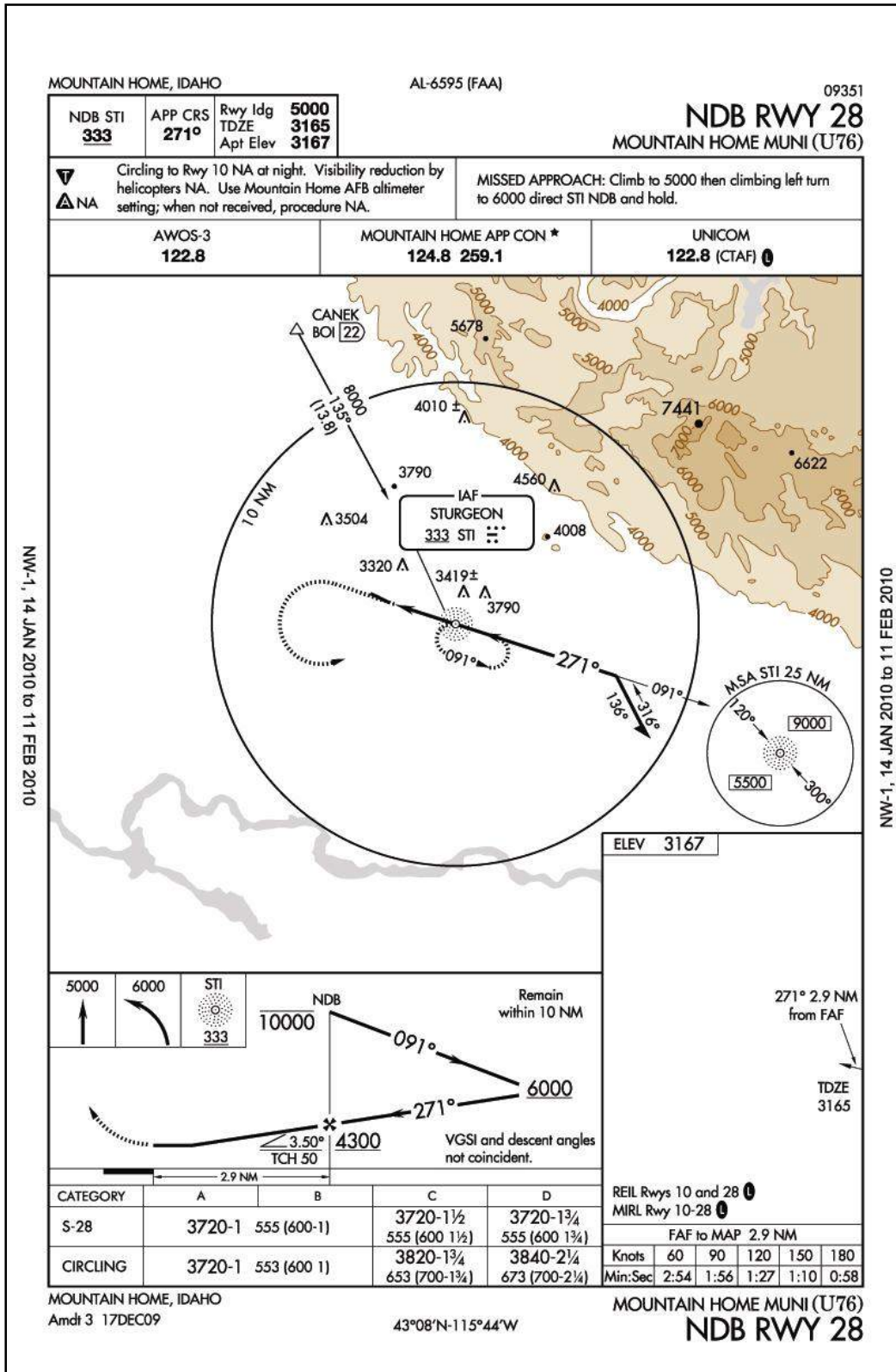
The Mountain Home Airport currently provides instrument approach capabilities to Runway 28. No instrument approach capabilities currently exist to Runway 10. Runway 28 instrument approach capabilities currently include Area Navigation (RNAV) GPS and NDB procedures. These existing procedures include a Localizer Performance with Vertical Guidance (LPV) published in December of 2009. LPV approaches offer users both lateral and vertical guidance resulting in improved minimums with no need for ground-based equipment. **Figures 2-3 and 2-4** depict the approach plates for existing Runway 28 instrument approach procedures (source: AirNav.com).

FIGURE 2-3 – RUNWAY 28 RNAV GPS APPROACH PLATE



Source: AirNav.com

FIGURE 2-4 – RUNWAY 28 NDB APPROACH PLATE



Source: Airnav.com

2.3.10 SUMMARY OF AIRSIDE FACILITIES

Table 2-2 summarizes the existing airside facilities at the Mountain Home Municipal Airport.

TABLE 2-2 – SUMMARY OF EXISTING AIRSIDE FACILITIES

ITEM	CURRENT DATA
Airport Role / Service Level / Type	GA (FAA)/Regional Business (State)
Airport Elevation	3,168' MSL
Mean/Maximum Temperature	93.5_f
Airport Reference Code – ARC	B-II
Critical Aircraft	Citation III
Airport Reference Point Latitude	43_ 07' 53.788"
Coordinates (NAD 83) Longitude	115_ 43' 50.041"
Magnetic Declination	15_ 31.7' east
Magnetic Declination	14° 5' E/0° 8' West/yr
Runway Length	5,000'
Runway Width	75'
Runway Pavement Type	Asphalt
Runway Pavement Strength - SW	42,000 lbs.
Runway Pavement Strength - DW	53,000 lbs.
% Effective Runway Gradient	0.15%
Runway Lighting Type	MIRL
Runway Marking Type	RY 28 NPI/RY 10 Visual
Taxiway Pavement Type	Asphalt
Taxiway Pavement Strength - SW	42,000 lbs.
Taxiway Width	35'

Taxiway Lighting Type	MITL
Taxiway Marking Type	Basic
Instrument Approaches	RY 28 - RNAV GPS/RY 10 - Visual
Airport Property (acres)	411

Source: Existing ALP and Narrative, T-O Engineers

2.3.11 DESIGN STANDARDS

Most public use airports are developed based on certain design standards. Design standards provide for proper ground based “set-backs” or safety related areas around the runway and taxiway environs. Typical design standards for an individual airport are predicated on (a) approach speed (Category) and (b) wingspan (Design Group) of the most common, or group, of common aircraft, using the airport. This is particularly true for FAA NPIAS airports, such as Mountain Home Municipal Airport, which are required to use a classification system recognized by the FAA commonly referred to as the Airport Reference Code (ARC). The Mountain Home Municipal Airport is classified as an ARC B-II General Aviation airport. A summary of the FAA approach categories and design groups that result in the ARC is included below:

Aircraft approach category: A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

- ✈ Category A: Speed less than 91 knots.
- ✈ Category B: Speed 91 knots or more but less than 121 knots.
- ✈ Category C: Speed 121 knots or more but less than 141 knots.
- ✈ Category D: Speed 141 knots or more but less than 166 knots.
- ✈ Category E: Speed 166 knots or more.





Airplane Design Group (ADG): A grouping of planes based on their wingspan. The groups are as follows:

- ✈ Group I: Up to but not including 49 feet.
- ✈ Group II: 49 feet up to but not including 79 feet.
- ✈ Group III: 79 feet up to but not including 118 feet.
- ✈ Group IV: 118 feet up to but not including 171 feet.
- ✈ Group V: 171 feet up to but not including 214 feet.
- ✈ Group VI: 214 feet up to but not including 262 feet.

Currently, the airport predominantly serves small single and multi-engine aircraft fleet weighing 12,500 pounds or more maximum takeoff weight (MTOW) with approach speeds less than 121 knots and with wingspans of 79 feet or less which represents a ARC of B-II. Typical aircraft with a B-II ARC include light turboprops and midsize business jets including the Raytheon King Air 200 and the Cessna Citation II, III and V. Typically, critical aircraft determination is based on 500 operations per year of the most demanding aircraft. The Citation III is the current critical aircraft with a wingspan of 53.5 feet and 22,000 lbs MTOW.

Figure 2-5 below exhibits common aircraft by ARC. The figure is a representative example only and it is not intended to show all of the types of aircraft currently using or with a likelihood of using Mountain Home Municipal Airport.

AIRCRAFT WINGSPAN (Airplane Design Group)

		I Less than 49'	II 49' to 79'	III 80' to 118'	IV 119' to 170'	V 171' to 214'
A	Less than 91 kts	 Beech Bonanza Cessna 150 Cessna 177 Embraer-620	 Beech E18S Britten-Norman BN-2A Pilatus PC-6 Raytheon E-18	 Fairchild C-121 DHC-7 Douglas DC-9		
	Weight less than 12,500 lbs	 Cessna 402 Cessna Citation I Piper 31-310 Navajo Rockwell International 690A	 Cessna-441 Conquest Beech King Air 200 Piper Cheyenne III			
	91 to 120 kts	 Dassault Falcon 10 Gates Learjet 28/29 Mitsubishi MU 300 Rockwell Sabre 60	 Cessna Bravo, Encore, Excel Dassault Falcon 200, 900 Grumman Gulfstream I Saab SF 340	 BAE 146-300 Conquest 240, 340, 440 Dassault Mercure Saab 200		
C & D	Weight greater than 12,500 lbs	 Bombardier 60 Gates Learjet 25, 35A, 55 Israeli Westwind Rockwell Sabre 75A	 Canadair CL-605 Cessna Citation X Grumman Gulfstream II, III Rockwell Sabre 80	 Boeing 737-100, 200, 300, 400 Bombardier Global Express DC-9 Hawker Siddeley 121-3B	 Boeing 757 Boeing 767-100, 200 Rockwell B-1	 Airbus A320-200 Boeing 747 Series Boeing 777-200, 300

Reference Codes for aircraft that will not operate at the airport
*Bold font depicts aircraft shown

2.3.12 RUNWAY WIND COVERAGE

A detailed wind analysis was not scoped or included as part of this planning project. Wind data from the previous planning study was obtained from the National Weather Service for the Mountain Home Air Force Base for a 10 year period from 1960-1970. Based on this data and the analysis previously conducted, annual average wind coverage for Runway 10/28 is 90.9% based on wind speeds of 12 mph (10.5 knots).

2.3.13 RUNWAY PROTECTION ZONES (RPZ)

RPZ's are defined areas on the ground beyond the end of the runway that are maintained clear of incompatible objects and activity in order to protect persons and property from collision hazards. The RPZ is trapezoidal in shape and begins 200 feet from the end of each runway. The RPZs associated with Runway 10/28 are sized to accommodate to FAA design standards, visual and not lower than 1 mile approach visibility minimums. The existing RPZ inner dimension is 500 feet centered on the runway, the length is 1000 feet, and the width at the outer end of the trapezoid is 700 feet.

The RPZ's on both runway ends are encroached; Runway 28 by a State Highway 67 road and Runway 10 by an railroad line which serves the Mountain Home Air Force base.

2.3.14 RUNWAY SAFETY AREA (RSA)

The RSA is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The RSA should be cleared and graded and not have potentially hazardous ruts, humps, depressions, or other surface variations.

The RSA for Runway 10/28 at Mountain Home Municipal Airport meets design standards.

2.3.15 RUNWAY OBJECT FREE AREA (OFA)

A defined surface surrounding the runway that is required in order to keep above ground objects from protruding about the RSA edge area. Objects can be located in the OFA for air navigation or aircraft ground maneuvering purposes such as taxiing or holding aircraft. Parked aircraft cannot be allowed in the OFA.

The OFA for Runway 10/28 at Mountain Home Municipal Airport meets design standards.

2.3.16 RUNWAY/TAXIWAY SEPARATION

The required separation distance between the runway and parallel taxiway centerlines is 240 for Airplane Design Group II airports for visual runways and runways with approaches with not lower than $\frac{3}{4}$ mile approach visibility minimums.

The current runway/taxiway centerline separation at the Mountain Home Municipal Airport meets design standards.

2.3.17 TAXIWAY SAFETY AREA (TSA)

A defined surface centered on the taxiway centerline. The surface should be cleared and graded, free of objects, capable under dry conditions of supporting aircraft, snow removal equipment and aircraft rescue and fire fighting equipment to reduce the risk of damage to an airplane unintentionally departing the taxiway.

The TSA for the parallel taxiway at Mountain Home Municipal Airport meets design standards.

2.3.18 TAXIWAY OBJECT FREE AREA (TOFA)

A defined surface centered on the taxiway centerline. This area prohibits roads, parked airplanes and above ground objects except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

The TOFA for the parallel taxiway at Mountain Home Municipal Airport meets design standards.

2.4 EXISTING LANDSIDE FACILITIES

FIGURE 2-6 – AIRPORT TERMINAL AREA FACILITIES



Source: T-O Engineers

2.4.1 AIRCRAFT APRON

The parking apron consists of asphalt pavements designed for both large and small aircraft; this airport has 48 tie-down positions for both based and transient aircraft. Per the 2007 ITD PCI Report, the apron had an average PCI of 95.5, which is an excellent rating.

2.4.2 FIXED BASE OPERATOR (FBO) AND GENERAL AVIATION TERMINAL

The airport is served by one FBO, Mountain Home Aviation. Mountain Home Aviation provides parts, supplies, aircraft maintenance services, used aircraft sales and consulting. The FBO office shares space in the airport's 1,800 square foot terminal building that includes restrooms, a pilot's lounge, pilot store in addition to flight training and general meeting areas. The airport is open 24 hours a day and is usually attended from 8 am to 5 pm, Monday through Saturday.



2.4.3 FUEL FACILITIES

The airport currently provides Avgas (100LL) only. No Jet A fuel is currently available at the airport. Avgas fuel is stored in a 10,000gallon underground tank. Fuel is available 24 hours a day via a credit card system.



2.4.4 HANGARS

There are 22 hangars located on the airport property: 3 T-type, 1 Quonset and 18 Conventional Box hangars, including the FBO hangar facility. Currently there is a 100% utilization rate for hangar capacity.



2.4.5 TIE- DOWNS

There are 48 fully improved tie-down positions on the apron; Ample space existing on the apron and no particular areas are reserved for transient/based aircraft.

2.4.6 AIRPORT ROADSIDE ACCESS

There is one defined access point providing ingress/egress onto the airport property from State Highway 67 or more commonly known as Air Base Road. The access road to Air Base Road is a fully improved paved surface, however some access roads within the airport compound are unimproved dirt surfaces or roadway surfaces improved with gravel.

2.4.7 PERIMETER FENCING

The airport perimeter is fully fenced with 8 foot chain link fence. The fence provides security and serves as a deterrent to wildlife attempting to gain access to the airfield. There is an automatic code access gate at the main airport entrance.

2.4.8 GROUND TRANSPORTATION

There are currently 28 automobile parking spaces on the airport: 3 are paved and 25 are improved with gravel. The main automobile parking lots and thoroughfares are in good condition. Off-airport rental cars, courtesy ride and organized bus service are also available by making advanced arrangements with off-airport businesses and service providers.

2.4.9 UTILITIES

The City of Mountain Home provides many municipal utility services to the airport and Idaho Power provides electricity. It is important to note that the site contains its own individual disposal facilities and does not have wet line taps to a municipal sewer system. **Table 2-3** depicts the current utilities and service providers at Mountain Home Municipal Airport.

2.4.10 LAND USE COMPATIBILITY

Effective compatible land use planning serves to protect the Public Health of both aircraft operators and the surrounding community from safety related concerns as a result of airport operations. Such planning also serves to preserve the quality of life of surrounding neighborhoods from the by products of airport/aircraft operations including such things as aircraft noise, dust and fumes. Effective land use planning via such mechanisms as zoning protects airspace, defines use of land and considers aircraft noise impacts. Currently the FAA and the State of Idaho consider airport compatible land use planning, including Through-the-Fence access, to be a top priority for airport sponsors to be concerned with and address through local planning. Following is a summary of both City of Mountain Home and Elmore County Comprehensive Plan and Zoning Ordinances as they relate to the airport. More detailed land Use compatibility information can be found in Chapter Seven.

2.4.11 CITY OF MOUNTAIN HOME COMPREHENSIVE PLAN

Chapter 11.3.1 – 11.3.2(5) of the current City of Mountain Home Comprehensive Plan addresses the development of an Airport Industrial Park, the need for updated airport plans, continued coordination between the City and County in development review proceedings, encouraging noise attenuation, attracting scheduled airline service and improving air carrier operations.

2.4.12 CITY OF MOUNTAIN HOME AIRPORT ZONING ORDINANCE

Currently the City of Mountain Home does not have an ordinance in place that addresses FAR Part 77 airspace requirements or use of land.

2.4.13 ELMORE COUNTY COMPREHENSIVE PLAN

Elmore County is not the land use jurisdiction with authority to regulate the land use within the City of Mountain Home: however, the 2004 Elmore County Comprehensive Growth and Development Plan defines a Public Airport Hazard Zone (PAZ) for the land surrounding the Mountain Home Municipal Airport.

2.4.14 ELMORE COUNTY AIRPORT HAZARD ZONING ORDINANCE

Title 6, Chapter 36, Sections 1-8 of the Elmore County Zoning and Development Ordinance address the Federal Aviation Regulation (FAR) Part 77 “Airspace Surfaces and Obstructions” around the airport. This regulatory instrument creates geographic zones that correspond with the Part 77 airspace surfaces and impose the relative height restriction. This ordinance does restrict the uses around the Mountain Home Air Force Base, but does not restrict the uses around the Mountain Home Municipal Airport.

2.4.15 THROUGH-THE-FENCE (TTF)

There are currently no access points providing ingress/egress onto the airport property other than the primary access located on Air Base Road. Additionally, no private driveways for commercial, industrial or residential uses are located on the facility.

Utility	Source	Provider
Water	Municipal Water System	City of Mountain Home
Sewer	Individual Disposal Systems	Private, Approved by IDEQ
Fire Protection	Emergency Response	City of Mountain Home
Electric	Yes	Idaho Power
Natural Gas	Trenched Pipe or Tank	Not Available
Refuse	Yes	City of Mountain Home

2.5 AIRPORT DEVELOPMENT GOALS

Realistic goals for development have been identified in this planning effort that reflect the role of Mountain Home Municipal airport in the community. These goals were developed with consideration of both the short term and long term needs of the airport including interest of airport users, compatibility with the surrounding land use, safety, noise, financial and economic conditions. These goals include:

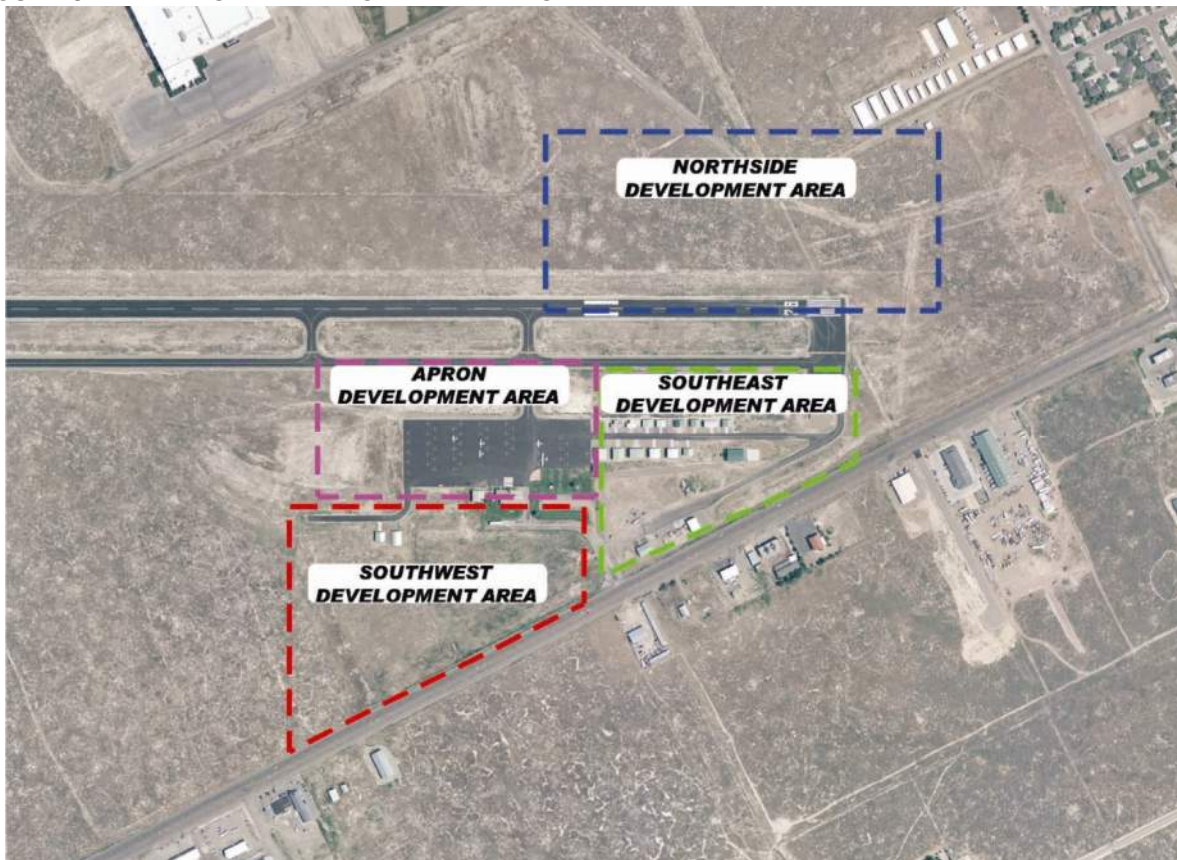
- ✦ Preparation of a logical development program for the airport that provides a realistic vision for the future.
- ✦ Analysis that provides financially feasible projects that enhances self-sustaining capability of the airport.
- ✦ Continued adherence to minimum design standards and rules and regulations.
- ✦ Preservation of existing private and public investment in the airport and related facilities through land use compatibility.

2.6 LANDSIDE ALTERNATIVES

As has been discussed, airside needs of the airport over the planning period are limited. On the other hand, future landside development provides the best opportunity to the City and the Airport Board to accommodate and attract future airport users.

Landside facility development includes aircraft parking aprons, aircraft storage facilities, airport access roads, vehicle parking and commercial development directly related to aeronautical activity. Four areas were studied for development opportunity at Mountain Home Municipal Airport. These areas are described as the North side Development Area, Southeast Development Area, Southwest Development Area and Apron Development Area. This section summarizes the various landside development alternatives considered and describes the selected alternative in each case. **Figure 5-1** below identifies the four landside development areas.

FIGURE 5-1 – LANDSIDE DEVELOPMENT AREAS



When analyzing and developing the various landside alternatives, several basic development principles and goals were considered to guide the process:

- ✦ Future development of the airport should be mindful of various aircraft and activity types:
 - Areas for general hangar storage should be segregated from areas where commercial aviation activity would be best suited.
 - Uses such as agricultural spray or BLM fire fighting activities should be located in areas that ensure compatibility with other surrounding aviation uses (due to use of retardants and chemicals in particular).
 - Orderly development of hangar areas ensuring compatibility with FAA design standards based on current and anticipated aircraft use (i.e. aircraft design groups)
 - Adherence to FAA's policy of segregating vehicle and aircraft by creating dedicated vehicle access roads to new hangar development areas.
- ✦ Future development of the airport should be done in a manner that best optimizes access to public infrastructure including:
 - Vehicle/road access
 - Utilities
 - Available land/surrounding uses
- ✦ Future development will be planned in a manner whereby phased development is possible over the planning period thus providing flexibility to the City to accommodate growth as demand warrants.



Goal: Coordinate with providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of The City of Mountain Home.

(Facilities)

1. Promote the development of energy services and public utility facilities to meet public needs.
2. Encourage the enhancement of the capacity and reliability of renewable energy resources.
3. Encourage the multiple-use of utility corridors by utility providers.
4. Support longer term (10 year) conditional use permits to enable utilities to purchase sites well in advance of needing to build substations.
5. Support siting of utility corridors within identified or designated transportation corridors and allow the appropriate placement of facilities on public rights-of-way.
6. Recognize need of siting of utility corridors to ensure that they connect to similar facilities in adjacent jurisdictions.
7. Support the protection of environmentally sensitive areas and other critical areas while recognizing that electric facilities sometimes must cross these areas, and be conscious that access is essential for repair and maintenance of the facilities, so long as impacts are kept to the least amount of impact.
8. Coordinate and encourage future placement of electrical transmission lines and substations located in Mountain Home to be in accordance with Eastern Treasure Valley Electric Plan.

(Sustainability & Energy Efficiency)

1. Promote conservation of energy through support of public education, incentives and other tools that encourage conservation.
2. Adopt and implement guidelines and standards for energy conservation practices.
3. Encourage LEED (Leadership in Environment and Energy Design) certification for all public buildings.
4. Create and use incentives for energy-efficient design in private development and construction.
5. Partner with Idaho Power to develop and promote sustainability programs for new construction and development as well as for existing businesses and homes.
6. Encourage the enhancement of the capacity and reliability of renewable energy resources.
7. Incorporate energy conservation requirements as approval for planned communities and planned unit developments.

(Economic Development)

1. Recognize the need for utility facilities that are sufficient to support economic development.
2. Encourage Idaho Power to make additions to and improvements of electric utility facilities that provide adequate capacity for projected growth.
3. Encourage Idaho Power to work with the City of Mountain Home to provide periodic update of population, employment, and development projections. The City and Idaho Power will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to electrical demand forecasts.

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.
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 #11 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 the Mountain Home Community (e.g. solar, wind, gas).
12. Promote conservation of energy through support of public education, incentives and other tools that encourage conservation.

Sustainability & Energy Efficiency

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

Adopt and implement guidelines and standards for energy conservation practices.

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

Encourage LEEDS™ (Leadership in Environmental and Energy Design) certification for all public buildings.





MOUNTAIN HOME POLICE DEPARTMENT

2775 E. 8th North Street, Mountain Home, ID 83647
Phone 208.587.2101 • Fax 208.587.0180 • www.mhpd.net

Chief Scott Conner

Comprehension Plan Draft 2019



The Mountain Home Police Department is a professional, well-organized, progressive, community-oriented police organization that provides around-the-clock law enforcement in the city of Mountain Home. The department serves the full-time residents but is also impacted by the fact that Mountain Home serves as the county seat of Elmore County, has a United States Air Force Base with a population of 3,238 people 12 miles southwest of Mountain Home, and has four state highways and one interstate which run through the city limits. In 2018, Mountain Home Police responded to 14,490 calls for service, worked 2,746 cases, issued 991 citations and made 633 adult and 55 juvenile arrests.

The Mountain Home Police Department currently enjoys a high degree of cooperation and partnership for the detection and apprehension of criminal offenders with the Elmore County Sheriff's Office, United States Air Force Office of Special Investigations, United States Air Force Security Forces, Idaho State Police, Internet Crimes Against Children and the Federal Bureau of Investigation. Accordingly, this Comprehensive Plan encourages the continuation of the cooperation and partnership between these law enforcement agencies. Such cooperative efforts make the City of Mountain Home and Elmore County a safer place in which to live, raise a family and conduct business.

The Mountain Home Police Department currently employs 29 commissioned officers (a ratio of 2.03 officers per 1,000 population, below the national average of 2.4) and nine civilian employees. Our department is led by a Command Staff consisting of the Chief of Police and three Lieutenants. The department consists of three divisions: Patrol, Investigations, Administration and also oversees the Animal Shelter. These divisions are diverse and offer a multitude of programs and services. In addition, the department maintains an active Reserve unit with Idaho POST-certified volunteers who contribute time to the department. The department has also developed a volunteer Citizens on Patrol (COP) Program that currently has 19 volunteer members.

The Patrol division serves day to day law enforcement needs. It is also the department's largest division consisting of several units including Patrol, Traffic Enforcement (Motors), K9 Narcotic Support, Community Services, Professional Standards and Training, School Resources, D.A.R.E. (Drug Abuse Resistance Education) Program, Reserves, COPs, Police Chaplain Services, and the Animal Shelter.

Our patrol and school resource officers are equipped with body cameras to offer potential advantages in keeping officers safe, enabling situational awareness, improving community relations and accountability, and providing evidence for trials. In addition to body cameras each patrol vehicle is equipped with an in-car camera system for the same purpose. Patrol vehicles are also equipped with a suite of our records management system allowing them to run individuals, vehicles and property through a state and national criminal databases. By utilizing the computer systems in the vehicles, we are able to ensure that officers stay mobile maximizing their time on-duty, remain visible to the public and maintain extremely low response times to calls for service. The department has been strategically planning and updating our vehicle fleet by maximizing our budget the best we can. By doing this we can replace older, high maintenance vehicles with new ones with the ultimate goal of providing a take-home unit for each member of patrol, lowering vehicle maintenance expenses and vehicle-out-of-service times.

The Police Chaplain serves the needs of department personnel and citizens through ministry. Duties of the police chaplain in the community include assisting officers with families on suicide calls, counseling with families in times of grief and loss, and working with families during and after domestic disturbances.

The Mountain Home Animal Shelter is operated from a new state-of-the-art building located at 295 Elmcrest Street that was built in late 2014/early 2015 and opened on March 19, 2015, using funds endowed to the shelter by a philanthropic citizen. This facility was designed and built to serve the needs of our community for decades to come. The shelter is operated by the Animal Shelter Manager and overseen by the Community Policing Sergeant. The mission of the Mountain Home Animal Shelter is to provide compassionate care for stray impounded animals and responsible enforcement of



State and local laws, creating a safer and more desirable community for the citizens of Mountain Home. In 2018, staff responded to 1,092 calls for service, issued 51 citations and 244 warnings, sold 133 licenses, returned 478 animals to their owners, and adopted out 200 cats and dogs. The animal shelter also partners with Elmore County to assist within a designated area of impact. The animal shelter has four full-time employees, including the manager, and utilizes the assistance of many volunteers.

The Investigations division is responsible for investigating crimes against persons, children and property, financial crimes, drug-related cases, and background investigations of police department and animal shelter applicants. The Investigation division has updated electronic equipment for tracking suspects and conducting surveillance. We currently have four trained and certified unmanned aerial vehicle (UAV)

pilots and a state-of-the-art drone for investigation and public relations purposes. Investigators maintain an excellent working partnership with the staff at local pawn shops to track and review pawned property for stolen property within our jurisdiction.

The Investigations Sergeant is a fully trained and certified polygraph examiner that conducts all pre-employment and criminal polygraphs for our agency and the Elmore County Sheriff's Office. We also have a fully trained and certified Drug Recognition Expert and phlebotomist to minimize call out times from outside agencies and hospital staff. Our agency has three active members on the Twin Falls Crisis Response Team in which we partner with for all high-risk emergency calls.

The Administrative division consists of a Records Supervisor/Executive Assistant and two full-time and one part-time Administrative Assistants. Our administrative staff provides all clerical and administrative work for the department including budget-related processing and tracking, grants, national, state and local crime statistics reporting, support to the officers and completes all public information requests, inquiries and requests for service. We employ a full-time property and evidence technician within the administrative division to ensure all statutory record keeping mandates and requests are fulfilled while ensuring proper handling, storage, return and destruction of all property and evidence.

Mountain Home Police participate in dozens of community-related events each year to help the community thrive and strengthen our personal bonds with the children and citizens of our community. One example of proactive community support is that we maintain a prescription drop-off box program where citizens can safely and conveniently dispose of their old and unwanted prescriptions and over-the-counter medications properly. The police department has collected over 3,500 pounds of unused prescriptions and over-the-counter medications since 2011 when the program was implemented.

As the Mountain Home Police Department looks to the future and prepares to serve continued growth within the community, changes will need to be made. Between 2014 and 2018 our calls for service increased by over 38%. If we continue to respond to calls in the same manner as we have, by 2028 we could reach as many as 28,000 annual calls for service. As this occurs, it will be necessary for Mountain Home Police to expand the current sworn officer staffing to match the safety needs of the community and the citizens it serves.

Mountain Home Police Department Activity Statistics			
	2014	2016	2018
Calls for Service	10,484	13,966	14,490
Cases	2,065	2,235	2,746
Citations	1,222	1,150	991

Public Safety Goal 1:

Provide for a safe and secure community.

OBJECTIVE: To provide the highest possible level of public services in a professional, efficient and economic manner in order to preserve, protect and enhance the safety and welfare of the residents and visitors of Mountain Home.

Strategy 1: Ensure the provision of police services to the community by maintaining adequate facilities, equipment and well-trained personnel.

Strategy 2: Maintain and improve existing level of services and response times through periodic reviews.

Strategy 2: Guide day-to-day operations with department directives and priorities.

Strategy 3: Review police policies to determine if modifications are needed.

Strategy 4: Review and update city ordinances as needed.

Strategy 5: Explore additional ways to team build and administer collaborative programs to ensure open channels of communication with implementation partners including city departments, Elmore County, Idaho State Police, Mountain Home Air Force Base, Homeland Security, Emergency Management Services, various state agencies and the Federal Bureau of Investigation furthering the efficient delivery of public safety services to the community.

Strategy 6: Continue to support community policing with pro-active approaches to law enforcement methods by creating and fostering community partnership programs.

Strategy 7: Partner with various state and federal organizations for grant opportunities by providing reimbursable overtime opportunities to officers to implement effective programs to reduce traffic safety problems that result from individuals driving while under the influence of alcohol, drugs, driving while distracted, and implement effective programs to reduce the number of single and multi-vehicle crashes.



Strategy 8: Government leaders will evaluate public opinion and take actions to maintain high quality services in the community.

Public Safety Goal 2:

Ensure police services expand to keep pace with proper growth.

OBJECTIVE: As the community grows, law enforcement must be able to respond to changing needs in order to efficiently and effectively provide public safety services.

Strategy 1: Expand current sworn officer staffing to at least 2.29% ratio per 1,000 population by 2025 to match the needs of our growing population and allow for one additional officer per team. This will allow four additional officer and provide us with the ability to add a corporal to each patrol shift.

Strategy 2: Reduce the number of issues that we have with certain public housing by having regular meetings with management and owners and discussing the issues that both sides are having and how best to deal with those issues, particularly as the population grows.

Strategy 3: Continue to improve the department's social media to effectively communicate public safety information, maintain a personal approach with members of the community, connect with new members of the community and humanize officers.

Strategy 4: Support in implementing capital improvement planning efforts.

Public Safety Goal 3:

Ensure proper staffing, training, and a commitment to excellence in service to the community.

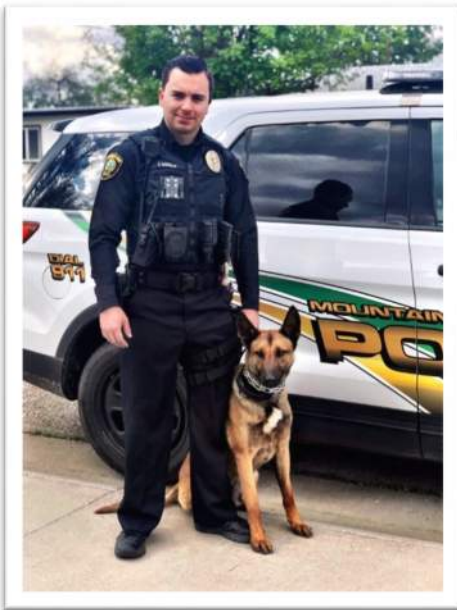
OBJECTIVE: To provide advanced training of police officers and encourage the acquisition of modern crime prevention and investigation equipment within the bounds of economic conditions.

Strategy 1: Continue to employ the most productive, courteous and efficient staff and compensate them appropriately in an effort to remain competitive with surrounding agencies' benefit packages and retain our staff.

Strategy 2: Maintain a high level of knowledge and experience among staff and encourage longevity through the annual review of fringe benefits, wage evaluations, and promotional processes.

Strategy 3: Focus on officer recruitment by offering hiring incentives, focus on lateral transfer candidates, attend career fairs at colleges and military installations, and produce a recruitment video to attract candidates to our organization and community.

Strategy 4: Provide annual training to ensure officers perform to established competency levels and stay informed on current case law and police practices. Invest heavily in advanced, specialized training to recognize and cultivate individual interests, encourage individual career development and retain personnel.



Strategy 5: Encourage and promote overall health and wellness by offering annual wellness benefits, providing access to a training center, and incentivizing healthy choice programs such as smoking cessation and weight loss programs for staff who meet or exceed health goals to combat health hazards such as physical and mental stress.

Strategy 6: Institute a program to raise awareness around the importance of officer mental wellness. Provide corresponding resources and skill sets to help individuals recognize and manage known stressors and incidents that can be immediately applied to everyday life and strengthen one's ability to overcome adversity and challenges, manage stress, maintain peak performance and thrive in their personal and professional life while ensuring their own mental wellbeing.

Strategy 7: Upgrade vehicle fleet to replace older, high maintenance vehicles with new ones to reduce vehicle maintenance expenses and vehicle-out-of-service times. Provide take-home units for each member of patrol as a hiring incentive, increase visibility and maintain a constant presence within neighborhoods in our community.

Strategy 8: Partner with Idaho Department of Transportation for grant opportunities by providing statewide electronic ticketing systems for our patrol division.

Strategy 9: Partner with various state and federal organizations for grant opportunities to acquire advanced equipment for the investigation of criminal activity, tactical equipment and special operations equipment.



City of Mountain Home Agriculture Comprehensive Plan

Betsy Lynn & Brad Stokes

Introduction & Overview:

Agriculture is fundamental role in Idaho's economy, community and for many a way of life. Idaho ranks as the third-largest agricultural state with 25,000 farms and ranches producing over 185 different commodities (ISDA). Elmore County is one of the largest counties in the state of Idaho with ~2 million acres of land, Mountain Home is the largest city in Elmore County and is the county seat. Elmore County is one of the top 10 producers in Idaho with over \$429 million dollars contributing to the market and over 340 farms, ranches and dairies. (UI CALS).

Current Conditions:

Elmore County is made up of a multitude of terrains consisting of mostly public owned land and farmland. The county is 60% mountainous and 40% sloping land down into the Snake River Plain with altitudes ranging from 2,500 feet to over 9,700 feet above sea level (Elmore County). Several government agencies including the U.S. Forest Service, the U.S. Department of Defense and the Bureau of Land Management own much of the land in Elmore County. Approximately 70% of the county is owned by federal government agencies and 22% is designated farmland (Elmore County).

The total irrigated acreage in farmland in Elmore County is 358,454 acres, and the average farm size is 1,054 acres (USDA). There are over 340 farms, dairies and ranches that contribute to Idaho's economy in Elmore County. Many of these businesses are family owned. Elmore County also hosts larger farms and feed lots, such as Simplot.

Being the county seat, and the largest city in Elmore County, it is vital for Mountain Home to not only be supportive of our local agricultural needs, but also be at the forefront of the future.

Bee City USA & Monarch City USA:

In 2018, the UI Extension Elmore County Office realize the need to protect our pollinators and create a habitat necessary for their survival. The Extension Educator, Brad Stokes, went in front of the Mountain Home City Council and requested their assistance in approving Mountain Home becoming a Bee City USA affiliate. Stokes also promoted the Pollinator Protection Policy for the City of Mountain Home. Later in 2019, Stokes went before the Mountain Home City Council for Mountain Home to become a Monarch City USA affiliate. All three resolutions were approved, and Mountain Home became the most pollinator cautious town in Elmore County.

There are currently street signs at both entrances of town that show that Mountain Home is not only a Bee City USA, but also a Monarch City USA. To further improve the conditions for our pollinators, the City of Mountain Home and the UI Extension Elmore County Office has handed out over 100 showy milkweed plants to the public and holds the annual event "Pollinator Appreciation Day". This event spreads awareness about



Monarch butterfly taking off from a showy milkweed plant.

Photo credit: The Xerces Society.

our pollinators by offering the public educational information, locally harvested honey-based foods and free activities that promote our pollinators.

Social & Economical Profile:

The agricultural industry in Elmore County employs ~7.45% of the total workforce in Elmore County. The agricultural sector in Elmore County has an annual market value of \$429 million with over 42 million tonnage of total crops (USDA).

Major Crops:

Potatoes:

Potatoes are Idaho's largest commodity. Over 315,000 acres of potatoes were planted in Idaho in 2017 (ISDA). According to the USDA 2017 Census of Agriculture Elmore County harvests 13,069 acres of potatoes.



Potato field in Elmore County. Photo credit: Brad Stokes.

Sugarbeets:

Sugarbeets are known as Idaho's fourth most valuable crop. Idaho ranks second in the nation for its production of sugarbeets. Idaho contributes 20% of the total U.S. sugarbeet yields (ISDA). Sugar beets make up over 9,000 acres in Elmore County with 349,865 tons harvested in 2017 (USDA).

Beans:

Idaho's seeds for dry edible beans and garden beans are considered the best and most disease free in the world (ISDA). Dry beans and peas in Elmore County contribute over \$32 million to Idaho's economy (USDA).

Forage (hay/ haylage):

Forage is land used for all hay and haylage, grass silage and green chop, often either a blend used for livestock grazing, or harvested as feed. Idaho hay is widely known for its high protein content and is shipped to dairy and horse operations around the world (ISDA).



Cows grazing on irrigated forage. Photo credit: Brad Stokes.

Forage grown for (livestock grazing):

In 2017 there were 45,846 acres of land used as hay and haylage in Elmore County (the equivalent of 223,900 tons of dry forage) (USDA). There were 176 farms in 2012 with 41,286 acres contributed.

Harvesting for feed (alfalfa hay):

There are over 130 farms in Elmore County with 36,633 acres of alfalfa. In 2017 170,861 tons of alfalfa was harvested (USDA). In 2012 Elmore County had 149 farms and harvested 141,414 tons.

Corn for Silage or Green Chop:

In 2017 there were over 326,000 tons of corn harvested for feed. There are 16 farms in Elmore County with 10,775 acres of corn being used for silage or green chop (USDA). This is a large increase from 2012 with only 244,800 tons being harvested.

Wheat:

All of the wheat planted in Idaho totaled 1.19 million acres (ISDA). Wheat is one of the largest commodities in Elmore County. There are 19 farms that make up 19,751 acres of wheat. In 2017 there were 1,931,797 bushels of wheat harvested (USDA).



Wheat field in Elmore County.
Photo credit: Brad Stokes.

Corn:

There are 30 farms contributing to 15,296 acres of corn in Elmore County. Corn harvested in Elmore County contributes over \$22 million to Idaho's agricultural economy (USDA). This an increase from 2012. In 2012, there were 28 corn farms contributing over \$17 million in Idaho's agricultural economy.

Mint:

Idaho is the nation's third largest mint producer in the U.S. and has been grown commercially since the 1960's (ISDA). It is an up and coming crop for Elmore County. There are a few mint farmers in Elmore County and one large mint still near King Hill, ID. This would be considered a specialty crop within the county. Mint is grown for oil and is grown on less than 2,000 total acres.

Dry Peas:

As of 2017, there are less pea farms in Elmore County, but economically pea farms are still substantial to Elmore County's economy. There are currently 41 pea farms, which is 19 less than there were in 2012. The current market value of peas in Elmore County is \$32 million, which is up from \$30 million in 2012 (USDA).

Horticulture:

Noxious Weeds:

Noxious weeds are an epidemic not only in Elmore County, but in all of Idaho. They are not only harmful and sometimes poisonous to humans, but also for many domesticated grazing animals and wildlife. Idaho code 02.06.22 lists 67 species of plants as noxious weeds (Elmore County). Elmore County works with the U.S. Forest Service and Bureau of Land Management in efforts to try and control or eradicate the presence of Noxious Weeds in Elmore County. Early Detection and Rapid Response methods are used by the Noxious Weed Superintendent in Elmore County in response to newly discovered weed species.

Every year, the University of Idaho Extension Elmore County partners with the Idaho State Department of Agriculture and hosts a 3-day course for farmers and their employees on pesticide treatments for noxious weeds and other pests that can be harmful to farmland or livestock. This class provides the ISDA-required credits necessary for a farmer to have his/her license.

Animal Husbandry Sector or Livestock:

Elmore County ranks 5th in the state for livestock, poultry and related products with \$310,574 contributing to the market (USDA).

Cattle & Calves:

As of 2017, there are 167 farms in Elmore County that raise cattle and calves (ISDA Census of Agriculture). These farms include cattle being raised for beef, calves and dairy cows. There are 121 farms in Elmore County that raised cattle for beef in 2017. There are 9 farms with 27,798 dairy cows in Elmore County. Over 146,164 cattle and calves were sold and contributed to Elmore County's Agricultural Economy (USDA).

Goats:

There are 24 farms in Elmore County with over 350 goats (USDA). Goats are used for their meat, as well as their milk. Goat milk can be used for cooking, making soaps, lotions and other commodities. There are currently 8 farms in Elmore County with 116 goats used for milk (USDA).

Sheep and Lambs:

There are 33 farms in Elmore County with almost 600 sheep and lamb raised for meat and wool (USDA). There has been a significant decrease in farms raising sheep for wool in Elmore County. In 2012 there were 17 farms that harvested \$18,718 worth of wool, but in 2017 only 11 farms harvested \$1,645 worth of wool (USDA).

Swine/Pigs:

There are 8 farms with 95 pigs in Elmore County. In 2017 there were 6 farms that sold 193 pigs (USDA).

Community Outreach:

UI Extension Elmore County Master Gardeners:

The University of Idaho Extension Elmore County Office utilizes university resources to assist farmers, ranchers and community members with their agricultural and horticultural needs. The office consists of the Extension Educator (Brad Stokes), Program Assistant (Betsy Lynn), 4-H Program Assistant (Nadine Cook) and Part-Time 4-H Program Assistant (Jami Davis). The Extension Educator teaches a twelve-week course for the home gardener. The class educates community members on horticulture and all the aspects that make a “Master Gardener”. The course requires 30 hours of volunteer hours. The course is designed not only to assist the home gardener, but also assist the community.



The Community Garden in Mountain Home, ID.
Photo credit: Brad Stokes.

In 2019, there were 15 students that graduated from the UI Extension Elmore County Master Gardener class. Many of those students chose to spend their volunteer hours at local community gardens. Gardens that were once desolate and are now flourishing and supplying our local community with fresh fruits and vegetables.

Climate:

Elmore County would be characterized as a semi-arid desert landscape with sagebrush steppe as the dominant native plant community. Temperatures may reach 105°F in the middle of summer and a low winter temperature of 20°F. Wind is a major concern in Elmore County/Mountain Home, as there is a corridor between the Owyhee Mountain Range to the southwest and the Boise National Forest to the north-northeast.

Local Ag Trends/Projections:

According to the 2017 Census of Agriculture performed by the USDA, on average, the number of farms in Elmore County is declining for every crop. However, the harvested amount of the crop is remaining the same or increasing. The UI Extension Elmore County Office believes this may have to do with small/ family owned farms being sold in the recent years. Bigger agricultural conglomerates use expensive and newly developed technology and harvesting techniques/machinery that may outcompete smaller farming operations.

There are also many new up and coming farmers in Elmore County that are contributing to the agricultural economy. As of 2017, there are 90 new farms with 117 new and beginning producers contributing to 67,848 acres in new farmland (USDA).

Goals:

Increase agricultural productivity through newly developed technological advances that decrease inputs and increase yields for all crops grown in Elmore County. Increase infrastructure needs across the City of Mountain Home and adjacent properties to attract more agricultural commodities and companies or grower-owned cooperatives.

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Authors:

Betsy Lynn – UI Extension Elmore County Program Assistant

208-587-2136 (Ext. 1250)

elmore@uidaho.edu

Brad Stokes – UI Extension Educator

208-587-2136 (Ext. 1253)

bstokes@uidaho.edu





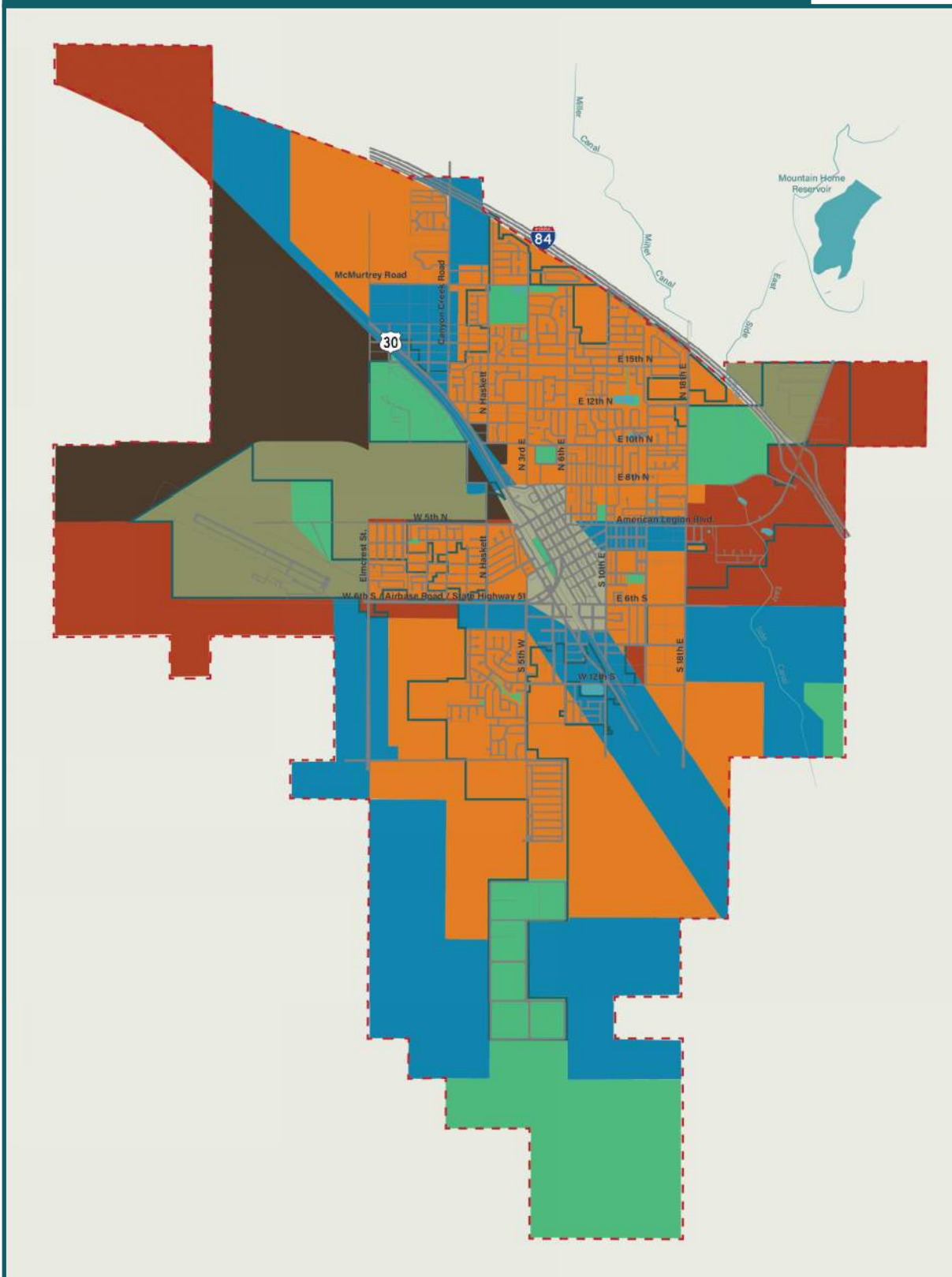
CITATIONS

No.	
1	"New Census Bureau Population Estimates Show Dallas-Fort Worth-Arlington Has Largest Growth in the United States", <i>United States Census Bureau</i> , March 22, 2018, Online article, May 23, 2019 https://www.census.gov/newsroom/press-releases/2018/popest-metro-county.html
2	"Beyond the Basics: Advanced Business Retention", Eric Canada, Blane, Canada LTD. 2003.
3	"What is Smart Growth?", Smart Growth Online, March 2015 https://smartgrowth.org/what-is-smart-growth/
4	Idaho Commerce; Gem State Prospector.com: Data Source: Applied Geographic Solutions and GIS Planning 2019 http://www.gemstateprospector.com/community-profile.html?primaryColor=00526a&secondaryColor=40c0be&icTool=community-profile&geoid=1654730&geoEntId=36cdaabc-a016-43f7-aa07-40c936d7ba0d
5	"Elements of a Complete Streets Policy", Smart Growth America, 2018 https://smartgrowthamerica.org/program/national-complete-streets-coalition/
6	"Healthy Aging in Parks Survey Results Report". National Recreation and Park Association, 2017; https://www.nrpa.org/publications-research/research-papers/healthy-aging-in-parks-survey-results/
7	"Economic Impact of Mountain Home Air Force Base (MHAFB) in Elmore, Ada, Canyon and Owyhee Counties, ID, for the year 2018—REPORT", April 29, 2019. Prepared for the City of Mountain Home Economic Development Office. Available at the City of Mountain Home.
8	"Water Usage on U.S. Golf Courses Decreasing", Golf Course Industry Magazine, Dec. 2015; https://www.golfcourseindustry.com/article/golf-water-usage/



JANUARY 2019 COMPREHENSIVE PLAN LAND USE MAP

M1

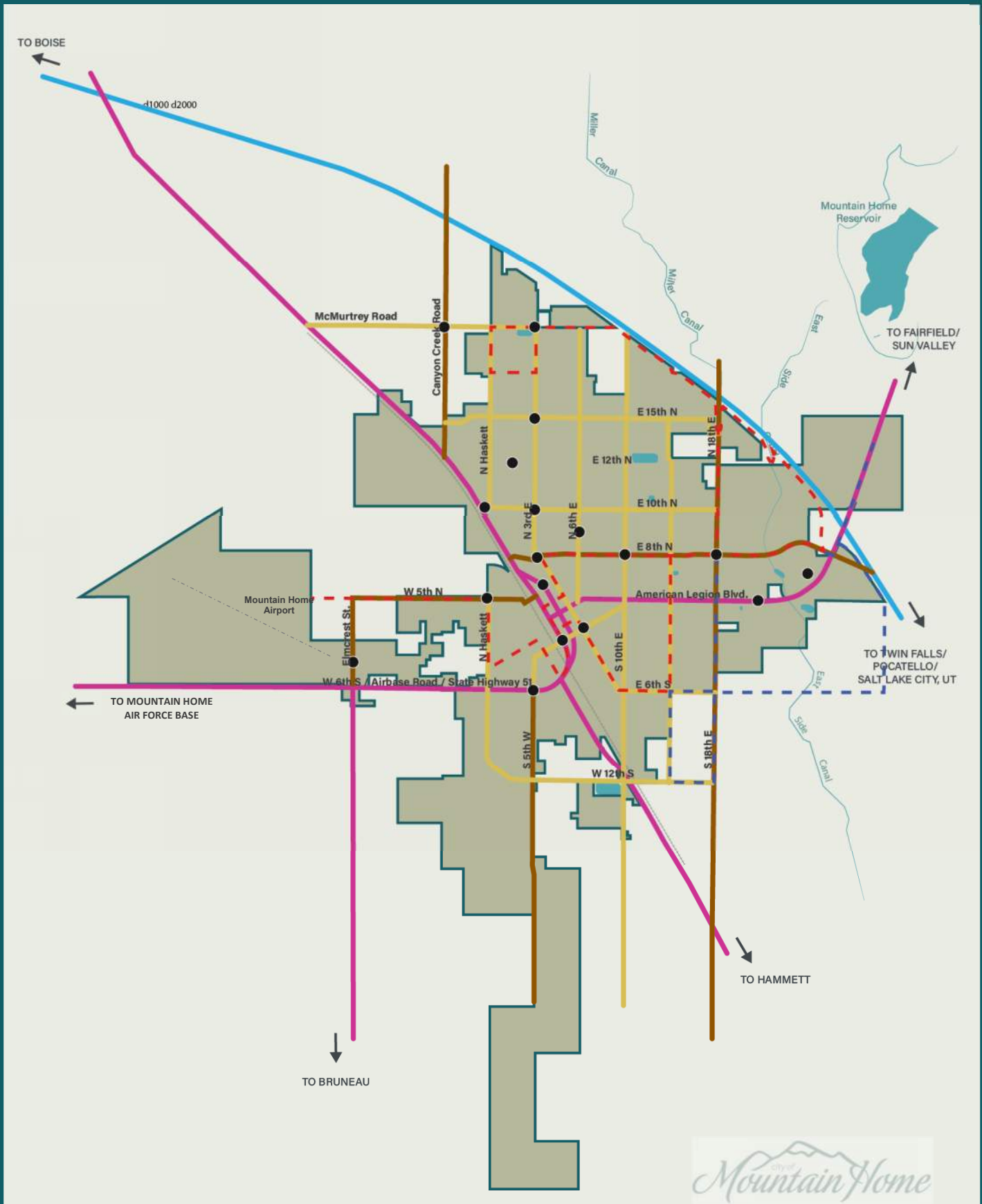


- Residential
- Central Business
- Open Space / Recreational
- Commercial
- Light Industrial
- Heavy Industrial
- Urban Development / Transition

— 2019 City Limits
 - - - Area of Impact



Mountain Home Transportation Map: Roadways, Pathways, Transit



- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- - - Bike Path
- - - Proposed Bike Path
- Bus Stops (City Routes)

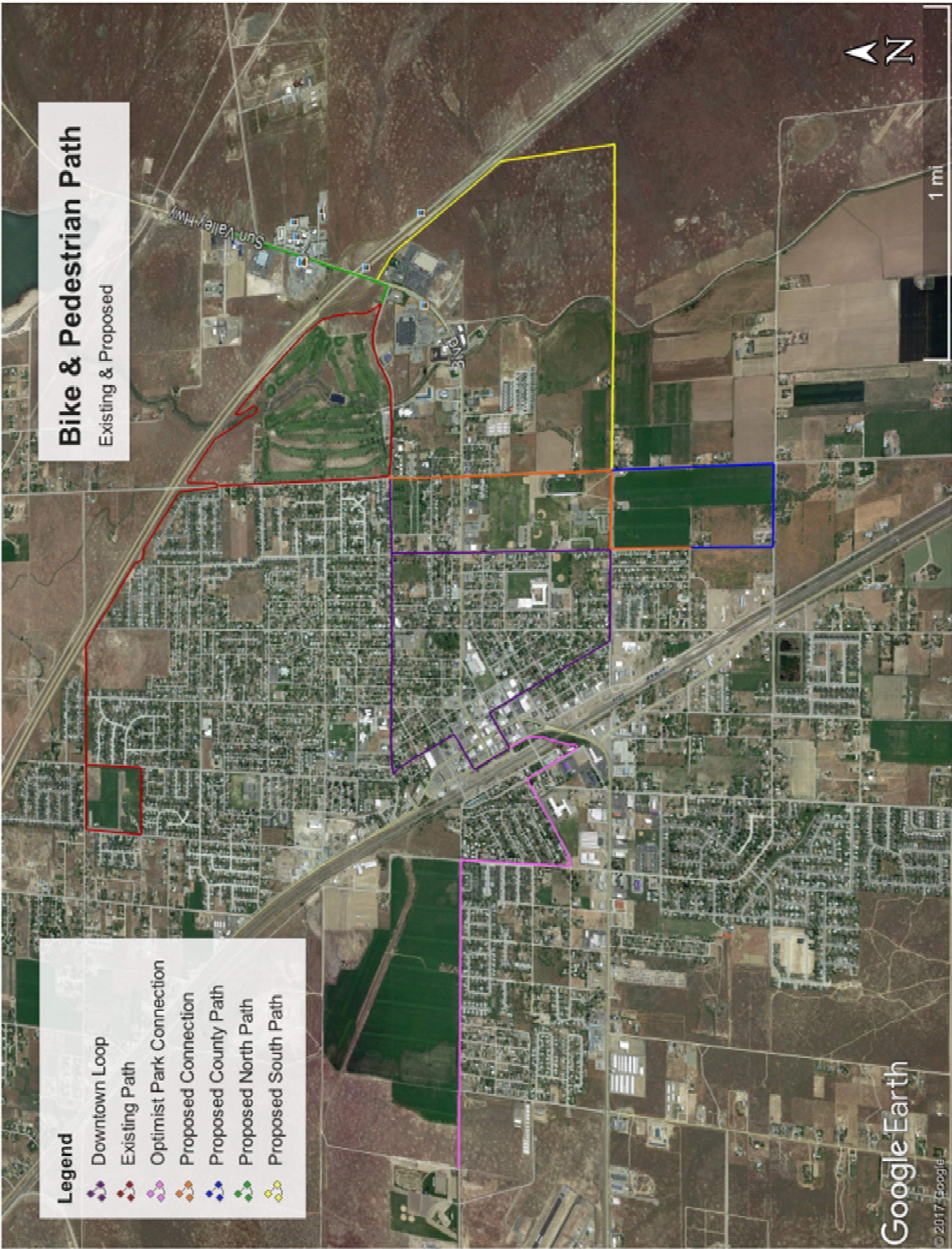


Existing Pathway Route

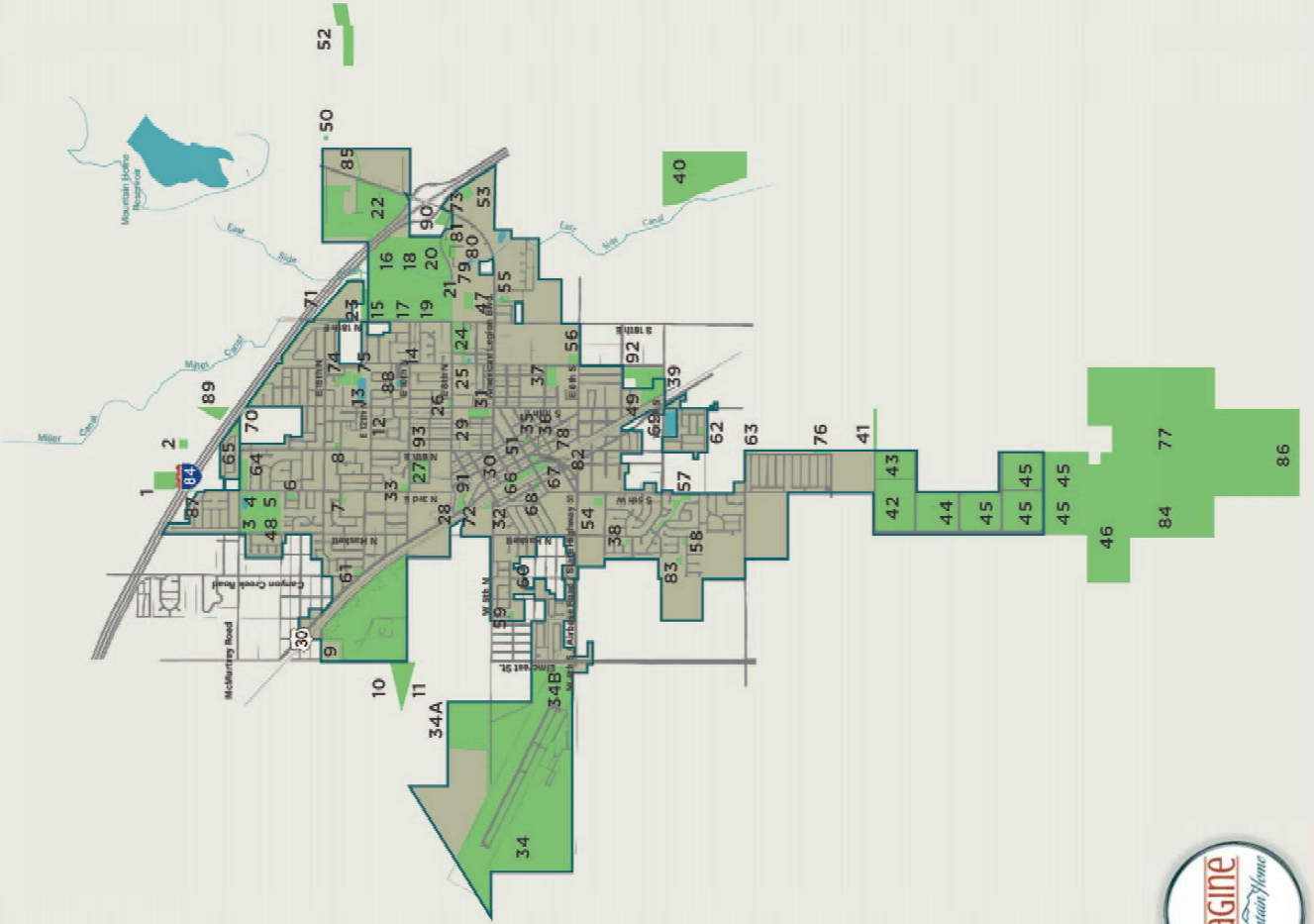
M3



Future Pathways Routes



City-owned Properties



1. Water Tank 1, 1B, Well 16
2. Aguirre Well #12
3. Gravel-Storm Drainage Pit (Legacy Park)
4. Gravel Pit (Legacy Park)
5. Gravel Pit (Legacy Park)
6. Stonetree Park
7. Well Site (North Elementary)
8. Fire Station #2
9. Dump (Sawmill)
10. Sawmill
11. Sawmill
12. S. 20' of Lot 7, Block 4, Abbott Sub.
13. Baker Pit
14. Sewer Manhole (30' x 30')
15. Golf Course - U.S. Lot 4
16. Golf Course
17. Golf Course
18. Golf Course
19. Golf Course
20. Golf Course
21. Golf Course (Well Property)
22. Pilot, Con Chemco & Industrial Park Prop.
23. Golf Course
24. Mountain View Cemetery
25. E. 14th N. Storm Drainage Pit
26. Library
27. Richard Aguirre Park
28. City Shops (Old)
29. Small Wedge (Richard Bennett Add.)
30. Memorial Park (Triangle Park)
31. Carl Miller Park
32. Well Site #6
33. Senior Citizen Center Property
34. Airport Property
- 34A. Optimist Park
- 34B. Animal Shelter (location-part of #34)
35. City Hall and Museum Property
36. Main Fire Station
37. Ball Park (High School)
38. Well Site #10
39. Animal Shelter (Old Location) (Portion now used as Dog Park)
40. Old City Dump
41. Roadway to Lagoons* (use easement)
42. Lagoons
43. Lagoons
44. Lagoons
45. Lagoons (five sections)
46. Farm Ground
47. Cemetery Annex (behind Rost Funeral Home)
48. Legacy Park
49. City Shops/Public Works Yard
50. Well #14
51. Economic Development Building
52. Water Tank #3 (Replaced old #52 Youth Center which was sold by the City)
53. Visitor Center
54. Parks & Recreation Building
55. American Legions Retention Pond
56. Retention Pond (M.H. Jr. High)
57. Ridgercrest/Sunfire Park
58. Rolling Hills Park
59. Don Etter Park
60. R. Claire Wetherell Park
61. Rosewood Park
62. Colonial Park
63. Silverstone #1 Park
64. Community Garden (at beginning of Walking Path)
65. Greystone Park
66. R.R. Park
67. Underpass Park* (maintained by city)
68. Basque Park* (maintained by city)
69. Sediment Ponds* (maintained by city)
70. Walking/Bike Path (Phase #1 from Legacy Park to N. 18 E.)
71. Walking/Bike Path (Phase #2 from N. 18 E. to Golf Course)
72. Island Park
73. Property at E. 8th N. & American Legion Blvd.
74. Drycreek #2 Park & Drainage Parcel
75. Drycreek #2 Access Road
76. Silverstone #2 Park
77. Farm Property
78. Piece of Property next to Fire Station #1
79. Drainage Pond on SW side of Police Dept.
80. Police Dept.
81. Empty Lot on NE side of Police Dept.
82. El Rancho Park
83. Rolling Hills Park #5
84. Farm Property
85. Hot Creek Road
86. Farm Property
87. Water Culvert
88. Brenda Pit
89. New Well Site (Aguirre Ground)
90. Park & Ride Lot/D.C.T. Trail Head
91. City Shop Addition
92. City Property behind Public Works
93. Discovery Center/Fiber Optic Hub

*property not owned by city

