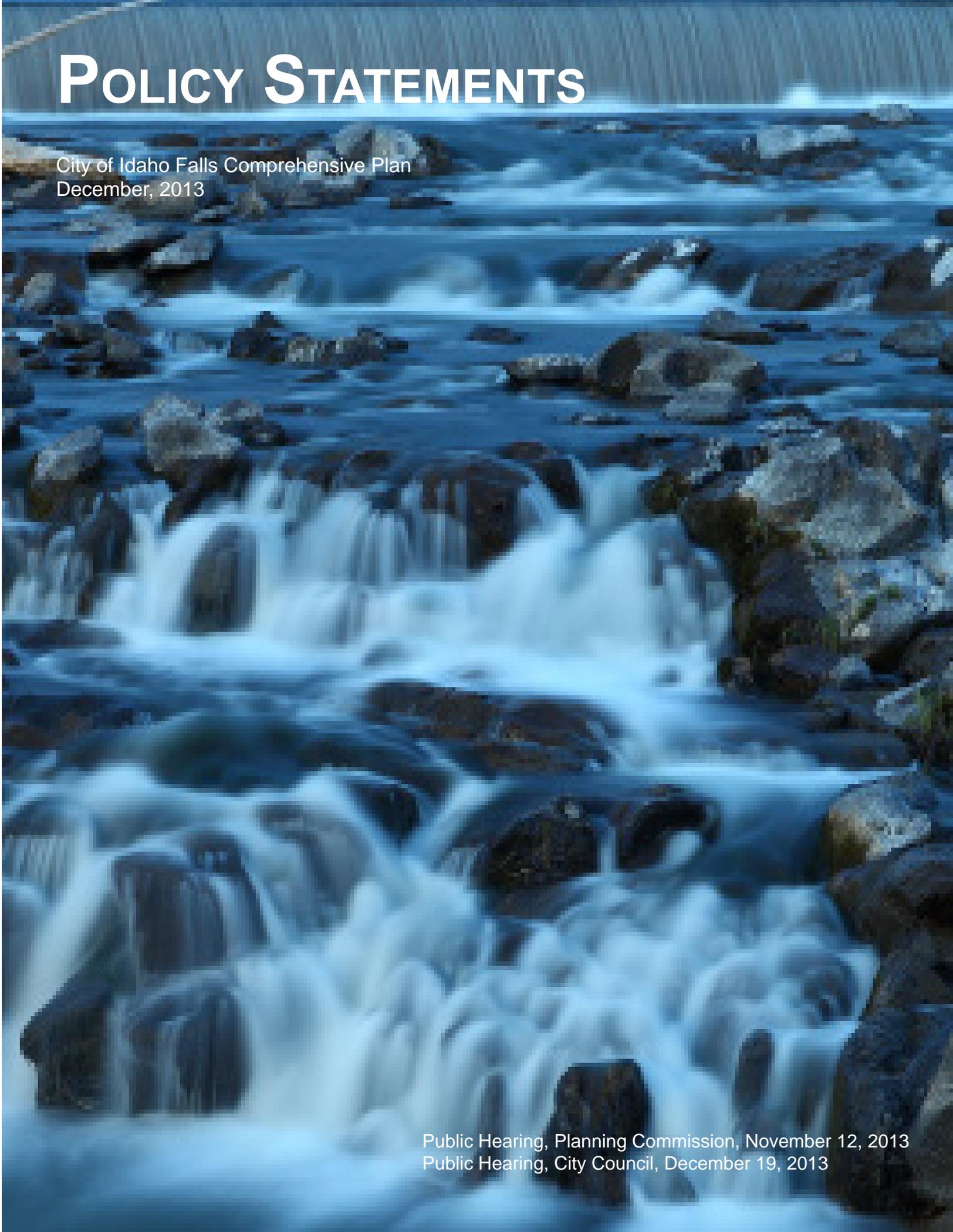


POLICY STATEMENTS



City of Idaho Falls Comprehensive Plan
December, 2013

Public Hearing, Planning Commission, November 12, 2013
Public Hearing, City Council, December 19, 2013



Photo Courtesy of Idaho Falls Magazine and Steve Smede

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INTRODUCTION

In 1974, Anthony Catanese wrote in his book *Planners and Local Politics* that "if planners are to be good managers of change and responsive to both politicians and special interest groups, they must concern themselves with only a limited number of issues that are definable, concrete, and solvable." In other words, we, as planners and residents, must concern ourselves with issues that are "doable". We must realistically evaluate the strengths and weaknesses of our community, our responsibilities and opportunities, and select those issues where we can make a difference in guiding land use decisions. Comprehensive planning can be an overwhelming task: so many issues can be raised in the growth and development of a community that inaction becomes the result. To avoid inaction and ineffectiveness, the goal of this plan is to explore those issues where it is believed that the City of Idaho Falls can make a difference in its own future.

FOREWORD

This document, which contains the policies and suggested strategies of the comprehensive plan, is one volume of the comprehensive plan. Other volumes are:

- Comprehensive Plan Background Studies (2010)
- A Social and Economic Profile of Bonneville County and Idaho Falls (2010)
- Land Use in the City of Idaho Falls (1987)
- City of Idaho Falls Fiscal Impact Analysis Model (1993)
- Managing Change: A Planning Strategy for Arterial Streets (1986)
- Snake River Greenbelt Master Plan (1989)
- Idaho Falls Municipal Airport Master Plan (2010)
- Idaho Falls Citizen Participation Program (1993-present)
- Design Guidelines for Storm Water Retention Ponds (1995)

These volumes contain either background information for this volume or prior policies adopted by the City Council of Idaho Falls and are available at the City of Idaho Falls Division of Planning Department.

The format of this document continues previous editions of the comprehensive plan. Portions of text are based on ideas of Albert Solnit in his publication *The Job of the Planning Commissioner*. The planning ideas and policies are based on the comments received from the residents of the City of Idaho Falls over twenty years of citizen participation programs.

IDAHO FALLS PLANNING POLICIES

PURPOSE

This document proposes a direction, to guide the future growth of our City. The growth and development of a city are the result of many independently made decisions. This document can be a guide to coordinating these many decisions -- to facilitating and inspiring some of those decisions. With a sense of direction, our future does not have to be left to chance. We can instead make a conscious attempt to assure ourselves and our children a future the citizens of our community have said they want to see.

Through talking to the City's residents and asking them for their ideas, the Commission, as author of this plan, has learned that we want to see:

An Idaho Falls that has:

- Inviting, landscaped entrance ways that communicate that this is a city rich in trees and green space
- Treed residential areas with a strong sense of identity, served by neighborhood parks and schools, and shielded from but convenient to attractive, landscaped shopping areas
- Bikeways and walkways that are transportation facilities and link residential neighborhoods, parks, employment centers, and shopping areas
- An active, vital downtown -- an attraction for resident and tourist with historic character, community events, specialty shopping, and strong links to the Snake River Greenbelt
- An efficient roadway system of boulevards that moves cross-city traffic quickly from one quadrant of the city to another
- The Snake River Greenbelt, with an active, gathering space adjacent to Broadway and with green landscaped areas and native vegetation connected by trails from the upper power plant to Ryder Park

These policies have been developed to move the City of Idaho Falls towards the residents vision. Each policy statement has two parts: a goal and a list of implementation strategies. The goal defines the type of city we hope Idaho Falls will become. The implementation strategies are courses of action to move our goals closer to reality. The strategies are generally divided into two types: programs and standards. Programs are actions that must be taken by the City of Idaho Falls, its commissions, or another local agency. Standards are guidelines that will be applied to proposed developments.

SPECIAL AREAS

"Tree Idaho Falls"

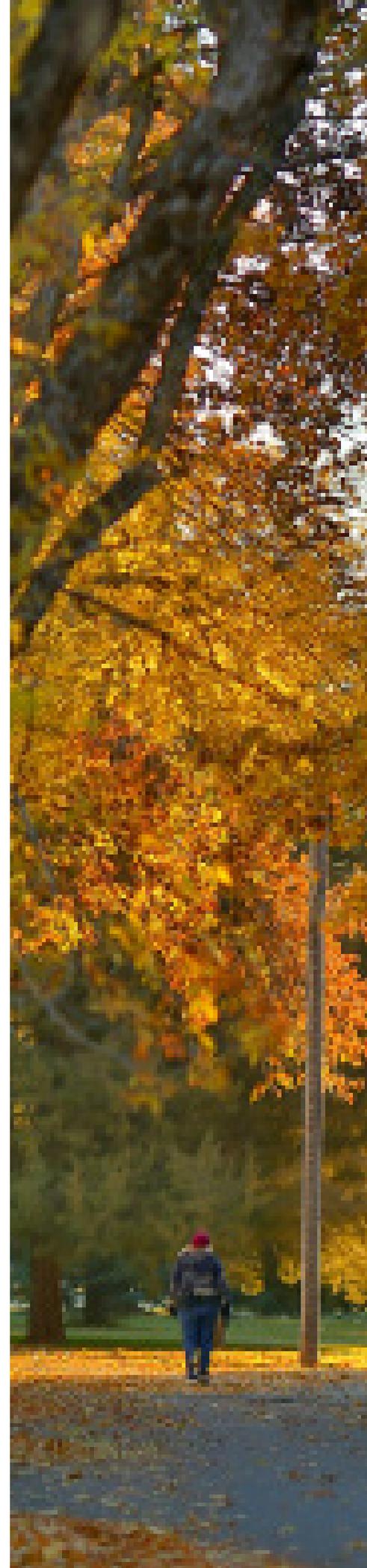
Idaho Falls and the agricultural regions surrounding the city were built from the desert. When people speak to us about what they wish to see in the City in the future, trees are almost a universal dream for the future: trees lining residential streets, boulevards with trees in the medians, trees in neighborhood parks and on school yards, trees in commercial developments, and trees lining the entrance ways to the City.

Trees not only provide an oasis from the high desert. When properly selected and located, trees can screen noise and views. Trees reduce air pollution. Depending on location and species, trees reduce street temperatures and home owners' energy costs. Trees along bodies of water reduce bank erosion and silt. In a community setting, trees add beauty and a sense of place.

Our plan for "Tree Idaho Falls":

Implementation Strategies

1. Maintain and support financially the City's urban forestry program.
2. Continue to implement the urban tree ordinance as part of the urban forestry program.
3. Establish an arboretum in Ryder Park.
4. Develop landscaping on Constitution Way.
5. Design and maintain landscaping along arterial streets.





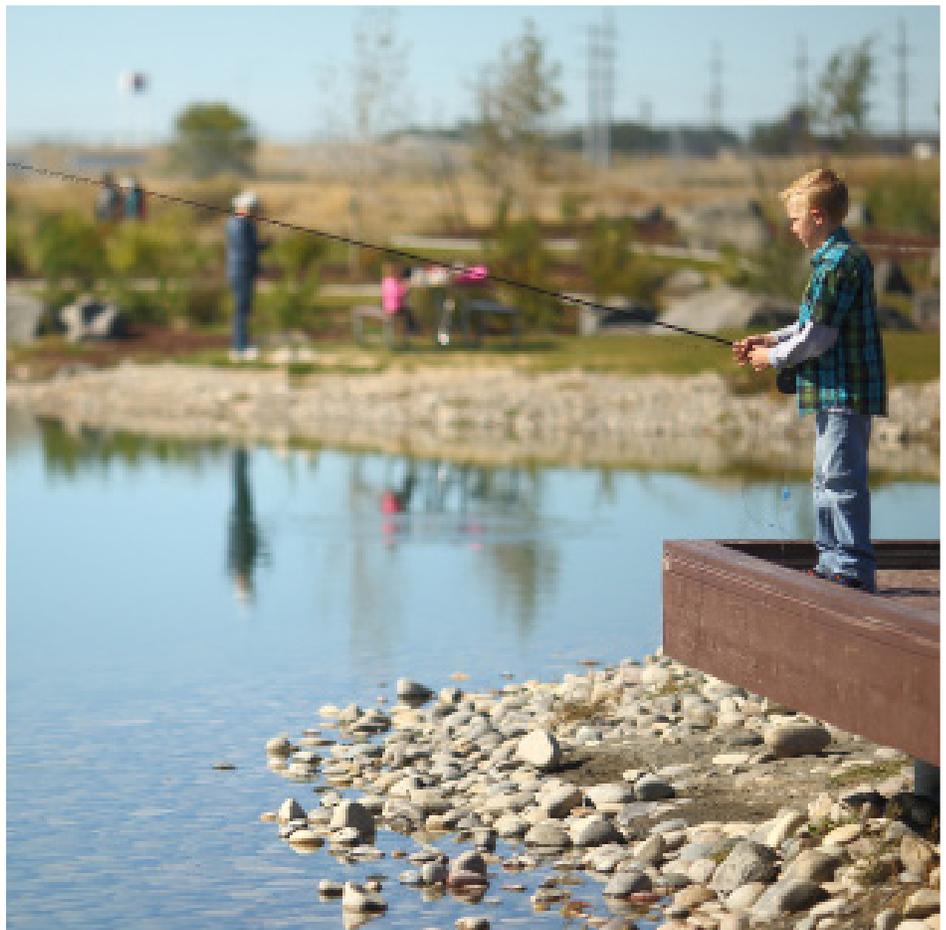
Implementation Strategies:

Maintain and support financially the City's urban forestry program.

Successful tree establishment requires knowledgeable selection and maintenance. Both public employees, businesses, and home owners need to know which trees to plant, where to plant them, and how to maintain them. An urban forester, with the assistance of a tree committee, can establish a program to provide this information as well as be responsible for planning, design, and management of trees on public lands.

Continue to implement the urban tree ordinance as part of the urban forestry program.

In 1996, the City of Idaho Falls, in response to efforts by the Parks and Recreation Division and the 1992-1993 comprehensive plan citizen participation program, established a Shade Tree Committee and adopted a community forestry ordinance. Since 1996, the urban forester has not only amended the ordinance to establish a list of street trees, create a licensing program for tree service companies, and provide for public street care, but publications have been developed to advise residents about those shrubs and trees which will be most successful in our high desert region. To enhance this education program, these publications should be available on the City's website. In addition, the Shade Tree Committee may wish to work with other community organizations to assist residents and businesses select the best trees for their needs as well as



continue and expand volunteer programs to plant and maintain the City's trees and shrubs.

Establish an arboretum in Ryder Park.

As suggested in the *Snake River Greenbelt Master Plan* and *Ryder Park Master Plan*, establish an arboretum displaying the native and introduced trees that can be grown in eastern Idaho.

Develop landscaping on Constitution Way.

Constitution Way is home to City Hall and the County Courthouse, the centers of local government. Six of the fifteen buildings on Constitution Way are on the National Register of Historic Places. The center of Constitution Way is presently used for parking, so restoration of the center parkway (trees as well as bright flower planting as suggested in

the *1947 City Plan*) is no longer an alternative. However, landscaping at the intersections will provide a safe harbor for pedestrians and restore Constitution Way to an attractive entrance to downtown.

Design and maintain landscaping along arterial streets.

Due to the need to provide accessibility at curb ramps, planting strips are now developed on most local residential streets and sidewalks have been moved into the easement area. Residential collector streets with green planting strips will return us to the residential neighborhoods most people told us they want to see in Idaho Falls. However, on arterial and major collector streets, where there is more vehicular traffic, sidewalks may still sit against the curb in the public right-of-way. Not only is there little protection for the pedestrian in these locations,

but we have not created the vision most of our residents told us they wanted to see in Idaho Falls. Our street cross-sections should be revised to encourage greening of arterial and collector streets. One alternative is to construct future low-speed arterial streets and collectors as boulevards with landscaped medians. Another alternative is to require, and many communities do, the installation of landscaping and berms or walls on the residential property line to reduce noise from busy streets. Sidewalks may

be placed in an easement and should be maintained by the home owners' associations. When determining which of the above alternatives to use, factors to consider will include adjacent land uses, speed of the roadway, existing and projected traffic of the roadway, the need for traffic control, the need for pedestrian protections, the number and spacing of intersections, available right-of-way, available funding for the improvements, and the ability to maintain and protect the landscaping.



Entryways

People continue to tell us at citizen participation events they are concerned about the appearance of the entrance ways to the City. Some were concerned with open storage adjacent to the entrance ways, especially I-15, by public and private entities. Most residents wanted more landscaping on our entryways. The desired image was one of landscaped roadways, uncluttered by open storage and signs, inviting people to visit, live, and invest in our community.

Our plan for Entryways:

Implementation Strategies

1. In cooperation with local, state and federal agencies and private developers, create and maintain landscaping on entryways to the City.
2. Prepare and adopt an overlay zone to require landscaping on the City's entryways.
3. Look for opportunities to redevelop asphalt to landscaping.

Standards

1. Refine and expand the landscaping requirements for commercial and industrial developments.
2. Control the type, location, and number of signs.
3. Investigate alternatives to reduce the conflict between commercial signs and public trees.
4. Revise the City's sign ordinance.
5. Assure maintenance of landscaping is a continuing obligation.





Photo Courtesy of Idaho Falls Magazine and Steve Smede



Implementation Strategies:

In cooperation with local, state and federal agencies and private developers, create and maintain landscaping on entryways to the City.

Trees along arterial streets and in medians are an integral part of improving the entryways to the City, and entrance way landscaping may be eligible for federal funding. Most of Sunnyside Road within Idaho Falls has trees and landscaping along Sunnyside Road. However, the western portion of this entrance way does not have landscaping. A volunteer program could be developed to raise the funds to remove the asphalt within the public right-of-way and provide drip irrigation systems as well as trees in the area between Yellowstone Highway and the Snake River.

Prepare and adopt an overlay zone to require landscaping on the City's entryways.

Public sector participation is only one portion of the development along the City's entrances. Using an overlay zone approach, write a zoning ordinance amendment to require landscaping adjacent to 1-15, Yellowstone Highway, Broadway, Sunnyside Road, and Holmes Avenue when private development or redevelopment occurs.

Look for opportunities to redevelop asphalt to landscaping.

Recently, the medians in the downtown area on Yellowstone Highway were reconstructed with trees and the Union Pacific Railroad right-of-way was landscaped as part of downtown parking improvements. This was a program within the 2000 Comprehensive Plan and was completed by the Idaho Falls Redevelopment Agency with the assistance of the City of Idaho Falls. There are still other opportunities in our entrance ways to the City and downtown to welcome residents and visitors to our community.

Standards:

Refine and expand the landscaping requirements for commercial and industrial developments.



For years, interior landscaping for larger parking areas was the only requirement for most commercial and industrial development in the city. The zoning ordinance has been revised to require perimeter landscaping in most zones; however, we need to revise our older industrial zones such as I&M-1 and heavy commercial zones such as GC-1 to assure perimeter landscaping is required on our arterial and collector streets.

Control the type, location, and number of signs.

Signs are important in directing residents and visitors to goods and services. However, when commercial and industrial properties become cluttered with signs, the messages are lost. A review of the sign code should assure needed signs are provided without compromising the attractiveness of the entryways to the city.

Investigate alternatives to reduce the conflict between commercial signs and public trees.

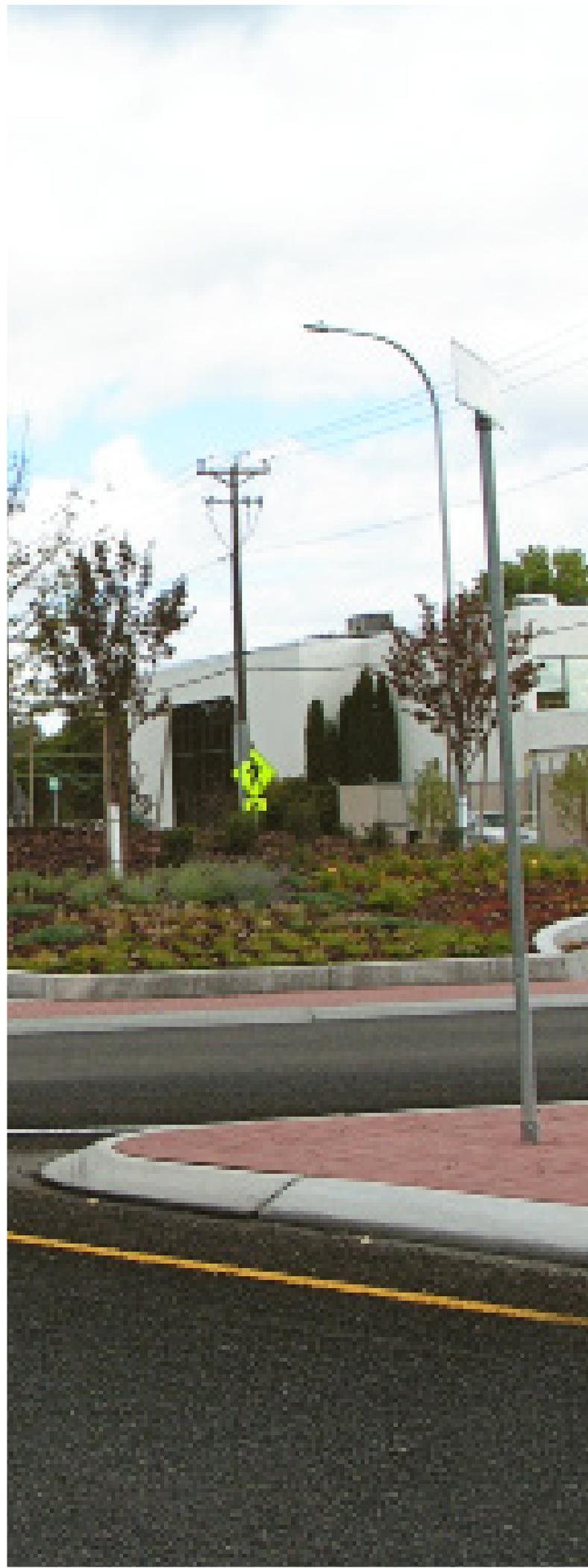
Recently trees within the public right-of-way have been severely damaged or destroyed to assure private commercial signs are visible to the traveling public. The sign code as well as public street tree policy should be examined to allow private businesses to advertise their services yet assure the entryways and major streets of the City provide an attractive environment.

Revise the City's sign ordinance.

The City's sign ordinance was written in the mid-1980's and requires major revisions to recognize changing technology as well as the need for standardization based on the type of sign.

Assure maintenance of landscaping is a continuing obligation.

To create and maintain an attractive, inviting city, landscaping, both public and private, has to be maintained. The zoning ordinance should be examined and revised as necessary to assure required landscaping under the zoning ordinance is maintained. Public funding should be sufficient to maintain public care and replacement on lands maintained by Idaho Falls.



Snake River and Central Area of Idaho Falls

Residents of the city have given us their ideas on the Greenbelt and development adjacent to the Greenbelt. Most of these ideas reaffirmed the plans found within the *Snake River Greenbelt Master Plan*. Some discussed new and exciting options for portions of the Greenbelt. Some expressed concern about the compatibility of private development adjacent to the Greenbelt. All recognized the value of the Greenbelt as a focal point of the City and as recreational resource.

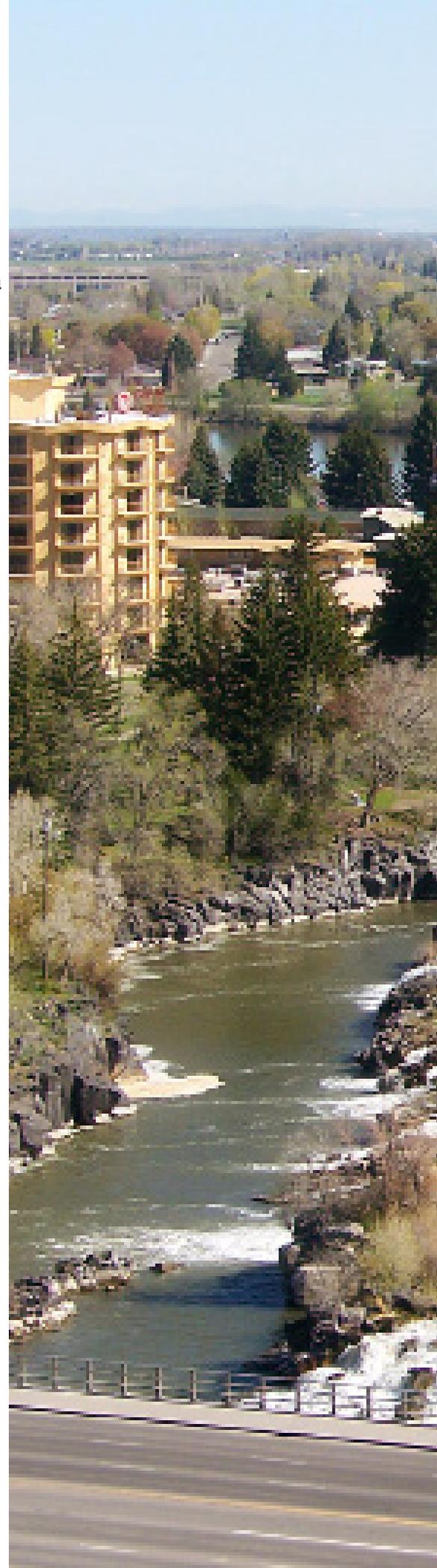
Our plan for the Snake River and the Central Area of Idaho Falls:

Implementation Strategies

1. Continue development of the Greenbelt from the upper power plant to Gem Lake.
2. On a central portion of the Greenbelt, encourage a walkway with specialty shops and cafes adjacent to the River.
3. Encourage the development of niches along Snake River and in the central portion of Idaho Falls.

Standards

1. Assure private investments in the area adjacent to the Greenbelt complement the public investment in the Greenbelt.
2. Assure the uses adjacent to the Greenbelt are compatible with the Greenbelt development.





Implementation Strategies:

On a central portion of the Greenbelt, encourage a walkway with specialty shops and cafes adjacent to the River.

The Greenbelt offers a passive recreational experience to walkers and bikers. An alternative supported by many residents in the past has been the development of a more active, intense use in one area of the Greenbelt - an area where vendors can sell their wares - where events and stores bring people to the River to meet, converse, and perhaps shop. Snake River Landing has developed one such area

south of Pancheri Drive on Pier View Drive. North of Broadway on Memorial Drive is another potential location. Memorial Drive has been redesigned to offer a central location to vendors, and redevelopment of parcels on Memorial Drive offers the ability to live, work and shop downtown.

Continue development of the Greenbelt from the upper power plant to Gem Lake.

People believe one of the best features of the City of Idaho Falls is the Snake River Greenbelt. The Greenbelt has become essential to the character of Idaho Falls, and

residents support its expansion from the upper power plant to the York Road area.

Encourage the development of niches along Snake River and in the central portion of Idaho Falls.

The area at University Place and to the north is developing as a research and educational center which serves the Idaho National Laboratory, Idaho State University, and University of Idaho. Downtown is finding a niche as a cultural center with a concentration of museums, art galleries, theaters, and restaurants. The west bank of the River at and north of Broadway has become “mo-



tel row.” Snake River Landing is developing as a concentration of offices with limited retail as is Taylor Crossing. At Sunnyside Road, Ryder Park is being developed as a community and regional park and regional businesses are locating at the interchange with I-15. These niches offer support to each other and are connected by bike and walking paths.

Higher education center: Research, engineering, and higher education facilities served by small restaurants and limited retail such as copy centers and other services required by students and employees.

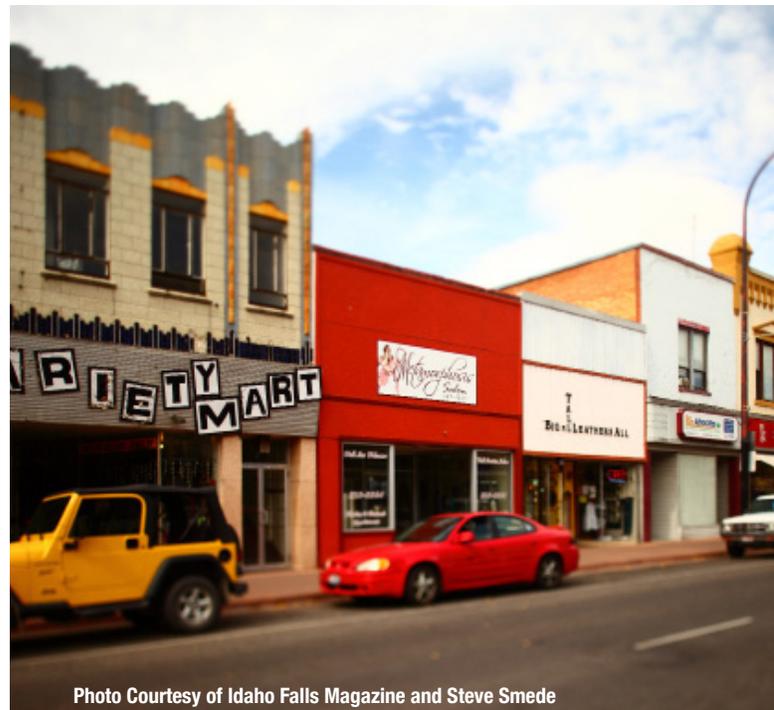
Tourist related facilities: Motels and restaurants adjacent to the Falls and historic downtown, both unique tourist attractions for those visiting the area.

Historic downtown: A regional center of cultural events, museums, galleries and specialty retail for tourist and resident, upper story housing, professional offices, especially those related to courts and local government.

Employment center: Concentration of offices for the region and community with small restaurants and limited retail to serve employees, Greenbelt visitors, and nearby housing.

Higher density housing: A village of townhouses, apartments, and homes on smaller lots within walking distances of work, shopping, and Snake River.

Regional Retail and Services: Retail and services serving Idaho Falls’ trade area of 200,000 and requiring larger parcels for concentration of stores and associated parking. For areas closer to Snake River, may develop as a life style center.



Standards:

Assure private investments in the area adjacent to the Greenbelt complement the public investment in the Greenbelt.

The Greenbelt creates a welcoming atmosphere for visitors to Idaho Falls and is a tremendous asset to many of the businesses near the Greenbelt. Adjoining businesses should be encouraged to landscape their premises to complement the Greenbelt. Those businesses which may benefit from those visiting the Greenbelt, such as restaurants and retail stores, should provide direct access to the Greenbelt through paths. Developments along the Greenbelt should be developed with higher densities necessary to create a walkable neighborhood on the Snake River Greenbelt. Provisions should be added to the zoning ordinance to require landscaping adjacent to the Greenbelt; this landscaping may be offset with higher densities or reduced landscaping on the street frontage.



Assure the uses adjacent to the Greenbelt are compatible with the Greenbelt development.

The zoning adjacent to the Greenbelt is residential, high-way and retail commercial, and industrial. Some of the uses

permitted in the commercial and industrial zones do not benefit from nor complement the Greenbelt improvements. An overlay zone should be developed to assure that the design of future development will capitalize on Greenbelt im-

provements and enhance the Greenbelt. We want to promote a mix of uses to provide an opportunity for people to work, shop, and live near the River. Higher density housing adjacent to or above offices and shops will create an environment that is friendly to pedestrians. Terrain, such as found east of the River and south of 17th Street, offers an opportunity for higher density housing near the River. Research laboratories and other light industrial uses, if developed with landscaping, controlled parking, and limited access; may be compatible with other uses that promote a pedestrian oriented environment.



Historic Resources

There are presently fourteen individual buildings listed on the National Register of Historic Places in the downtown area. The Ridge Avenue Historic District, 11th Street Historic District, and the Idaho Falls Municipal Airport District have been listed on the National Register since 1993. Through its survey process, the Idaho Falls Historic Preservation Commission has identified concentrations of homes which retain their sense of time and place on the "numbered streets", in Riverside Addition, and in the Original Town site. There are concentrations of Mid-Century modern buildings, primarily homes, which were built in the 1950's and early 1960's which are eligible for nomination to the National Register. There are other structures such as dams and bridges within the City which are historic. The importance of these historic properties emerged as a theme in the responses from people during the citizen participation events. The other theme which emerged in the citizen participation events is the importance of reinvestment in these properties and neighborhoods.

Our plan for Historic Resources:

Implementation Strategies

1. Continue to identify historic properties.
2. Assist property owners with maintenance and restoration of historic properties.
3. Develop and sponsor educational programs for the residents of Idaho Falls.
4. Meet with owners in historic neighborhoods to develop conservation districts.
5. Explore the formation of a non-profit corporation.
6. Explore a local historic district program.





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Implementation Strategies:

Continue to identify historic properties.

The first step in any planning process is to identify the resources. The Idaho Falls Historic Preservation Commission began the process in 1987. Once the resources are identified, the Commission can develop a work program for completing nominations to the National Register of Historic Places.

Assist property owners with maintenance and restoration of historic properties.

The Idaho Falls Historic Preservation Commission provides information to the residents on the historic resources within Idaho Falls through brochures. This information function should be expanded to tours, workshops, and public presentations that not only identify the historic properties but also discuss how to maintain and rehabilitate them as well as enhance energy conservation without removing the historic features of the buildings.

Develop and sponsor educational programs for the residents of Idaho Falls.

The Historic Preservation Commission has sponsored tours of the City's historic resources and workshops on tax credits for historic properties and maintenance of historic homes. The Com-



mission should continue and expand its educational programs.

Meet with owners in historic neighborhoods to develop conservation districts.

Conservation districts are a zoning tool to preserve older and historic neighborhoods. Design guidelines for the renovation of historic properties may be just guidelines -- ideas which property owners can consider and reject if they wish to so. Or design guidelines can be mandatory. The Idaho Falls Historic Preservation Commission should meet with property owners to determine if there is an interest in developing design guidelines, conservation districts, or rezoning to lower density zones which reflect original development patterns.

Explore the formation of a non-profit corporation.

A non-profit corporation can receive tax deductible donations and provide limited grants to rehabilitate properties significant to the community.

Explore a local historic district program.

Many of the City's historic neighborhoods are not eligible for listing on the National Register but the buildings are still important to the community's history. A local listing program will provide recognition to these neighborhoods and encourage property owners to save or restore their older buildings.



Photo Courtesy of Idaho Falls Magazine and Steve Smede

Downtown

Downtown is a vital commercial center and gathering place for citizens and visitors, the focus of civic life and the geographic center of our City. In Idaho Falls as elsewhere, the use of the private automobile has meant shopping and business have become a decentralized activity in a landscape which is dominated by and designed for the automobile. However, the citizens of Idaho Falls share an image of what downtown can be: an area of historic character with human scale where a concentration of offices are served by restaurants and specialty shops, a pedestrian area with a gathering place for simply eating lunch or for community events, an area where residents and tourists can wander from the Greenbelt to stroll, shop, and meet.

Our plan for Downtown:

Implementation Strategies

1. Encourage the development of downtown Idaho Falls as a cultural center.
2. Identify the market niche for downtown.
3. Structure revitalization efforts to use the Main Street approach for downtown.
4. Complete the projects recommended by the 2006 an urban design study for the downtown.
5. Investigate funding alternatives for historic restoration and commercial redevelopment.
6. Encourage the reuse of second floor space for offices or residences.
7. Develop parking alternatives for downtown.

Some of these programs are based on *Design Assessment for Idaho Falls* prepared by Urban Development Services for the Idaho Falls Downtown Development Corporation and City of Idaho Falls, April, 2006.





— EARL BUILDING —

HARRIS
PUBLISHING
INC.

Every Wednesday Evening
CIVIL
Alive At
Food & Drink
Since 1988 supports local
artists & special events

Photo Courtesy of Idaho Falls Magazine and Steve Smede

Implementation Strategies:

Encourage the development of downtown Idaho Falls as a cultural center.

Downtown Idaho Falls has a concentration of cultural facilities and entertainment facilities. Efforts should continue to enhance these existing facilities as well as encourage restaurants, housing, and other uses to support this cultural center.

Identify the market niche for downtown.

In 2006, Urban Development Services recommended the potential business segments to complement existing businesses in downtown are musical instrument repair, rehearsal and instructional studios, recording studios, sports and camping equipment stores, businesses serving professional offices, and expansion of the wedding cluster. Businesses serving professional offices include specialty retailing, drug stores, specialty grocery stores with in-store dining, caterers, and restaurants. Earlier efforts identified the business niche for downtown as food service and entertainment, arts and culture, specialty retail such as jewelry or recreational goods and services, and regional professional offices. A full market analysis has not been completed to aid in attracting businesses. If a market analysis is completed it will specify which businesses are mostly likely to succeed in downtown and support existing businesses.



Structure revitalization efforts to use the Main Street approach for downtown.

The National Main Street Center of the National Trust of Historic Preservation has developed the Main Street program for revitalization of downtowns. The four point approach to Main Street revitalization includes:

1. Enhancing the physical appearance of the downtown by

rehabilitating historic structures and encouraging supportive new construction.

2. Building consensus and cooperation among the many groups and individuals who have a role in downtown.

3. Marketing the downtown's assets to customers, potential investors, new businesses, local citizens, and visitors.

4. Strengthening downtown's



economic base while finding new ways to expand it and create new opportunities.

Complete the projects recommended by the 2006 urban design study for the downtown.

One of the major projects recommended by the 2006 *Design Assessment for Idaho Falls, Idaho*, the reconstruction of Memorial Drive, was completed in 2012. The street was narrowed in order to invite

those who travel the Greenbelt to enter the downtown area. Other projects were proposed in order to improve connectivity to existing attractions such as the Museum of Idaho. One of these, the landscaping of Yellowstone Highway, has also been completed. The intersection of Broadway and Yellowstone still needs to be improved to enhance pedestrian access across Yellowstone Highway. Constitution Way, an entrance way to downtown, should be reconstructed and landscaped. A fountain/spray park/ice rink and an amphitheater were proposed on the

Greenbelt between Broadway and E Street in the study. The spray park was not to be a community attraction but was proposed to be a feature on the Greenbelt with a cost of approximately \$100,000. In addition, an entrance sign was recommended for Broadway. Other ideas recommended in the study have been ongoing: downtown lighting, street furniture, landscaping, and art benches.

Investigate funding alternatives for historic restoration and commercial redevelopment.

Consistent funding of programs is crucial to the implementation of any planning goals. The downtown property owners have formed a business improvement district to provide dependable funding for downtown promotion. Other funding sources which may assist with special projects are tax increment financing, local improvement districts, and federal and state grants such as Community Development Block grants and Idaho Heritage Trusts grants.

Encourage the reuse of second floor space for offices or residences.

Specialty retail on the first floor provides an interesting environment to the visitor and resident. Offices on second and third floors support retail and restaurants on the streetscape while upper floor housing supports retail, food, and entertainment after regular hours.

Develop parking alternatives for downtown.

Prior to the reconstruction of Memorial Drive, the Idaho Falls Redevelopment Agency engaged Carl Walker, Inc., to complete a parking study downtown and provide recommendations for managing downtown parking. Overall, Carl Walker found parking downtown to be adequate to serve the needs of visitors and employees. However, parking in the northern portion of downtown was congested. To relieve this congestion, the Redevelopment Agency



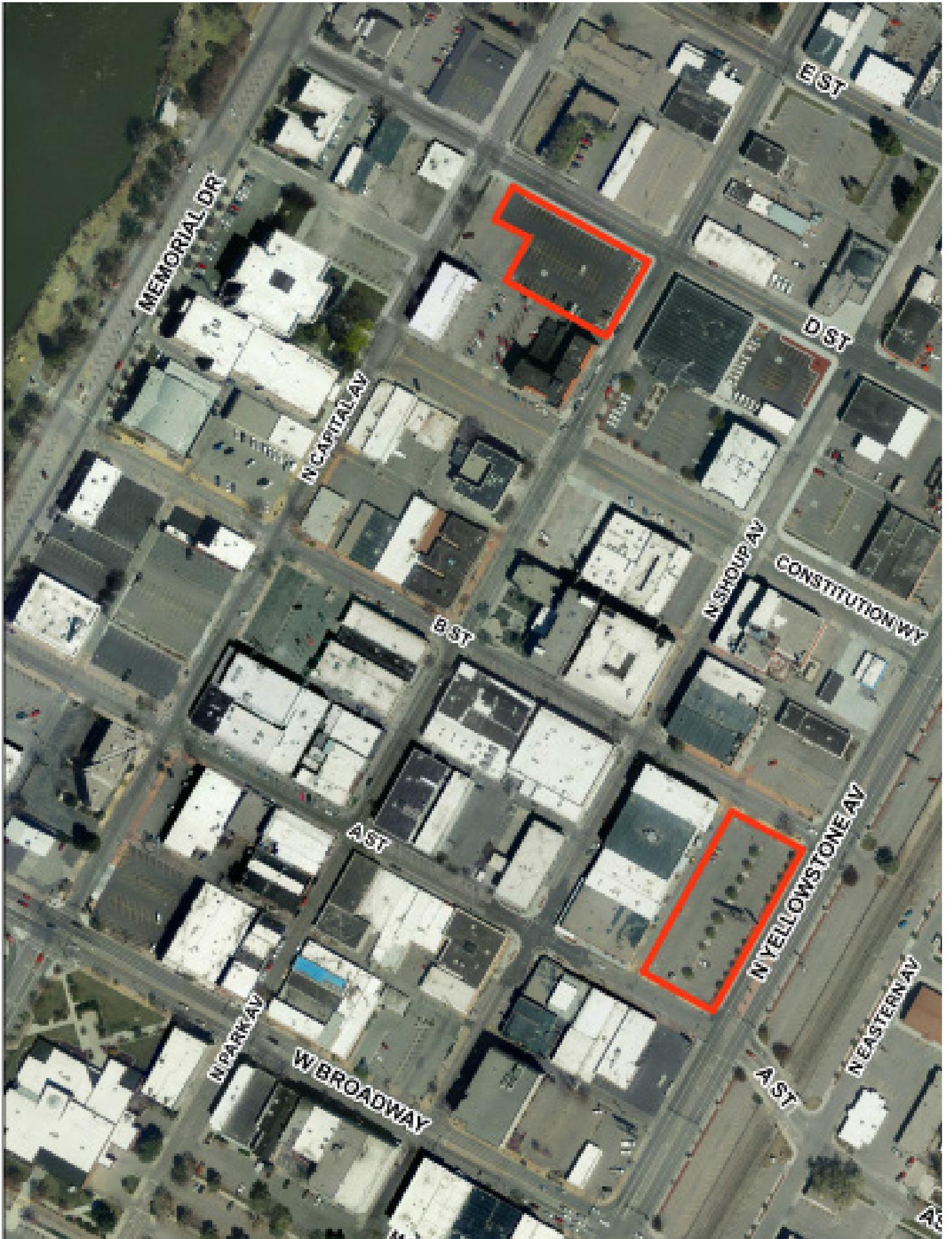
purchased property and constructed a public parking lot at the intersection of D Street and Park Avenue. In addition, the Agency worked with Bonneville County and the City to create more all day parking north of B Street. The City of Idaho Falls and the Agency constructed another parking lot on the Union Pacific Railroad property south of Elm Street.

Carl Walker recommended a coordinated structure for managing both public and private parking and charging for public on and off-street parking. Without a revenue source, it is very unlikely a parking garage can be financially constructed and maintained downtown. One-half of a block is the most efficient parcel for a parking structure. If a structure should become economically feasible,

there are two locations presently owned by the City which could be a structure as illustrated on the following page. Due to financing, the site on D Street and Park Avenue is the priority for a structure. The one-half block on Yellowstone Highway at A Street is a site for downtown employees and visitors.

The use of downtown parking spaces has been monitored twice since Carl Walker did their initial study in 2007. Such monitoring should continue, and increased fines as well as fees for public parking should be reviewed every five years. In addition, Idaho Falls may wish to consider a fund for downtown parking if buildings continue to redevelop into more intensive uses and demand for parking increas-

es. The fund is established in lieu of each individual building establishing a parking lot and is used to provide and maintain a common parking area.



Transition Areas

Twenty years ago the residents spoke to us about protection for existing residential neighborhoods. They wished to find a means to assure their neighborhoods would not deteriorate with age or be invaded by changes seen as negative, including traffic from big box stores or industrial traffic. In recent years, another concern has been voiced by the residents; as the popular retail area of Idaho Falls has moved from the central area to the north and now to the east edge of the city, they see empty stores and large vacant parking areas. They have asked for ideas and approaches to revitalize these areas. Today, when we look at transition areas, we need to consider commercial or industrial areas as well as residential areas.

Our plan for Transition Areas:

Implementation Strategies for Residential Areas

1. Work with the residents of the neighborhoods to develop a plan for their neighborhood.
2. Strengthen code enforcement in older neighborhoods.
3. Reconstruct or develop neighborhood parks in older areas.
4. Use Community Development Block Grant monies and other resources to redevelop community facilities in older areas

Implementation Strategies for Commercial/Industrial Areas

1. Understand the demand for retail in the region.
2. Explore creative solutions for these vacant properties.
3. Create a node of higher density housing and mixed uses to provide a ready market and to add interest to our arterial streets.
4. Encourage designs for these nodes to provide a walkable environment.
5. Understand the demand for industrial uses in our community.
6. Encourage creative solutions to redevelop industrial lands, especially those lands used for gravel extraction.





NATURAL
CRISPS

Implementation Strategies for Residential Areas in Transition:

Work with the residents of the neighborhoods to develop a plan for their neighborhood.

The Planning Commission and Historic Preservation Commission need to develop a process by which the residents can tell us what they value about their neighborhoods and any ideas they have for change. To implement these changes, we may need to revise our ordinances and city policies to protect their neighborhoods. We may wish to pursue nurturing neighborhood associations and block associations to assist us identify neighborhood goals as well as programs to achieve these goals.

Part of this process is working with residents to see if the existing zoning reflects the goals of the neighborhood and community. In 1947, when the downtown was the commercial center of Idaho Falls, it was recommended we zone the residential neighborhoods adjacent to downtown for apartments and offices to encourage the conversion of single-family homes. Despite such zoning, many of these areas have remained substantially single-family neighborhoods and the demand for offices and apartments has moved to other portions of Idaho Falls. We need to review existing land uses in older neighborhoods and rezone as necessary to reflect neighborhood and community values.

We also need to look at the patterns of development in older neighborhoods, that is, the depth of front yard, width



of side yard, location of accessory buildings, bulk, and height. We should change the zoning to reflect and protect older neighborhoods rather than impose standards from a different era on the neighborhood.

Strengthen code enforcement in older neighborhoods.

The removal of trash, debris, and abandoned vehicles from older neighborhoods evidences pride in the neighborhood. The securing of vacant build-

ings protects surrounding residences. We need to assure we have the personnel to work in these older neighborhoods and continue a team effort with code enforcement, building and fire departments, police department, animal control, and neighborhood associations to maintain healthy neighborhoods.

Reconstruct or develop neighborhood parks in older areas.

The area north of 17th Street and east of Woodruff Drive has few parks in the immediate area to serve families. As we grow to the west and south, this existing deficiency in the northeast will grow to other parts of the City. Those in Fairway Estates and neighboring subdivisions have already mentioned the need for a park to serve their area. Parcels of ground should be identified and developed as green areas with picnic facilities, playground equipment, and other recreational facilities to serve the adjacent neighborhood.

Use Community Development Block Grant monies and other resources to redevelop community facilities in older areas.

Renovation of playgrounds and parks, establishment of pocket parks, development of bike lanes and bike ways, and housing rehabilitation are eligible activities under federal grant programs, especially if they expand participation by the elderly and disabled. Such activities reinvest in our older areas, strengthen the neighborhoods, and spur private development.



Implementation Strategies for Commercial/Industrial Areas in Transition:

Understand the demand for retail in the region.

Idaho Falls is a regional market; however, even a regional market has limits as the number and location of vacant facilities illustrate. When long-term vacant buildings and properties make it apparent the space for retail and related commercial service exceeds the demand, we need to seriously consider zoning for different uses.

Explore creative solutions for these vacant properties.

When the demand for retail along an arterial street has significantly diminished, the first creative idea, due to location on major arterial streets, is distribution and warehousing or light industry. These may be the appropriate solution and provide a workforce to support the remaining commercial facilities. However, before embracing these solutions, we need to carefully consider if there are better locations for such uses in the City, locations which reflect community goals and still capitalize on existing infrastructure investments such as highways, water, sewer, and power.

Create a node of higher density housing and mixed uses to provide a ready market and to add interest to our arterial streets.

If a failing retail environment still includes or is near grocery stores, drug stores, small restaurants, and recreational



amenities, encouraging redevelopment to higher density housing with limited retail may be an alternative which revitalizes the commercial strip. Effective design can minimize the negative impacts of traffic, and the ugliness of an older commercial strip can be reduced or eliminated by architectural quality, landscaping and trees including median landscaping, street lamps and furniture, wide sidewalks, and placement of restaurant, retail, and two or three story buildings near the street right-of-way.

Encourage designs for these nodes to provide a walkable environment.

In addition to housing and limited retail, locations for offices, entertainment, and recreation should be provided in arterial nodes. Pedestrian linkages should be less than 800 to 1,000 feet wherever possible. While most of us will walk a quarter of a mile, the distances should be less in these nodes

when possible due to winter weather in Idaho Falls.

Understand the demand for industrial uses in our community.

There are many types of heavy commercial or industrial uses in a community. Just as the retail market has demanded new types of facilities in different locations, the industrial market has changed. In most communities, the demand has moved to a campus like setting for manufacturing, warehousing and distribution, and research and development. Grow Idaho Falls has stated a modern industrial or business park is a facility Idaho Falls needs. The North Boulevard - Technology Drive area was created to provide this type of environment but the remaining land is limited. University Boulevard in northern Idaho Falls may provide this type of facility for research and development. The area south of York Road was annexed and zoned for light



increasing criticism across the State of Idaho and may be lost as a realistic tool. Other means need to be found and created to assist with the redevelopment of parcels. The encouragement of mixed uses and higher densities on these parcels will help to offset the higher development costs.

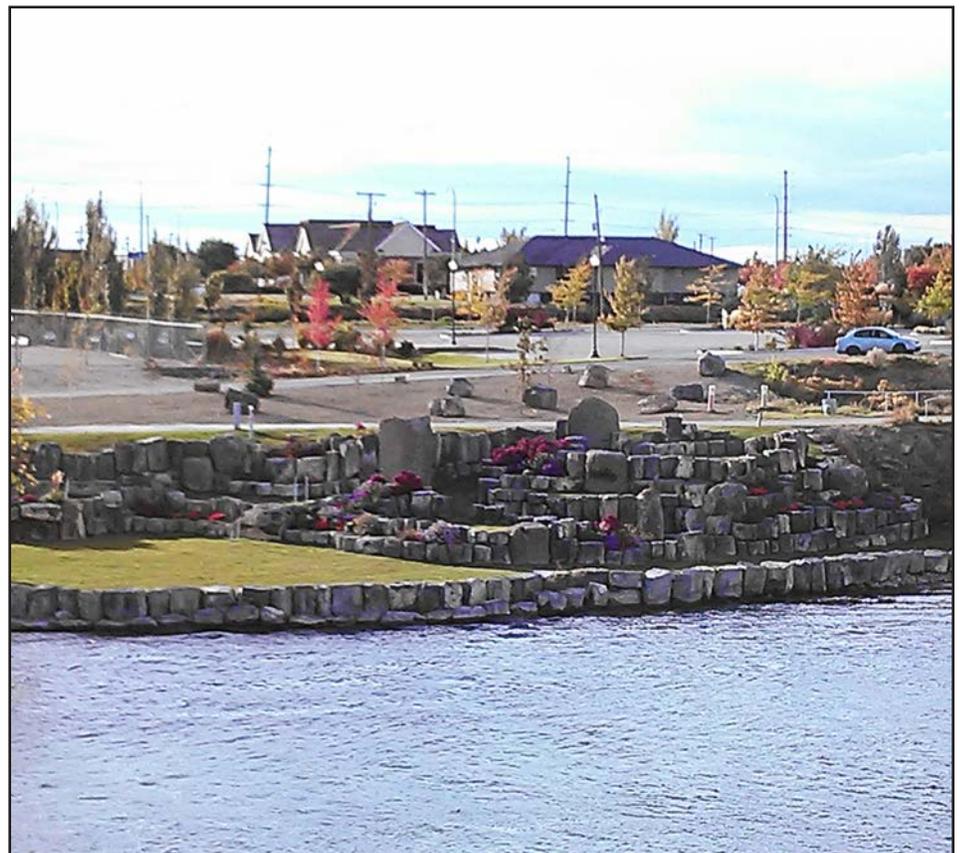
Mixed uses is one alternative for former gravel pits; future use as a park is another. Freeman Park was a former landfill. Another possibility is carefully planned residential development with water features as has been done with in Snake River Landing. In such a development, higher densities may be more realistic due to the land occupied by a water feature and immediate green space.

industry but the need has not materialized on this site. The York Road location has access to the railroad, a need Grow Idaho Falls has also identified. Land in the northeast of the City near Yellowstone Highway also has railroad access. We need to identify our industrial potential as a community, develop criteria for the sites needed, identify the applicable locations, and protect those areas.

traction operation. However, these efforts were assisted by tax increment financing, a mechanism creating private-public partnerships. This mechanism is coming under

Encourage creative solutions to redevelop industrial lands, especially those lands used for gravel extraction.

Taylor Crossing and Snake River Landing are two highly visible and local examples of redevelopment of lands formally used for heavy commercial and gravel extraction. Taylor Crossing displaced vacant land, open storage, and a salvage yard near the Snake River. Snake River Landing is redeveloping a gravel ex-



GROWTH AND DEVELOPMENT

The comprehensive plan traditionally contains a future land use map which is a conceptual map and a general frame of reference for land use decisions. Too often the map becomes the total of the planning process. As Franklyn Beal describes in *Principles and Practices of Planning*:

“The essence of our traditional approach to planning has been to view the city as a large design project. The community is thought to have a spacial plastic form that can be grasped and reduced to manipulation and presentation by graphic means. Planning, according to this view, is the process of forming a picture of a physical pattern and developing the control measures that are needed to move the community toward the goal. The objective is to make the community look like the map of the future and the goals, sometimes stated but often only implicit in the map, are convenience, order, efficiency, economy, and beauty.”

The traditional approach assists in determining which public facilities should be built: for example, does the City install a trunk line to the west of the City or the southeast of the City. Trunk lines, as water lines and new streets, encourage growth to move in certain directions. Since public facilities are crucial to new growth, the map serves a vital purpose for helping decisions makers understand the implications of public construction. But the map does not answer many of the concerns people spoke to us about in the listening posts and in the community design-ins. The map does not speak to the livability of the community. It does not address how new development looks or how it works. It does not help us create change that is as good or better than what we presently have.

People told us we should be concerned with how well things work. We need to be less concerned about how many acres of commercial land we need and more concerned about how the commercial land use works. Our downtown can be an exciting collec-

tion of interesting shops, busy offices, public spaces and walks, or it can be a hodgepodge of deteriorating structures, parking areas and vacant retail fronts, unfriendly and cold to passers-by. Our highway commercial can be attractive concentrations of vital shops and offices or it can be the usual asphalt strips broken by signs, billboards, and convenience and retail stores. Commercial development can complement adjacent residential areas or it can be an intrusion into those neighborhoods we increasingly see as havens. We may allow older commercial and industrial areas to be vacant or we may work with the private sector to find new uses and direct growth to these deteriorating parcels, many of which are on our entrance ways. We need to manage growth to minimize disruption, to create linkages, and to improve the attractiveness of our community.

To do this - to manage growth - communities have been increasingly turning to developing a sharply defined set of policies to guide growth. Below are these policies. Developing these policies is only the beginning. We will have to refine these policies as they are implemented. We will have to compare them to existing policies and resolve any conflicts. And, finally and most importantly, we will have to return to the community and ask for continuing evaluation of these policies.



Residential Development: Where We Live

Through their feedback, residents told us they wanted treed residential areas to be:

- With a strong sense of identity
- Served by neighborhood parks and schools
- Linked by sidewalks and trails to facilities both within and outside the neighborhood
- Shielded from but convenient to attractive, landscaped shopping areas
- Offering affordable housing available to all income ranges

To reach these images, commitment of parties other than the City will be necessary. Developers, businesses, schools, and residents will have to assist us in reaching the communities future vision.



Our plan for Residential Development:

Implementation Strategies

1. Develop a program to involve neighbors in the community development process early.
2. Evaluate present impact fees to see if public costs are covered.
3. Develop a zone to accommodate existing homes on lots of one acre or larger.

Standards

1. A park sufficient to meet neighborhood needs shall be provided to serve residential development.
2. Residential development should reflect the economic and social diversity of Idaho Falls.
3. Arterial streets should be located along the perimeter of residential neighborhoods, preferably at the square mile. At least one east-west collector and one north-south collector street should be located in every square mile of residential development. If such collector streets provide access to homes, the design of the collector shall discourage through traffic.
4. Residential lots adjacent to arterial streets shall have reverse frontage and deeper lots than typical lots within the subdivision. Such lots shall have larger rear yard, or side yard if applicable, setbacks.
5. Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors.
6. Arterial corners shall support higher density housing, quasi-public services, or community/neighborhood commercial services.
7. Study innovative approaches to residential development within the context of the preferred residential alternative pattern.
8. Neighborhood and community services shall be buffered from the residential neighborhood by fencing and landscaping.
9. High schools, junior high, and middle schools should not be located in the core of the neighborhood.
10. Walkways shall be provided from schools and parks to those portions of residential subdivisions in which homes back such facilities.
11. On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services.
12. Higher density housing should be located closer to service areas and those streets designed to move traffic, such as arterial streets and collectors, with access only to the collector street.
13. Bikeways should tie residential neighborhoods to schools, shopping, and employment.

Implementation Strategies:

Develop a program to involve neighbors in the community development process early.

Unresolved opposition to land use development projects does not help us move towards our goals nor does it provide a predictable environment for investment and growth. We need to develop a process to move to resolution of issues early in the development process.

Evaluate present impact fees to see if public costs are covered.

The City of Idaho Falls presently has annexation fees for arterial roads and storm water drainage. We need to reassess these fees to assure develop-

ment is paying for its portion of the cost of public facilities.

Develop a zone to accommodate existing homes on lots of one acre or larger.

Revise the zoning ordinance to include a residential zone which recognizes existing homes on lots of one acre or more and permits horses.

Standards:

A park sufficient to meet neighborhood needs shall be provided to serve residential development.

To meet our projected needs by 2035, Idaho Falls will need 78 additional acres of neighborhood parks. Such parks should be smaller, four acres

or less, with a tot lot, picnic areas, landscaping, including trees, and passive green space. If designed properly, such facilities should be provided in conjunction with storm water retention ponds. The sketch below illustrates the principles to be incorporated into pond design to encourage the use of these areas as neighborhood parks.

Residential development should reflect the economic and social diversity of Idaho Falls.

New and existing developments should foster inclusiveness and connectivity through mixed housing types and sizes and neighborhood connections through paths, parks, open spaces, and streets.

SPRING CREEK NEIGHBORHOOD PARK

CONCEPTUAL DESIGN BY: BEN PHILLIPS
DATE: 12/30/14
CLIENT: CITY OF IDAHO FALLS



VISION STATEMENT

TO MAINTAIN FUNCTION OF RETENTION BASIN WHILE PROVIDING OPPORTUNITIES FOR NEIGHBORHOOD RECREATION.

GOALS

- TO INCREASE THE NUMBER OF FUNCTIONS THAT CAN TAKE PLACE WITHIN A RETENTION BASIN
- PROVIDE LOCAL RECREATION OPPORTUNITY THAT CAN BE ACCESSED VIA FOOT OR BIKE/DIY DIRECTLY FROM THE NEIGHBORHOOD IN WHICH IT SERVES
- INCREASE LIVABILITY OF RESIDENTIAL NEIGHBORHOODS
- EDUCATE PEOPLE ABOUT FUNCTION AND PURPOSE OF RETENTION BASINS

ACTIVITIES

- JOGGING/WALKING PATH
- INFORMAL OPEN PLAY AREA
- PLAYING TO GO & TABLE /INTERACTIVE INFORMATION
- PLAY EQUIPMENT FOR CHILDREN

LANDSCAPE FEATURES

- VIEWS OF MT. TAYLOR TO THE SOUTHWEST
- EXPOSE GRASSY GREEN CHANNELS TO BUILDER & BROWSE CHANNEL
- FENCE EXCAVATED DEBRIS TO ISOLATE FLOOD WATER AND SEPARATE WATER FROM SECTION BELOW
- ENCLOSED PICNIC & PLAY AREA WITH LANDSCAPING, BENCH SEATING AND VISUAL OVERHEAD STRUCTURE FOR PICNIC TERRACE
- THE CONCRETE CONCRETE OR RED BRICK FOR WALK ADJACENT TO PLAY EQUIPMENT

NOTES

- PEDESTRIAN AND BIKEWAY ACCESS IS CRITICAL TO SMALL PARKS LIKE THIS ONE. THESE FULL POTENTIAL WILL ONLY BE REALIZED IF ADEQUATE ACCESS IS MAINTAINED (I.E. PRESERVE EXISTING EASEMENTS)
- ALTHOUGH ATTEMPTING ACCESS IS NOT MANDATORY, PARALLEL PAVEMENT ALONG SET BACK/ROAD IS ONE OPTION AND THE FUTURE CHURCH SITE TO THE NORTH IS ANOTHER
- RETAINMENT WALLS MAY NOT BE NEEDED FOR THIS SIZE OF POND. IF USED, CONSIDERING TALLETS MAY BE THE CHEAPEST SOLUTION
- PLANTING TREES IS OPTIONAL IN FENCED AREAS. NATURAL VEGETATION MAY TAKE HOLD ON ITS OWN

TREE SELECTION

- SELECTION TREES AND SHRUBS WILL DEPEND UPON THE LEVEL IN THE BASIN IN WHICH THEY WILL BE PLANTED. BY ISOLATING WHERE THE WATER STAYS, MOST OF THE TIME PLANT MATERIALS CAN BE SELECTED MORE APPROPRIATELY AND WILL HAVE A BETTER CHANCE OF SURVIVAL. TREE SELECTION FOR LOWER LEVELS SHOULD BE TOLERANT OF WET CONDITIONS (I.E. WILLOW, BIRCH, ALBICE, ETC.)
- NO TREES SHOULD BE PLANTED WHERE WATER IS EXPECTED TO BE PERMANENTLY. TREE SELECTION FOR UPPER LEVELS CAN BE ANY THAT ARE HARDY IN ZONE 5 (U.S.D.A.) PROVIDED THERE IS SUFFICIENT ONE COLLECTED WITH PLANT SELECTION SHOULD BE THAT OF FALLING LEAVES WHICH MAY CLOG PUMP SYSTEMS. (REFER TO CITY ENGINEER)

Arterial streets should be located along the perimeter of residential neighborhoods, preferably at the square mile. At least one east-west collector and one north-south collector street should be located in every square mile of residential development. If such collector streets provide access to homes, the design of the collector shall discourage through traffic.

At community participation events, we were asked by the participants to design policies and standards to reduce the conflict between through traffic and residential neighborhoods. One goal of residential subdivision layout shall be to reduce through traffic in residential areas.

Residential lots adjacent to arterial streets shall have reverse frontage and deeper lots than typical lots within the subdivision. Such lots shall have larger rear yard, or side yard setbacks, if applicable.

The zoning ordinance should be modified to require greater setbacks from arterial streets on residential properties. The subdivision ordinance should be modified to require a landscape buffer and uniform fencing along arterial streets. This buffer should be maintained by a homeowners' association.

Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors.

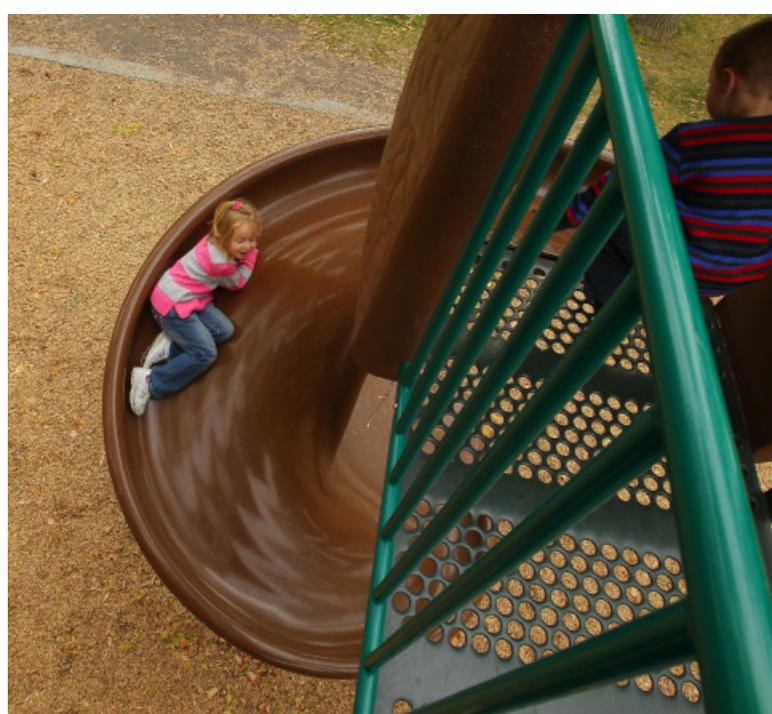
Convenience stores, dry cleaners, and other small retail stores designed to serve the immediate neighborhood should be located at an entrance of the neighborhood to be served by such development.

Arterial corners shall support higher density housing, quasi-public services, or community/neighborhood commercial services.

Lots at the corners shall be of sufficient size to assure any access to the arterial, if permitted, shall be in accordance with the guidelines of *2012 Updated Access Management Plan* prepared by the Bonneville Metropolitan Planning Organization.

Neighborhood and community services shall be buffered from the residential neighborhood by fencing and landscaping.

The zoning ordinance shall be modified to specify fencing and landscaping requirements to reduce



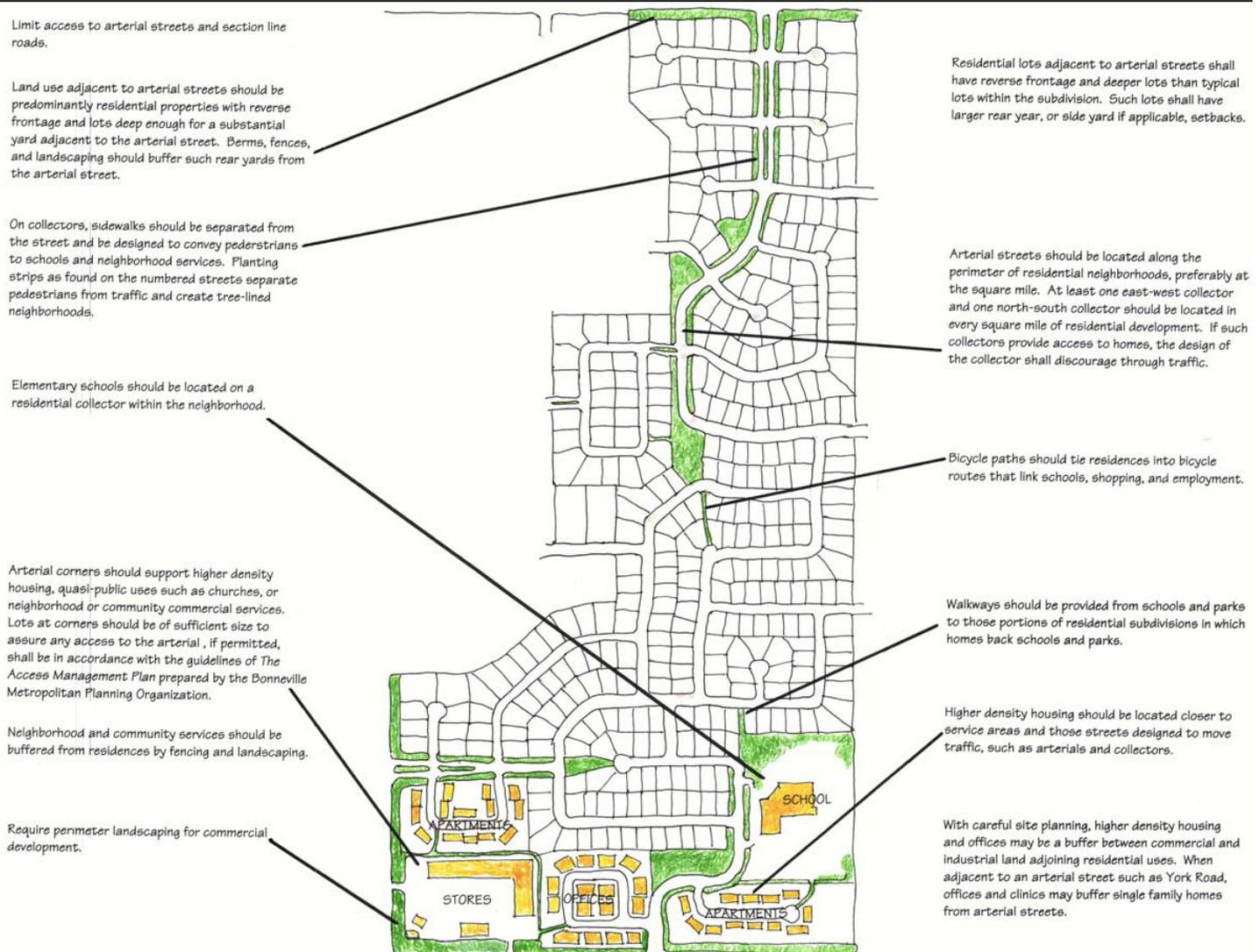
the noise and light from commercial uses that may affect residential neighbors.

Study innovative approaches to residential development within the context of the preferred residential alternative pattern.

This plan is based on citizen comments and ideas, which generally reflect planning principles described as the suburban neighborhood model. This model consists of low-density homogeneous neighborhoods comprised of single-family homes, lawns, curving streets, and cul-de-sacs. Schools, employment, shopping, and parks are located within convenient commuting distance

by car. Since many have also spoken to us about convenience, facilities within walking distance, and higher density housing, the plan also incorporates some principles first discussed by Clarence Perry in 1929 in his neighborhood unit. Perry's neighborhood unit consists of 1,000 to 5,000 people, has clear boundaries, and contains pedestrian paths which connect the elementary school and park facilities. This suburban neighborhood is illustrated on the following page. However, new trends in residential development may meet citizen goals of convenient, pedestrian friendly development, i.e., a residential neighborhood which is

walkable. One trend, new urbanism, encourages higher densities, environments where all things needed to meet the daily needs of residents are located within walking distance, a variety of housing types in residential neighborhoods, and an orientation to the street and public spaces to encourage interaction between neighbors. New urbanism or neo-traditional neighborhoods abandon cul-de-sacs and return to the gridiron pattern found in the late 19th century. The purpose of new urbanism is to foster neighborhood interaction and reduce dependency on automobiles. It is a trend which might be described as "back to the future."



The Commission will keep abreast of such creative approaches to land development which provide alternatives for our residents, especially those alternatives which lessen our dependence on the car and do not isolate those who cannot drive.

High schools, junior high, and middle schools should not be located in the core of the neighborhood.

Such schools generate significant traffic. If secondary and middle schools are located adjacent or within one block from the nearest minor arterial street, traffic will move efficiently from the arterial street to the school on local collectors and not through the neighborhood. Elementary schools should be located on a residential collector within the neighborhood. Examples of locations which work well for elementary schools and the neighborhood are Westside Elementary and Fox Hollow Elementary.

Walkways shall be provided from schools and parks to those portions of residential subdivisions in which homes back such facilities.

By providing such facilities, children will have access to parks and schools without walking around residential blocks.

On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services.

Parking strips on collectors separate pedestrians from vehicular access. Parking

strips are also an alternative to deeper setbacks on residential properties fronting collectors. Residential collectors should also be designed to include bike lanes if such collectors have sufficient width, will connect to neighborhood schools or parks, and provide clear access to the arterial network. If the residential collector provides clear traffic flow east-west or north-south, the bike lanes offer a means to travel on a low volume roadway through a neighborhood to the major streets surrounding the neighborhood. Nathan Lane and Stonebrook Lane are illustrations of this principle.

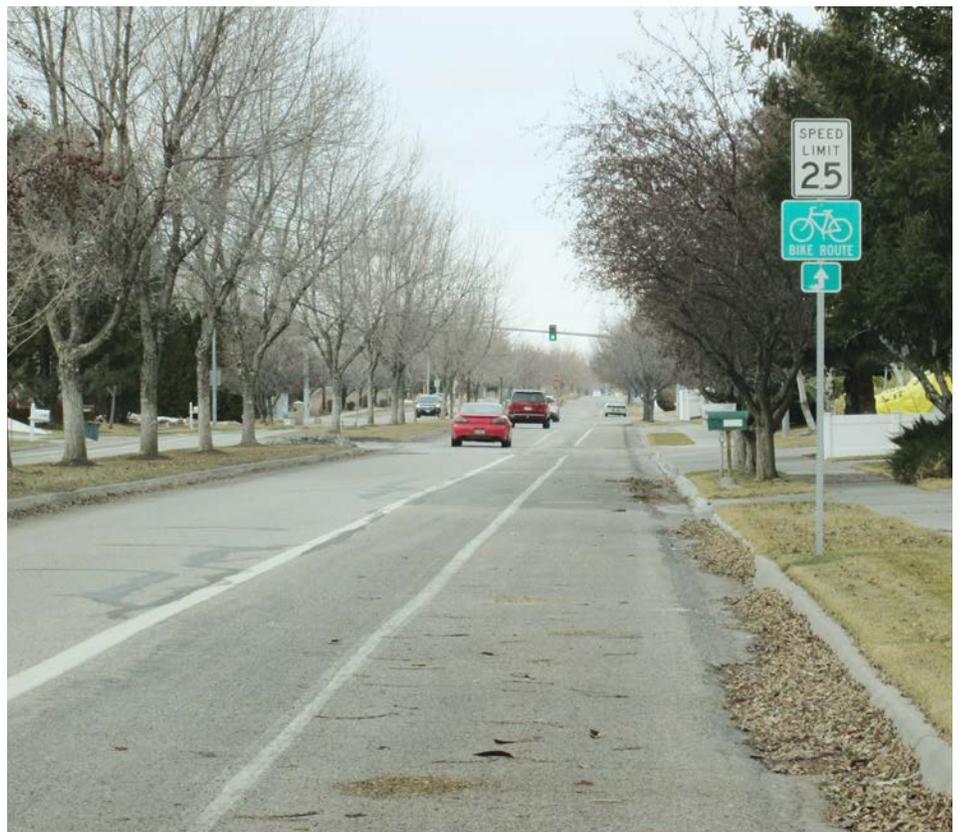
Higher density housing should be located closer to service areas and those streets designed to move traffic, such as arterial streets and collectors, with access only to the collector street.

Apartments and townhouses are located adjacent to arterial

and collector streets for two reasons. Larger lots necessary for higher density housing offer opportunities for building layout, setbacks, and buffering with berms and fences to minimize the impact of street noise. If apartments and townhouses are located close to arterial streets, traffic from apartments will not move through neighborhoods. However, higher density housing should still be clustered: it should not be used to line arterial streets.

Bikeways should tie residential neighborhoods to schools, shopping, and employment.

Bikeways offer an alternative to the automobile and provide transportation facilities for those unable to drive, primarily the youth of the City.



Commercial Development: Where We Shop

To reach our ideal, our commercial areas will be landscaped concentrations of inviting retail and office complexes built at a human scale. To improve the attractiveness of our entrance ways, we must redevelop our commercial strips with perimeter landscaping, limited signs, and vital businesses.

Although our lives are tied almost totally to the automobile, we do not want facilities for the automobile to dominate our urban landscape. Landscaping to soften parking areas will relieve the visual dominance of the automobile. Convenient and accessible commercial development in all portions of the City will lessen our dependence on the automobiles as will bikeways which tie commercial areas to residential areas.

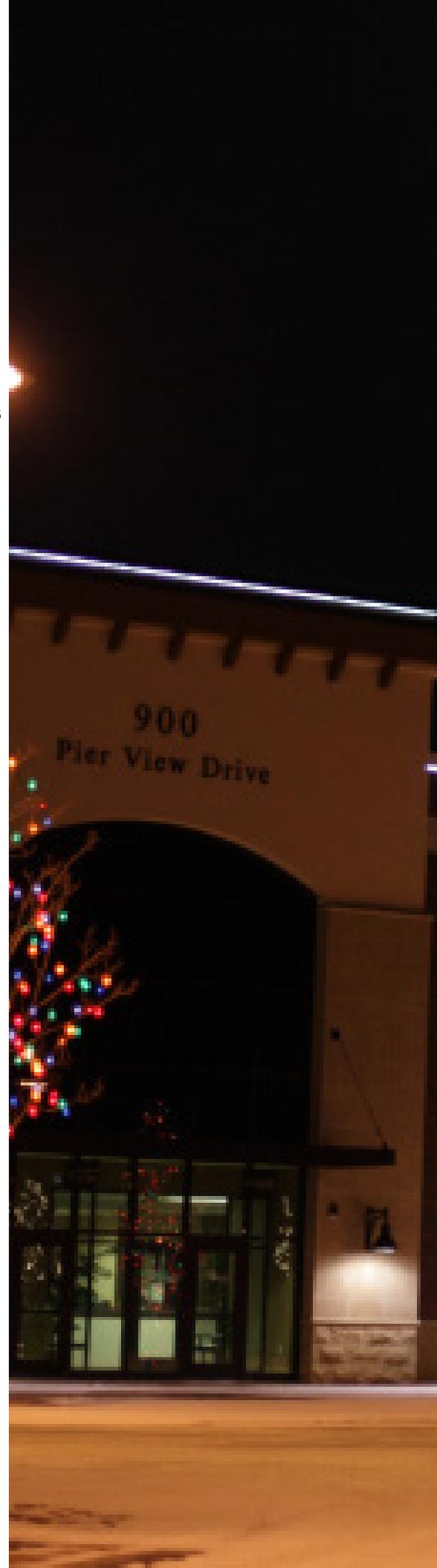
Our plan for Commercial Development:

Implementation Strategies

1. Form partnerships with private investors to redevelop vacant or deteriorating commercial areas within Idaho Falls.

Standards

1. Plan for different commercial functions within the City of Idaho Falls.
2. Require perimeter landscaping for new commercial development.
3. Clarify and improve existing landscaping requirements.
4. Cluster community commercial centers and highway commercial rather than encourage strip commercial along arterial streets.
5. Regional commercial centers, as other major traffic generators, should be located approximately at or within one-half mile from major state thoroughfares and be served by existing arterial streets.
6. Access to commercial properties shall be designed to minimize disruptive effects on traffic flow.
7. Buffer commercial development, including services, from adjacent residential development.





Implementation Strategies:

Form partnerships with private investors to redevelop vacant or deteriorating commercial areas within Idaho Falls.

Tax increment financing, local revolving loan funds, and grant programs are resources available to assist private developers reinvest in areas within our City which are blighted or underutilized. It is in the City’s best interests to encourage such reinvestment since these areas are served by existing streets and utilities. As discussed under “Transition Areas,” reinvestment may mean looking to new land uses for underutilized and deteriorating commercial and industrial areas. The center of the City between I-15 and the Snake River has been redeveloping

from industrial and heavy commercial uses to retail, offices, and housing. This pattern may be an alternative for long-term vacant properties in the north-east and western portion of our community. To redevelop our failing commercial districts, we will need to embrace mixed use, think higher densities, build at a human scale with pedestrian friendly environments, and create public-private partnerships.

Standards:

Plan for different commercial functions within the City of Idaho Falls.

Private developers recognize there are different types of commercial development serving different customers. In our planning, we need to

understand these different functions and require different site standards.

The central business district or downtown is the historic regional commercial center. Planning efforts for downtowns are usually directed at redevelopment in which the goal is to retain a walking environment with small blocks, continuous retail frontage, and offices and residential uses on upper floors. Parking is generally a challenge. As well as retail specialty stores and professional offices, downtown often hosts theaters, restaurants, other entertainment facilities, and government offices.

Satellite business centers consist of older commercial centers and shopping centers. Older commercial centers were developed at higher densities

TABLE 1								
Shopping Center Types and Characteristics								
Type of Center	Building or Sales Area		Site Area (acres)	Population Served	Radius of Market Area		Leading Tenant	Number of Stores
	Range	Typical			Minutes of Driving Time	Distance in Miles		
Neighborhood	30,000-100,000	50,000	2.5-10	2,500-40,000 10,000 avg.	5-10	1.5	Grocery Store	5-20
Community	100,000-300,000	150,000	10-30	40,000-150,000 50,000 avg.	10-20	3-5	Variety Store	15-40
Regional	300,000-1,000,000	400,000	10-60 50 avg.	150,000	20-30	8+	Full-line Department Store	40-80
Super-Regional	500,000-1,500,000	800,000	15-100	300,000	30+	12+	Three or More Department Stores	100+

SOURCE: Kaiser, Edward J. and others, Urban Land Use Planning, Chicago: University of Illinois Press, 1995.

with taller structures, few setbacks and limited parking facilities. The commercial areas along Northgate Mile and First Street are good local examples of the older commercial strip.

The other type of satellite business center, shopping centers, are divided into types on the basis of their size and trade area as shown below.

Table 1 is based on national numbers. Since Idaho Falls is located in the rural west the numbers may be different, e.g. the regional trade area of Idaho Falls encompasses 26,000 square miles and extends 100 miles to north, west, and east, but many of the principles, descriptions, and site areas are in line with the national data. The Grand Teton Mall, a regional center, sits on approximately 60 acres. Albertson's on the westside, a neighborhood shopping center, was originally located on 7 acres, and the Roy Bennett Shopping Center, which has a grocery store as an anchor, is 10 acres in size. Winco, which is a community or regional center, is located on 26 acres. However, distances for local and community shopping centers are tighter than described in the table. Radii between centers are often half of the radii described nationally.

Highway commercial development provides space for those functions depending on major road frontage such automotive dealerships, motels, restaurants and banks with drive-in facilities. To accommodate at least twenty feet of landscaping adjacent to the street, one or more rows of parking, pedestrian aisles and loading and



service areas, the minimum depth required for highway commercial is at least 100 to 200 feet.

At our citizen participation events, residents have told us they like the ideas for redeveloping our tired and underutilized commercial centers into new land uses, even residential land uses, and they like the idea of a walkable neighborhood. With the market demand still strong for lower density housing, it is unlikely the suburban model found throughout the City will change significantly but a walkable neighborhood is an alternative some residents, especially young professionals and older residents, may prefer. To have a walkable neighborhood business district, a commercial node of 30,000 to 50,000 square feet of retail space is a useful range. To support 30,000 square feet of retail space, about 2,000 households are required, and, to be walkable, thirty to seventy percent of these households should be within a quarter

mile or approximately 1,300 feet of the district or within three blocks considering the block pattern found in our older neighborhoods. This will require a much greater density than the three dwelling units per acre frequently developed in Idaho Falls which is about 1,800 households per square mile.

Require perimeter landscaping for new commercial development.

Perimeter landscaping is not required for heavier commercial and industrial zones. Perimeter landscaping in all zones along our major highways will reduce the visual impact of parking areas and create more attractive entrance ways. To be effective, perimeter landscaping twenty to thirty feet in width is needed. The Urban Land Institute notes landscaping at least ten percent of the total site and twenty percent of the parking area is reasonable for commercial development.

Clarify and improve existing landscaping requirements.

In order to offer flexibility to developers, our present regulations do not specify how much or what type of plantings are required in landscaping. Objectives for landscaping are to soften the harsh appearance of buildings and large areas of asphalt, encourage the planting of hardy and drought resistant species, and provide screening between neighboring land uses. To accomplish all of our objectives, we need to develop regulations that provide more guidance and are tailored to the situation. For example, evergreens provide effective screening from neighboring residential uses whereas deciduous trees break the monotony of asphalt and preserve sight distances.

Cluster community commercial centers and highway commercial rather than encourage strip commercial along arterial streets.

Strip commercial development reduces the traffic carrying capacity of arterial streets, encourages both commercial and residential property to deteriorate, scatters commercial services, and requires more parking facilities.

Regional commercial centers, as other major traffic generators, should be located approximately at or within one-half mile from major state thoroughfares and be served by existing arterial streets.

Convenient access and visual exposure are important to the success of regional commercial centers. Utilizing existing state highways and arterial streets with excess capacity will reduce future public costs.



Access to commercial properties shall be designed to minimize disruptive effects on traffic flow.

Every driveway is an intersection. To remove impediments on traffic flow, access should be governed by the principles found in *2012 Updated Access Management Plan* prepared by the Bonneville Metropolitan Planning Organization. Besides limiting the number of access drives, shared accesses should also be explored when reviewing new developments.

Buffer commercial development, including services, from adjacent residential development.

We were told by many people commercial development should be buffered from adjacent residential development. Allowing commercial development, especially neighborhood centers, adjacent to residential development moves us toward our goal of a convenient city -- one in which walking and biking are reasonable alternatives -- but it does require careful attention to buffering. Our present regulations only address buffering parking lots from residential uses, unless a change of land use occurs under the Planned Transition Zone. We need to develop regulations shielding residences from the noise, light, and traffic generated by commercial uses. Such regulations should address buffering under different situations. For example, residential uses across the street from commercial properties will benefit from perimeter landscaping, buildings towards the front of the lot, and parking in the rear. Residential uses in the rear of commercial properties will benefit from parking areas in the front of the lot, buildings to the rear, and landscaping and fencing in the rear of the lot.



Employment Areas: Where We Work

Areas primarily devoted to accommodating employment include industrial districts, industrial parks, office and business parks, and large employers located in commercial centers. At the citizen participation events, comments on our employment base were minimal. However, if we intend to become less dependent on the Idaho National Laboratory (INL), lands designed to accommodate employment are important. Regional economic development efforts have targeted industries likely to be attracted to our location. We want to be sure we have the available lands to accommodate these new employers. We want to provide a variety of industrial lands and office parks -- lands that offer opportunities to the more traditional aspects of our economy such as agri-business as well as lands offering an industrial park or office park environment with attractive amenities to "high-tech" businesses, sports and recreation equipment manufacturers, call centers, and other potential employers.

Our plan for Commercial Development:

Implementation Strategies

1. Form partnerships with private investors to redevelop vacant or deteriorating commercial areas within Idaho Falls.

Standards

1. Plan for different commercial functions within the City of Idaho Falls.
2. Require perimeter landscaping for new commercial development.
3. Clarify and improve existing landscaping requirements.
4. Cluster community commercial centers and highway commercial rather than encourage strip commercial along arterial streets.
5. Regional commercial centers, as other major traffic generators, should be located approximately at or within one-half mile from major state thoroughfares and be served by existing arterial streets.
6. Access to commercial properties shall be designed to minimize disruptive effects on traffic flow.
7. Buffer commercial development, including services, from adjacent residential development.





REGIONAL
MEDICAL CENTER

MAIN ENTRANCE

Implementation Strategies:

Monitor the R&D-1 Zone and amendments to the M-1 Zone.

Some industries, including research and development laboratories, wish to locate in a clustered development which is served by arterial streets and transportation facilities, has utilities, and is attractively landscaped. The setting is more campus like than industrial and such industries are suitable in areas near the Greenbelt. In the past few years, the M-1 was modified to permit research laboratories as well as manufacturing near residential uses. In response to the need for research and development laboratories with open storage, the R&D-1 Zone was written. As these zones develop, we need to monitor such development to assure the regulations work for the community and the private entities.

Revise the zoning ordinance to encourage the creation of employment centers.

Employment centers are an extension of industrial and office parks carefully planned to facilitate interaction between light industrial uses, offices, and limited commercial activities. Such centers offer services for the employee and visitor, such as day care centers, restaurants, and business services. The zones which have been used for employment centers are M-1, R&D-1, and C-1 as well as PB. Again, we need to monitor the results of development to determine if these zones promote the mix of land uses envisioned in this comprehensive plan.



Develop a higher education zone.

Institutions of higher education have unique requirements which are not addressed adequately in our present ordinance. Revising the ordinance will address site and parking requirements and provide a zone for desirable support services. Another alternative is to use existing zones such as R-3A, R-3, PB, M-1, and R&D-1. However, using existing zones does not address parking requirements and other unique features of higher education facilities.

Communicate on a continuous and regular basis with Grow Idaho Falls and other economic development organizations.

To anticipate the needs of our major employers, we need to monitor changes in the work

force, industry income, and efforts to attract industries to our community.

Standards

Lands served by railroad/airport facilities and near or adjacent to State highways shall be retained for industrial development.

To protect our economy, we need to protect those lands offering railroad access or airport access adjacent to major arterial highways.

Encourage a number of locations in the City for industry and large employers.

There should be a number of modestly sized sites to offer employers a greater choice of locations and convenience to employees.

Assure there are sufficiently large vacant areas within and adjacent to the City to accommodate new industry.

Modern one-story buildings with loading and storage facilities may require 50 to 100 acres. Working with Bonneville County and neighboring communities, we need to monitor our supply of vacant industrially zoned land near railroads and major highways with available utilities to assure sites are available to new employers.

If allowed, industrial development along the Snake River should be compatible with public improvements.

Industrial development which is adjacent to the Snake River Greenbelt should be setback from the Greenbelt and buffered from parklands with landscaping, berms, and other techniques to enhance both the development and the Greenbelt. Such development should not block the continuance of the paths within the Greenbelt.

Assure industrial and heavy commercial traffic does not move through neighboring residential areas.

Locating industrial lands adjacent to highways or arterial streets should prevent truck traffic from moving through residential lands. Unless the industrial area is less than 100 acres, four lane access roads are desirable. Commercial traffic should be directed to collectors and arterials which are not located in residential neighborhoods.

Buffer industrial uses from residential uses.

While less critical for light industry, warehousing, and distribution than for heavier industrial uses, site planning should buffer immediate residential neighbors from the sound and light generated by neighboring industrial uses.

Encourage heavier industries to locate in the northern areas of the community or separate such uses from residential areas by open space or land use buffers.

Heavy industrial processes which generate off-site noise, glare, odor and smoke should be located in areas where compatibility with neighbors is not an issue.

Discourage the use of land on the immediate edge of the City and on the banks of the Snake River for extraction of gravel or for open storage.

The Idaho Falls Redevelopment Agency has spent and committed about twenty million dollars towards redevelopment of heavy commercial lands used for open storage or industrial lands used for gravel extraction. While both of these land uses are necessary for community development, they do not need to be located on the entrance ways to the City or on the Snake River, one of the City's greatest assets. Nor do they have to be located along the railroad, a resource needed for industry. Prior to approving such uses, local governments need to consider the long-term consequences of proposed locations.



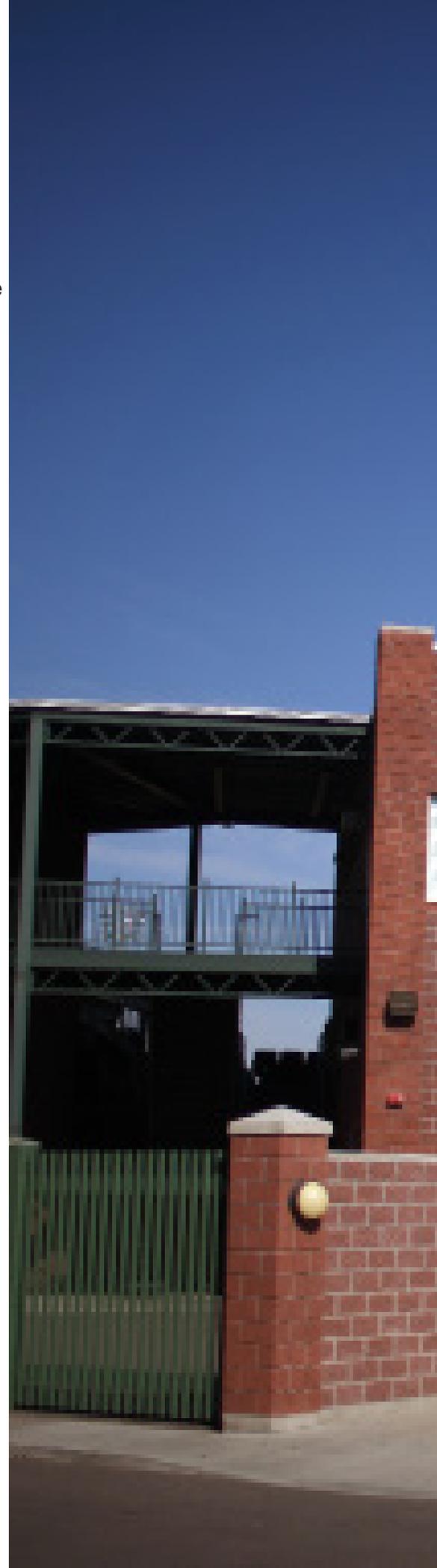
Recreational Development: Where We Play

People told us they wanted residential areas with neighborhood parks, the extension of the Snake River Greenbelt, and the development of more active outdoor recreational facilities such as soccer and baseball fields. Many would like some of these facilities to be geared towards the youth in our community who are 14 to 18 years of age.

Our plan for Recreational Development:

Implementation Strategies

1. **Passive recreation space, such as Kate Curley or Antares Parks, should be developed to serve residential areas.**
2. **Develop bike ways and walkways to serve transportation needs as well as recreational needs.**
3. **Develop a community park on the west side of the Snake River.**
4. **Revise study on park impact fees and adopt a park impact fee ordinance.**



Melaleuca Field



Ticket Office



NO TALKING
NO SMOKING
NO ALCOHOL
NO DRUGS

Implementation Strategies:

Passive recreation space, such as Kate Curley or Antares Parks, should be developed to serve residential areas.

Neighborhood parks with trees, picnic areas, passive green space, and a tot lot are desired. Highland Park (4.7 acres), Kate Curley (3.4 acres), and Antares (1.2) are good examples of the type of facility people told us they wanted. If properly designed and developed, the storm water retention ponds may be able to provide these facilities as well retain storm water.

Develop bike ways and walkways to serve transportation needs as well as recreational needs.

Since 1993, citizens have consistently requested the development of bikeways, especially



separated facilities, be a priority. In the latest citizen participation event, the program which received the highest number of votes was the creation of bike lanes serving employment centers; in other words, the creation of lanes to allow residents to bike to work. The Greenbelt provides a

north-south spine from which bike routes, lanes, and paths can be developed to enhance the use of bikes for transportation.

Although the results above are from 1999, recent citizen participation events continue to evidence the importance of bike ways, neighborhood parks, the Greenbelt, and the zoo to the residents of Idaho Falls.

TABLE 2	
Recreation Facilities Priorities by Total Participation by Rank Order by Number of Votes	
February 1999	
Priority	Facility
1	Bike and Walking Paths
2	Neighborhood Parks
3	Recreation/Leisure Center
4	Zoo
5	Ryder Park

SOURCE: Listening to the Community: A Citizen Participation Program Study, January, 2000, Prepared by Abby Byrne with the assistance of Rose Morgan and Fred A. Hurand, Ph.D., FAICP.

Develop a community park on the west side of the Snake River.

The development of a community park will move us towards the concerns we heard from the people: the need for more active recreational facilities and a large park on the west side. Idaho Falls recently purchased land for enlarging the soccer complex near Old Butte Road, and the development of Ryder Park has begun with the fishing pond and path. In both of these locations, the park should be developed with passive areas, i.e., areas for walking and picnicing, as well as active recreational areas. At citizen participation events, residents have asked that parks not be developed totally as sports fields.

Revise study on park impact fees and adopt a park impact fee ordinance.

Park impact fees can be used to develop neighborhood parks and recreational facilities such as trails that benefit the immediate neighborhood. The City should revise the 1988 park impact fee study to determine a defensible park and trail impact fee and add the revenues generated to an account earmarked for development of neighborhood parks and trails.



Growth: Land Use Map-A Guide for Future Growth

Although some people have talked to us about stopping or limiting growth, people are generally satisfied with the past growth rate of the City of Idaho Falls. Historically the growth rate for the City has been about 1.1% annually, a moderate growth rate which allows services to maintain pace with growth.



Our plan for Growth:

Implementation Strategies

1. Revise the zoning ordinance and other development regulations as necessary.
2. Use the fiscal impact model to evaluate major subdivisions and development proposals.
3. Maintain a capital improvement program.
4. Establish a program of on-going communication and cooperation with other local governments and entities.
5. Review the area of impact agreement with Bonneville County to assure land developed adjacent to City boundaries meets City standards for streets, water and sewer, and storm water management.
6. Continue to monitor the success of these planning policies through a citizen participation program.
7. Review the land use map every five years to assure it is responsive to citizen goals and changing trends and needs.
5. With careful site planning, higher density housing and offices may be a buffer between commercial and industrial land adjoining residential uses.
6. Encourage development in areas served by public utilities or where extensions of facilities are least costly.
7. As first discussed in the Sunnyside Corridor Study, which was a policy statement of the Comprehensive Plan from 1987 to 2000, land use and site planning policies adjacent to arterial streets should maintain the function of an arterial street which is to move traffic streams efficiently. A majority of land use adjacent to arterial streets should be predominantly residential properties with reverse frontage and lots deep enough for a substantial yard adjacent to the arterial street.
8. Develop nodes of clustered development.
9. Locate regional facilities which generate major traffic on or within one-half mile of regional highways.

Standards

1. To reduce land use conflicts, existing land uses are recognized as starting points for future development patterns.
2. Designated open space is to be used for agriculture, parks, stormwater retention, and very low density uses.
3. Low density residential is development at densities of seven dwelling units or less per net acre.
4. Higher density housing such as apartments are adjacent to collector and arterial streets.
10. Develop a Greenbelt mixed use area adjacent to Snake River.
11. Employment centers, defined as those employment areas with a large number of employees per acre, are located adjacent to arterial streets and near support facilities necessary for business.
12. Industrial areas are located adjacent to highways and railroad facilities.
13. Develop new parks to meet recreational needs as the community grows into new areas.

TABLE 3						
2000-2035 Idaho Falls Population Estimates and Projections						
	Population					
	1990 Census	2000 Census	2010 Census	2015 Projection	2020 Projection	2025 Projection
Population	39,172	50,730	56,813			
Intermountain Demographics 2009				65,172	72,868	80,890
Intermountain Demographics 2012				59,854	63,935	69,985

Source: 2010 Social and Economic Profile of Bonneville County and Idaho Falls, City of Idaho Falls Planning Office, January, 2010, and Letter from Intermountain Demographics, March, 2012.

The future land use map (pg. 62) reflects the projected population, future demand for land, and the policies found in the previous pages of this plan, as well as, future projects of Idaho Falls utilities and transportation plans of the Bonneville Metropolitan Planning Organization. Many of the policies discussed in the previous pages are further refined in the following introduction to the land use map.

People have told us they want a community of convenience where walkways and bikeways link residential areas to centers of employment and business. They want to be able to move quickly and easily across the community by vehicle. Residential areas are to be

near to employment and business but shielded from traffic, noise, and glare. The downtown is to remain a vital part of the community as a regional civic and cultural center with supportive retail but most community shopping opportunities will be provided by clusters of commercial development.

To complete a traditional land use map, community values expressed as policies or standards are combined with a technical land demand/supply analysis. Table 4 contains estimated future land use demands based on the projected 2025 population projections shown in Table 3.

TABLE 4		
Future Demand for Land by Land Use (Approximate Number of Acres to 2025)		
Land Use 2025	Acres - Low Projection	Acres - High Projection
Single Family Homes	4,500	5,300
Multi-Family Homes	700	800
Retail and Offices	800	900
Institutional	850	1,000
Warehousing/Manufacturing/ Communication/Utilities	1,900	2,200
Parks/Recreation/Open Space	800	900
Rights-of-way	3,100	3,500
Vacant/Agriculture	3,500	4,300
Total	16,150	18,900

Source: Listening to the Community, Abby Bryne, January, 2000; land use projections prepared by Clinton Boyle, Idaho Falls Planning Department, 1997, and Renee Magee, Idaho Falls Planning Department, 2013.

The estimates for approximate land uses are based on the following assumptions:

- (1) the proportion of land uses to population will be same in 2025 as in 2008,
- (2) densities will remain substantially similar in 2025 to 2008,
- (3) the proportion of single family homes to multi-family homes will remain the same,
- (4) the proportion of vacant land and buildings and rights-of-way will remain the same.

The definitions for the land use categories on the map are:

Estate residential

Existing homes on lots of one acre or larger. Also includes vacant properties which have been subdivided into tracts of 20 acres or less. In future, may redevelop at densities of 7 units or less per acre.

Low density residential

Single family homes on individual lots at a density of 7 units or less per net acre. This area may include detached homes or homes which share a common wall, open space, or other common facilities.

Higher density residential

Homes, apartments, and condominiums developed at densities of 8 to 35 units per acre.

Commercial

Retail shops, restaurants, and offices.

Higher education/research center

College facilities, office complexes, research laboratories, and limited support services such as apartments, restaurants, copy centers and other business support services.

Employment center

Offices including technology related businesses, research and development laboratories, and limited retail uses as restaurants and business support services.

Medical services center

Medical and dental offices, hospitals, outpatient clinics, and support services including pharmacies, medical equipment, coffee shops, and motels.

Highway related industrial

Manufacturing plants, warehousing-distribution, and limited offices which utilize trucking extensively and need to be near major highways.

Railroad related industrial

Manufacturing plants and related warehousing and distribution which require railroad access.

Greenbelt mixed uses

An area adjacent to the Snake River Greenbelt where people can live, work, and shop in a carefully planned environment.

Parks and recreation

Parks and recreation facilities.

Public facilities and open space

Publicly owned facilities such as the airport and waste water treatment plant. Publicly and privately owned lands which advance the health and safety of the community (retention ponds) and define boundaries between incompatible land uses.

Planned transition

Arterial street areas where land uses are changing.

Implementation Strategies:

Revise the zoning ordinance and other development regulations as necessary.

To implement the policies within this plan, it will be necessary to study and revise the existing zoning ordinance. Other development regulations such as the subdivision and sign ordinance may have to be revised.

Use the fiscal impact model to evaluate major subdivisions and development proposals.

A fiscal impact model was prepared for the previous version of the plan. To assure local decisions makers understand the public cost implications of private development, we suggest we use fiscal impact analysis as one consideration in approving annexations and land use projects. To use such a model, it will have to be revised to reflect current tax and utility policies.

Maintain a capital improvement program.

Moderate growth requires we understand our financial resources and plan to meet our responsibilities. A capital improvement program estimates the monetary resources available in the next six years and prioritizes the use of those funds for capital improvements to coordinate growth and the provision of public facilities and, when published, advises our residents of our planned future investments. Some but not all divisions have a capital facilities plan. We recommend the capital facilities plan be



citywide and made available to the public.

Establish a program of on-going communication and cooperation with other local governments and entities.

Growth presents all local governments with the same challenges: new roads and streets, expanded water and sewer facilities, new parks and recreation areas, and increased demands for public safety. To successfully meet these challenges, Idaho Falls, Bonneville County, and the neighboring communities of Ammon, Iona, and Ucon should share information on a regular basis and sponsor leadership forums on a semi-annual basis to discuss mutual concerns.

Review the area of impact agreement with Bonneville County to assure land developed adjacent to City boundaries meets City standards for streets, water and sewer, and storm water management.

The advantage of an area of impact agreement is that, under State statutes, an executed agreement permits a city to annex lands developed at urban densities without a request for annexation from the land owners. This is less of an advantage for Idaho Falls since it has historically relied on voluntary annexations due to its water, sewer, and power. However, the City may need to turn to unrequested annexations under limited circumstances and an area of impact agreement offers that ability.

An area of impact agreement is



to specify whose comprehensive plan, zoning ordinance, and subdivision ordinance control within the area of impact. The area of impact will lie outside the jurisdiction of the City, and, therefore, Bonneville County will be the entity approving land use applications under the agreement. Any area of impact agreement should also assure development adjacent to the City complies with City standards for traffic control, land use, safety issues, and landscaping.

Continue to monitor the success of these planning policies through a citizen participation program.

To assure the programs and standards within this plan reflect the priorities of the residents, we should return to the public every five to seven

years to ask citizens for their concerns and ideas about the future of our City.

Review the land use map every five years to assure it is responsive to citizen goals and changing trends and needs.

Our community is constantly changing. As it changes, our land use needs and goals may change. The Commission should set aside time every five years, more during times of growth, to review the plan and trends in approved land use map changes and prepare revisions as necessary.

Standards:

The land use map is an illustration of the following standards for growth and development. This map, although it is adopted by Idaho Falls, will not be implemented directly by Idaho Falls. It will be implemented primarily by private investment decisions. This map, therefore, is a framework for those decisions.

To reduce land use conflicts, existing land uses are recognized as starting points for future development patterns.

Designated open space is to be used for agriculture, parks, stormwater retention, and very low density uses.

Open space is designated for:

1. Floodplains and other hazard areas where urban development may result in loss of

property and lives.

2. Lands with severe limitations for urban development such as shallow soils with lava rock, wetlands, or soils with high water tables.

3. Resource extraction lands such as existing or former gravel pits.

4. Lands owned by public entities or adjacent to major public investments where intense development may result in land use conflicts. Examples are airport lands or lands immediately adjacent to the airport and wastewater treatment facilities.

5. Public properties necessary for control of stormwater.

6. River front property and canal rights-of-way whenever possible.

7. Lands needed to separate neighboring yet conflicting land uses.

Low density residential is development at densities of seven dwelling units or less per net acre.

Most of the lands within the future land use map are designated low density residential. This reflects the existing pattern of development of Idaho Falls. Until the market dictates such lands are to be developed and annexed to the City, the goal is the land will be used for agricultural purposes, its historic land use.

Higher density housing such as apartments are adjacent to collector and arterial streets.

Neighborhoods should contain a variety of housing types and, with good site planning, apartments and townhouses can be near arterial streets, be directly served by collector streets, and provide an opportunity for all residents of the City to have housing which meets their needs.

With careful site planning, higher density housing and offices may be a buffer between commercial and industrial land adjoining residential uses.

Higher density housing is located as a buffer between commercial uses and single-family homes adjacent to the proposed regional center at I-15 and Sunnyside Road and at the intersection of 65th South (York Road) and 5th West (Park Road). This pattern is repeated for smaller commercial areas such as the one at 49th North and I-15 or 81st North and 25th East (Hitt Road). When adjacent to an arterial street such as York Road, offices and clinics may locate in the same area as



higher density housing. Offices and clinics are an alternative or may be mixed with higher density housing in the area north of 25th Street and Community Park.

Encourage development in areas served by public utilities or where extensions of facilities are least costly.

Not only is a compact city convenient but the provision of public facilities is less expensive. Growth does not always occur at the fringe of a community. Vacant lands or underutilized parcels may redevelop to more intensive uses which use existing utilities. In the Broadway-Utah Avenue area between I-15 and Snake River Parkway, 42 properties redeveloped in the period from 1989 to 2013, over 1,800 jobs were created, and assessed valuations increased by \$141 million. The City should continue programs which use private/public partnerships to redevelop the land inside the City's boundaries.

As first discussed in the Sunnyside Corridor Study, which was a policy statement of the Comprehensive Plan from 1987 to 2000, land use and site planning policies adjacent to arterial streets should maintain the function of an arterial street which is to move traffic streams efficiently. A majority of land use adjacent to arterial streets should be predominantly residential properties with reverse frontage and lots deep enough for a substantial yard adjacent to the arterial street.

As discussed below, commercial development and employment centers are needed to serve residential areas; however, they should be developed

as nodes, not strips, adjacent to arterial streets and on the perimeter of residential neighborhoods.

Develop nodes of clustered development.

Nodes, rather than strips, provide a hub around which we can center development at a human scale. We used to have a society of small towns with centralized services and work surrounded by homes. All was within walking distance or served by public transportation facilities. With 50,000 people, we have moved beyond one central area for shops and work. However, if we cluster homes around nodes of shopping and work areas, we can still provide an environment fostering alternatives to automobile travel and disperse

traffic congestion. In contrast, strip development encourages dependence on the automobile and requires greater investments in utility lines and streets and highways.

Existing commercial centers are located at West Broadway and Skyline Drive, central Idaho Falls, 1st and Woodruff, 1st and Holmes, Anderson and Yellowstone Highway, 17th and Holmes, 17th and Woodruff, and 17th and Hitt. Some of these centers are neighborhood centers and some are community or regional centers which also serve the immediate neighborhood.

Community commercial centers are planned to serve several neighborhoods and are located approximately 2.5 to three miles from each





Locate regional facilities which generate major traffic on or within one-half mile of regional highways.

By locating major traffic generators such as regional shopping centers, regional employment centers, and large public facilities near existing highways with the capacity to handle additional traffic, we prudently use our past investments and assure we, as a community, do not have to build extensive facilities to accommodate traffic generated by growth. Existing regional centers include downtown Idaho Falls, the shopping areas at the intersection of 17th Street and 25th East (Hitt Road) and Yellowstone and Anderson, tourist facilities on Lindsay Boulevard, and medical facilities at Channing and Sunnyside. A new regional shopping and employment center is designated at the intersection of I-15 and Sunnyside Road. Towards the end of the planning period, the intersection of U.S. 20 and Lewisville Highway may develop as another regional shopping and employment center.

Develop a Greenbelt mixed use area adjacent to Snake River.

As well as expanding the Greenbelt, the amenities within the Greenbelt – landscaping, open space, pedestrian paths -- should be expanded into adjacent development. As illustrated in the *Snake River Greenbelt Master Plan*, lands adjacent to the Snake River and Greenbelt offer an opportunity to develop office complexes and business parks in campus like settings with landscaping, trails, and water amenities. Expanding on the concept in

other or regional centers. They are centrally located to their service area and are situated at an intersection of two or more arterial streets. One of the new neighborhood centers proposed along 65th South will develop as a community center to serve the area south of Sunnyside Road.

Neighborhood shopping centers cater to the immediate demands of the neighborhood's inhabitants by providing day-to-day goods and services. The sites, which generally occupy less than ten acres and are less than 1.5 to 2 miles apart, are located on the intersection of minor and major arterial streets. New neighborhood centers are designated at 65th South (York) and 5th West (Park-Taylor), 65th South and South 15th East (St. Clair Road), and 15th East and 49th

South (Township Road). Others are shown at Old Butte Road and 81st North and 49th North and I-15. The latter may grow to a community center due to its adjacency to I-15. The center shown at 81st North and U.S. 20 may also expand to a community center due to the traffic on U. S. 20.

Limited neighborhood commercial centers which provide convenience goods to the neighborhood should be located at the intersection of an arterial and collector street. The site is less than two acres and offers a convenience store and limited personal services. The intersection of Lewisville Highway and 65th North may be an example of a limited neighborhood center.

the *Greenbelt Master Plan*, land uses, with careful site planning, can be mixed and provide an area where people work, shop, and live adjacent to the Greenbelt.

Employment centers, defined as those employment areas with a large number of employees per acre, are located adjacent to arterial streets and near support facilities necessary for business.

Employment centers are designated on Fremont Avenue and North Boulevard, in sections of the City near the airport and West Broadway, and near Eastern Idaho Regional Medical Center (EIRMC). These employment centers can be described as specialized office parks or research and development parks.

The medical employment center is located on collector street, Channing Way, and adjacent to Sunnyside, 25th East (Hitt Road), and 15th East (St. Clair Road), arterial streets. This area of medical and dental offices is near the regional medical center. As it develops, services for visitors to the medical center and employees will become increasingly important. Such services include motels for patients' families, pharmacies, restaurants, computer support services, and copy centers.

The core of the higher education centers are University Place, a partnership of University of Idaho, Idaho State University, and the Idaho National Laboratory, and Eastern Idaho Technical College. Both are located on or near arterial streets. The employment center at University Place





includes major office buildings and research laboratories, whose employees are a client for the higher education facilities. Other services which support the higher education facilities are restaurants, copy and office centers, recreation centers, and higher density housing.

Other employment centers designated on the land use map are located near the airport or on major arterial streets in close proximity to commercial centers and near housing. Office complexes and research and development laboratories offer an opportunity to develop or redevelop these areas. Both public facilities (streets and utilities) and commercial support services presently exist for these potential employment areas.

Industrial areas are located adjacent to highways and railroad facilities.

New uses in industrial areas include manufacturing plants, wholesaling-office warehouses, research and development laboratories, and some offices. Some of these areas also include construction yards, extraction industries, and salvage yards. Certain industries will need railroad access, especially those in agribusiness, and others will need quick access to the highways and I-15.

Develop new parks to meet recreational needs as the community grows into new areas.

Population growth will create demand for additional parks and recreational facilities. If we rely on the community standard developed by Mark Kask



Photo Courtesy of Idaho Falls Magazine and Steve Smede

TABLE 5		
Existing Park Standards Acres per 1,000 Population		
	Existing City Standards	NRPA Standards
Neighborhood Parks	2.35	1.25-2.50
Community Parks	5.61	5.00-8.00
Regional Parks	12.20	10.00

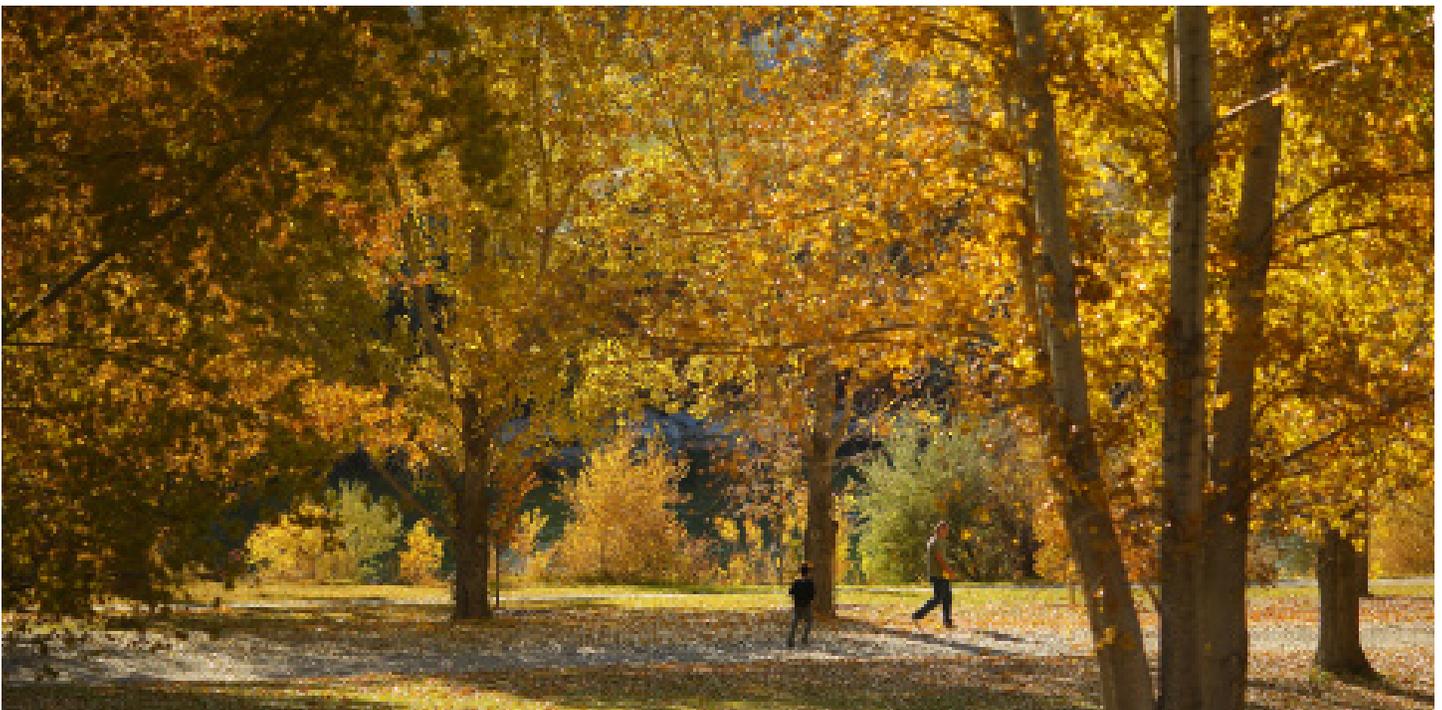
SOURCE: Capital Facilities Plan, 1997-2002, City of Idaho Falls. Prepared by Kask Consulting, Inc. Seattle, Washington, July, 1997.

in the capital facilities plan in 1997, the projected population increase of 13,000 persons by 2025 will result in an increased demand for 31 acres of neighborhood parks, 74 acres of community parks, and 160 acres of regional parks to maintain the existing level of service.

Located on the western edge of the Snake River and immediately south of Sunnyside

Road, Ryder Park, which the City owns and has begun development with a fishing pond and pathway, will be a unique facility with an arboretum, marina, wetlands, and picnic area. It will be a regional facility as are the Snake River Greenbelt, Noise Park, and Sandy Downs. In addition to Ryder Park, the land use plan recommends the development of community parks on the west side and in the southeast sections of the

city. One of these parks is recommended as a lineal park adjacent to Butte Arm canal. It will serve as buffer between industrial development and residential areas while providing bike paths and recreational facilities for several neighborhoods.



TRANSPORTATION

Transportation systems facilitating access to employment, shopping, and services are crucial to the economic and social well-being of a city. Other than water in the arid west, no other public service so affects development patterns or is so affected by them. Transportation and land use are reciprocal. Land use patterns affect travel decisions, and travel decisions affect land use patterns -- perhaps simultaneously, perhaps sequentially. Therefore, transportation is an integral part of a city's comprehensive plan and the planning process.

When we spoke to citizens about what they liked and did not like about Idaho Falls, almost half of those responding answered 17th Street traffic was a problem. 17th Street illustrates the relationship of land use and traffic dramatically for the City. 17th Street historically was a road linking central Idaho Falls to Ammon and development east of Ammon. A regional shopping center, the Grand Teton Mall, has been located on 17th Street adjacent to Ammon. As businesses locate near this regional facility, 17th Street functions less as major arterial moving traffic efficiently from one side of the City to another and more as a commercial or minor arterial providing access to the commercial development bordering it. The function of 17th Street has changed and, for many, its usefulness appears to have significantly deteriorated with its change in function.

The interchange at Sunnyside Road and I-15 will be another illustration of the relationship between land use and transportation. The lands surrounding the interchange will become prime land for a regional center, one which provides retail and services to those within 100 miles. Prior to the interchange, the

demand for the land has been limited to agriculture and scattered single family homes.

The Sunnyside Corridor is a third illustration of this policy. Land uses in the Sunnyside Corridor have been governed by the policies of *The Sunnyside Corridor Study* since it was adopted in 1988, and development adjacent to the corridor has been primarily residential in accordance with the recommendations of the plan. To avoid overburdening unimproved Sunnyside Road and reduce future conflicts between the purpose of Sunnyside Road, a major arterial street, and adjacent land uses, land uses were limited to residential. The rationale for this limitation can be illustrated by comparing the traffic generated by 40 acres of single family homes or 40 acres of medical offices. If 120 homes are constructed on the 40 acres, 122 peak hour trips are generated. If 40 acres of offices are developed at densities which are 80% of density of the Clock Tower Plaza, the number of peak hour trips generated are 600. Medical and dental offices will use a greater capacity of the adjacent arterial street. We cannot realistically limit land uses adjacent to every arterial street to residential uses but we can recognize the impact of our land use decisions on roadways.

Transportation planning has historically begun with determining function. Generally, about 80 percent of travel is concentrated on about twenty percent of the streets. By classifying streets by function, we utilize our limited finances most effectively. Those streets which will carry the most traffic will be built to standards to move traffic and will receive the bulk of the funding for construction and maintenance.



The following are the general definitions in use in classifying streets. For more information, see Appendix D.

Arterial:

Arterial streets are designed for the movement of traffic through and across the community at higher speeds. The speed is limited by the number of accesses permitted, amount of on-street parking, and intersection control provided. Generally arterial streets do not bisect neighborhoods and do not provide access to adjacent properties unless a minor arterial street.

Principal Arterial:

The spacing for major arterial streets is one to two miles, access is limited to major traffic generators only, the speed is 35 to 45 mile per hour, and parking is prohibited. Major arterial streets are 5 -10% of the street system.

Minor Arterial:

The spacing for minor arterial streets is one half mile to one mile, the number and spacing of driveways is controlled, parking is generally prohibited but not always, the speed is 30 to 35 miles per hour, and minor arterials comprise 10-20% of the street system. Minor arterial streets are the backbone of the street system.

Collector:

Collector streets provide access to local properties and also move moderate quantities of traffic between local streets and major streets.

Local:

Local streets provide access to adjacent land. Each abutting property usually has access to the street, and parking is permitted on the street. Local streets make up a large percentage of the total street mileage of the city but carry a small proportion of the vehicle miles of travel.

People have repeatedly told us in citizen participation activities they want a transportation system with:

- Quick and efficient movement of automobiles across the City.
- Residential neighborhoods with streets serving only the residents.
- Bikeways and walkways linking schools, parks, homes, employment, and shopping.
- Protection of public investments in arterial and collector streets.
- Residential neighborhoods and commercial developments not visually dominated by the automobile.
- Coordination of street improvements with growth.

These ideas sound as if we are starting with conflicting goals. However, we must remember different streets have different functions. We must also remember streets have functions other than moving traffic. They structure our neighborhoods, form the entrances to our community and homes, and set the visual framework for the areas in which we work, shop, and live. If we remember these ideas, maybe we will design our streets to harmonize with land uses and landscape as well as move traffic effectively.



Table 6 identifies the functional classification of major streets within Idaho Falls:

TABLE 6		
Functional Classification of Streets		
	East-West	North-South
Principle Arterial	<ul style="list-style-type: none"> • 81st North • Science Center-Anderson-Lincoln • Broadway • Sunnyside Road • 65th South (York Road) 	<ul style="list-style-type: none"> • 45th West • Old Butte Road • Yellowstone Highway • Holmes-Lewisville Highway • 25th East (Hitt Road)
Minor Arterial	<ul style="list-style-type: none"> • 65th North (Tower Road) • 33rd North (Iona Road) • 1st Street-Lomax Couplet • Pancheri-17th Street • 17th South (Mill Road) • 49th South (Township Road) • 81st South 	<ul style="list-style-type: none"> • 35th West • Skyline Drive • Lindsey-Utah-Crane-Snake River Parkway • 5th West-Riverside-Memorial Drive-E Street • South Boulevard • Woodruff Avenue-15th East
Collector	<ul style="list-style-type: none"> • 65th North (west of River) • 33rd North (north of airport) • 17th North • Elva-Royal-Garfield • F Street and D Street • Ash and Elm Street • 5th Street-John Adams • 9th Street • 12th Street • 25th Street (east of Holmes) 	<ul style="list-style-type: none"> • Bellin Road • Pioneer Road • Capital Avenue • Rollandet Avenue • Hemmert Avenue • North Boulevard-Stanley Street • St. Clair Road • Hoopes (north of 17th) • Channing Avenue • Ashment Avenue

Roadway Transportation Plan

The transportation plan emanates from prior street plans that have evolved over the years as well as current and projected vehicular travel demands. The major streets and highways have been classified as Interstate highway, arterial streets, and collector streets. As in earlier plans, additional interchange points with I-15 have been recommended at Sunnyside Road and Tower Road.

The transportation plan includes two outer belts for vehicular traffic. The farthest out belt is formed by 81st North, 45th West, 65th South, and Crowley Road. The strategic belt is formed by Sunnyside Road, Old Butte Road, and Ammon Road. The northern leg of the strategic belt may be 33rd North-49th North, 65th North, or 81st North. The BMPO and ITD will complete a study to determine the route of the north portion of the strategic belt.

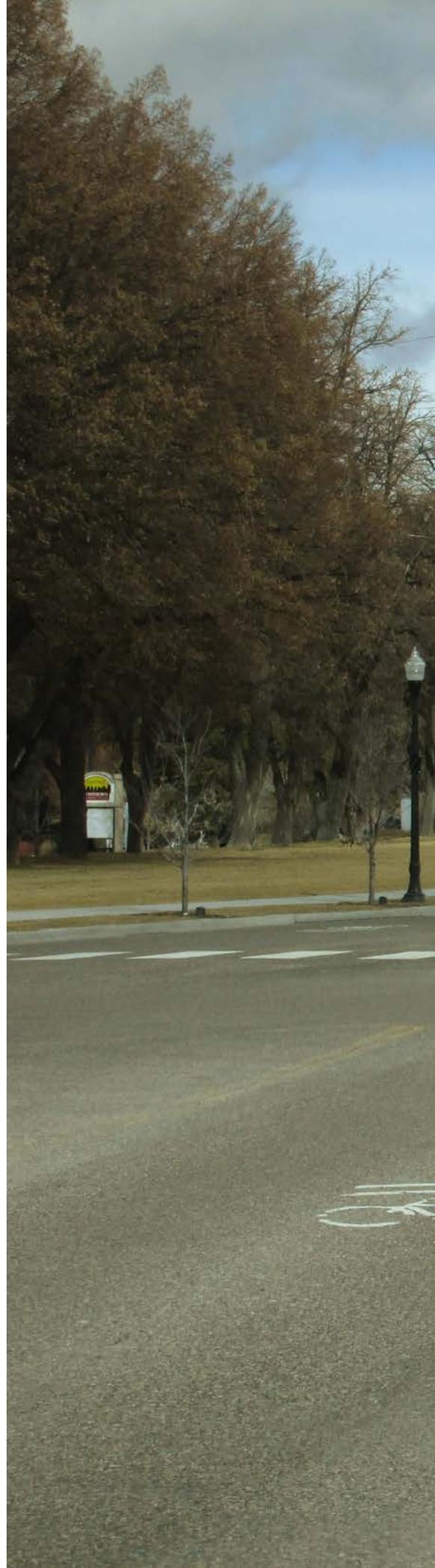
Our plan for Transportation:

Implementation Strategies

1. Roadway Improvements
2. Study and revise, if necessary, road and bridge arterial fees.

Standards:

1. To limit construction and maintenance costs, consider “soft” alternatives in street design.
2. When it is anticipated 200 trips will be generated for peak hour of adjacent street by proposed development, a traffic impact analysis will be required.
3. Limit access to arterial streets and section line roads.
4. Design of future streets and improvement to existing streets should correspond with planned land use type and intensity of development.
5. Develop a locally established level of service standard for City streets to measure new project impacts on the current system.
6. Assure new streets are designed to accommodate the anticipated volume of all traffic using the street, including pedestrians and bicycles.
7. Arterial streets should be designed as boulevards.
8. Revise cross-sections of streets.



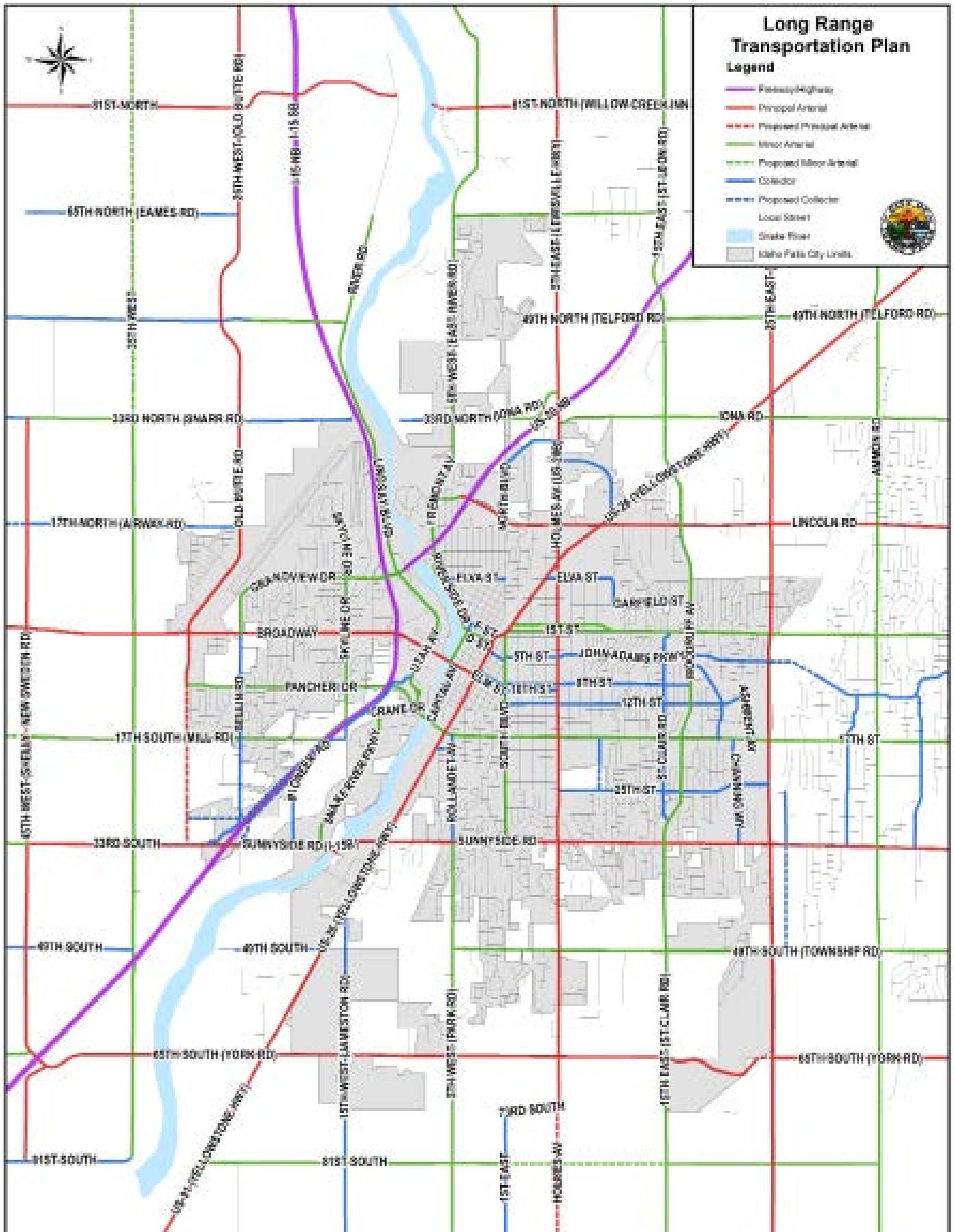


NO
PARKING
ANY
TIME



NO
PARKING
ANY
TIME





SOURCE: Bonneville Metropolitan Planning Organization, 2035 Long Range Transportation Plan, May 11, 2011.



Implementation Strategies

Roadway Improvements

The following are future roadway projects which were suggested by the Engineering Department and considered by residents in the August, 2013, citizen participation program. They are listed in the order of priority as determined by the favorable responses from participants:

- Adding turn lanes at the intersection of 17th Street and 25th East (Hitt Road)
- Adding turn lanes at the intersection of 17th Street and Woodruff Avenue
- Widening Holmes Avenue from 12th Street to 17th Street
- Improving Hitt Road from Sunnyside Road to 49th South
- Constructing Old Butte Road from Broadway to 33rd South
- Widening Woodruff Avenue from Lincoln Road to U.S. 26
- Widening Sunnyside Road (33rd South) from I-15 to 35th West
- Widening Holmes Avenue from Sunnyside to 49th South (Township Road)
- Widening 5th West to 65th North and install-

ing traffic signal at University Boulevard

The priority of 17th Street projects echoes the citizen priority found in 2005. The majority of respondents listed funding projects to reduce congestion on 17th Street as top priority. Developing walking paths to link homes, schools, park, and work was the second priority. In 2013, placing bike lanes on streets to provide routes to work places was the top transportation priority.

The listed priorities are based on the ideas, experience and opinions of residents. The Bonneville Metropolitan Planning Organization (BMPO) uses a transportation model to project future traffic volumes and determine streets with the highest potential for traffic congestion. LOS (level of service) is a term used to describe the degree of congestion by assigning categories from A to F to reflect the characteristics of traffic flow. LOS A represents free flow while F represents failure. The goal for local roadways is to maintain a LOS of C. The congestion patterns and transportation programs presently identified by the BMPO can be found in the long range transportation plans of the BMPO.

Study and revise, if necessary, road and bridge arterial fees.

Impact fees offer an opportunity for local communities to finance improvements directly necessitated by growth. Idaho Falls presently has such fees, but they were developed late in the 1970's.

Standards

To limit construction and maintenance costs, consider "soft" alternatives in street design.

Soft alternatives are those traffic mechanisms that do not require "bricks and mortar", i.e., expensive public investments. They include, among other ideas, permitting right turns only from parking areas, parking designs with designated entrances and exits, and eliminating parking on one side of narrower streets, especially in winter months.

When it is anticipated 200 trips will be generated for peak hour of adjacent street by proposed development, a traffic impact analysis will be required.

When traffic generation estimates indicate at least 200 additional trips are anticipated in the peak hour of the adjacent street, the City should contract for the completion of a traffic impact analysis at the developer's expense. The *ITE Traffic Generation Manual* indicates such trip generation may be anticipated in office parks greater than 132,000 square feet, discount stores greater than 30,000 square feet, and industrial parks greater than 232,000 square feet.

Limit access to arterial streets and section line roads.

Access management is a process to provide access to adjacent land uses while preserving the safety, capacity, and speed of the arterial street. Since access to property and movement of traffic mutually exclusive, it is important to limit the number and spacing of access points to streets constructed to move traffic through the community. The City should use the guidelines within the *2012 Updated Access Management Plan (BMPO)* to review subdivision plats and site plans.

In developing areas access points on arterial streets should be limited to collector

streets spaced at approximately one-quarter to one-half mile intervals. In developed areas of the city, efforts should be made to eliminate multiple access points to arterials streets as redevelopment occurs.

Design of future streets and improvement to existing streets should correspond with planned land use type and intensity of development.

Develop a locally established level of service standard for City streets to measure new project impacts on the current system.

The policy board of the Bonneville Metropolitan Planning Organization has adopted the LOS of C.



Assure new streets are designed to accommodate the anticipated volume of all traffic using the street, including pedestrians and bicycles.

Arterial streets should be designed as boulevards.

On our newer arterial streets with reverse frontage, most property owners are constructing extensive fencing. These arterial streets will be the major entrances to our City in the future. To avoid being a “city of boards”, we need to assure landscaping is incorporated into the development of new arterial streets.

Revise cross-sections of streets.

As part of our subdivision ordinance, the City of Idaho Falls has developed standard street sections for arterial, collector, and local streets. We need to revise these sections to reflect the desire of our citizens for more landscaping and to assure we are designing our streets in accordance with the nature of traffic they carry.



Bikeway Transportation Plan

The bikeway plan illustrates the proposed bike paths, lanes, and routes. The objective of the plan is to connect employment centers, schools and parks, shopping areas, and residential neighborhoods with bikeways. Many of the recommended routes were based on input received at City citizen participation events as well as programs sponsored by the Bon-neville Metropolitan Planning Organization (BMPO).

Our plan for Bikeways:

Implementation Strategies

1. Develop 40 miles of designated bikeways by 2025.
2. Investigate financing mechanisms for bikeway system.

Standards

1. Land in residential subdivisions should be dedicated for walkways and bikeways.
2. Design collectors to accommodate bicycle facilities.





The bikeway plan is on the following page. A portion of the projects illustrated on the map have been completed: the bike lane and pedestrian bridge on 25th Street, the expansion of the separated path on the Greenbelt from University Place to Sunnyside Road on the east side of the River, a bike lane on 25th Street, a bike lane on John Adams Parkway, and a bike lane on a portion of Stonebrook Lane. The separate path on Sunnyside Road has been completed from 25th East to Ryder Park.

As this plan is being prepared, the BMPO and City Parks and Recreation Division are undertaking a plan to connect Idaho Falls with walking and biking facilities. When their plan is completed, we should review it and modify this plan as appropriate. When completing that review and modification, we should consider the following results from the citizen participation events held in August, 2013. The priorities from the participation event were:

- Extending the Greenbelt bike/pedestrian path south of Milligan Road to Sunnyside Road on the west side of the Snake River.
- Constructing the bike path on Sunnyside Road from Ryder Park to 35th West.
- Extending the Greenbelt bike/pedestrian path north from University Place to University Boulevard.
- Provide a bike path/route on Grandview from John's Hole bridge to West Broadway.
- Widen the existing bike/pedestrian paths on the Greenbelt to twelve feet.

The 2008 BMPO *Bicycle and Pedestrian Plan* recommended the following projects be completed:

- Improve Grandview/U. S. 20/ John's Hole with a path.
- Improve Broadway for bicyclists and pedestrians.
- Reduce South Boulevard to three travel lanes and place bike lanes on the road.
- Reducing Riverside Drive to three travel lanes and adding bike lanes.

Implementation Strategies

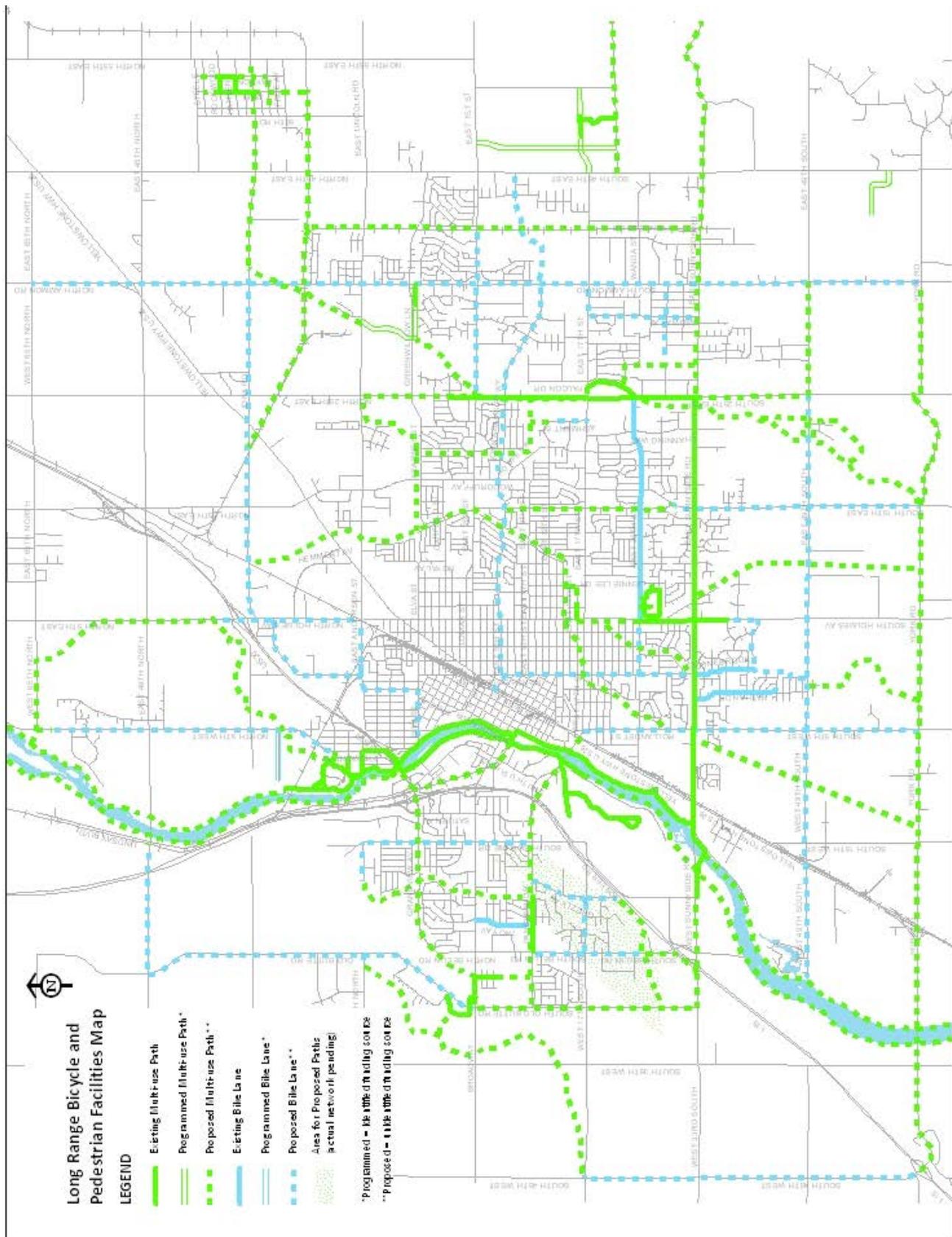
Develop 40 miles of designated bikeways by 2025.

Developing bikeways and walkways is a priority to the residents of the community. Budgeting a small amount systematically which can be supplemented with grant monies and donations will develop a system of bikeways.

Investigate financing mechanisms for bikeway system.

A citywide bikeway system may be developed from general fund revenues over the decades or additional sources of funding may be sought to develop the trail system in a quicker time frame. Grants, a bond issue, or donations may be sources of additional revenue to allow us to complete our goal sooner. Subdivision exactions may also be a means to develop a trail system in residential subdivisions. If the Idaho Legislature authorized optional sales tax revenues for local governments, such revenues could be partially allocated to the development and maintenance of the bikeway system.





SOURCE: Bonneville Metropolitan Planning Organization.

Standards

Land in residential subdivisions should be dedicated for walkways and bikeways.

If the City adopts park dedication requirements, in-lieu fees, or impact fees, an acceptable alternative for the developer is to dedicate the land adjacent to the canal system for bikeway development. The land must link to the proposed City-wide system and directly benefit the residents of the subdivision.

Design collectors to accommodate bicycle facilities.

On older collectors developed with narrower rights-of-way, bike lanes may not be a solution to providing facilities for bicyclists. Innovative accommodations should be explored when there is insufficient space for bike lanes. A separated, minimum ten to twelve foot path on one or both sides of the roadway, green asphalt shared lanes, separated cycle tracks, or other designs are alternatives to bike lanes. Factors to consider when determining the most appro-

priate application will include connectivity to services, parks, educational uses and/or other sections of the City's bicycle and pedestrian network, adjacent land uses, existing right-of-way, existing and projected traffic counts, and available funding. An annual review of upcoming Public Works maintenance projects will also provide an opportunity for coordination of the addition of bicycle facilities to existing collectors as part of the City's regular roadway maintenance program.



Applicable Policies in Other Portions of Plan

The following are a summary of policies found elsewhere in this plan which apply to transportation:

Arterial streets should be located along the perimeter of residential neighborhoods, preferably at the square mile. At least one east-west collector and one-north west collector should be located in every square mile of residential development. If such collectors provide access to homes, the design of the collector shall discourage through traffic

Arterial corners shall support higher density housing, quasi-public services, or community/neighborhood commercial services. Lots at the corners shall be of sufficient size to assure any access to the arterial, if permitted, shall be in accordance with the guidelines of the 2012 Updated Access Management Plan prepared by the Bonneville Metropolitan Planning Organization.

On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services

In cooperation with state and federal agencies, create and maintain landscaping on entrances to the City.

Locate regional land uses which generate major traffic within one-half to one mile of highways and arterial streets.

Encourage clustered development rather than strip development.



APPENDIX A

REQUIREMENTS UNDER IDAHO LOCAL PLANNING ACT

Section 67-6508 of the Idaho Local Planning Act requires the comprehensive plan be based on fourteen components. The components and the corresponding sections of the plan are listed below:

Population	Social and Economic Profile Growth and Development Policies, This Document
Property Rights	Appendix C
Economic Development	Social and Economic Profile Commercial and Industrial Development Policies Downtown Policies
Land Use	Land Use in the City of Idaho Falls Background Studies Growth and Development Policies
Natural Resource	Background Studies Growth and Development Policies
Hazardous Areas	Background Studies Growth and Development Policies
Public Facilities and Services	Background Studies Growth and Development Policies Transportation Policies
Schools and Transportation	Background Studies Looking Ahead: Enrollment Projections for District 91, 1994 Current Enrollment Figures and Capacity, District 91
Transportation	Background Studies Transportation Policies
Recreation	Background Studies Parks Impact Fee Study Recreational Development Policies
Special Areas	Background Studies Special Area Policies
Housing	Social and Economic Profile Residential Development Policies
Community Design	Citizen Participation Program for Idaho Falls Special Area and Growth and Development Policies
Agriculture	Background Studies Future Land Use Map Employment Areas
National Interest Transmission Implementation	No notice has been received within jurisdiction Implementation Strategies

APPENDIX B

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APPENDIX C

PRIVATE PROPERTY RIGHTS

In the 1995 Legislative Session an amendment was made to the Local Land Use Planning Act which added a fourteenth component to the required comprehensive plans completed by local governments in Idaho. This component requires the City of Idaho Falls prepare steps to ensure land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property. The following provisions are in response to the 1995 mandate.

The Fifth Amendment states private property may not be taken for public use without just compensation. When the United States Supreme Court reviews land use cases to determine if a “taking” has occurred, it considers seven factors:

1. A land use regulation is unrelated to a legitimate state interest, i.e., the regulation does not reasonably promote the health, safety, and welfare of the community,
2. A land use regulation does not substantially advance a legitimate state interest, i.e., there is not a clearly established link between the regulation and the public purpose,
3. The advancement of the state interest places a disproportionate share of the burden on one property owner when it should be borne by the community at large,
4. The regulation creates a physical occupation of the property,
5. Reasonable investments were made prior to the general notice of the regulation and policies,
6. The economic effect of the regulation deprives the property owner of all beneficial use of the property without off-setting benefits, or
7. The regulations abolishes an essential element of ownership of property.

Usually the Court relies on a combination of these factors when the Court reviews an individual case to decide if a taking has occurred.

In evaluating land use actions, the City of Idaho Falls will consider the above seven factors and the following questions which are found in the Idaho Attorney General’s Checklist. An answer in the affirmative to any of these questions does not mean a taking has occurred. It means there may be a constitutional issue involved and further research and consultation should be considered.

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

In the words of the United States Supreme Court, a permanent physical occupation is a per se taking. The Supreme Court views such a regulation as serious, whether or not the physical interference causes a substantial economic loss or serves an important public purpose. A New York statute which required owners of rental properties to permit installation of cable television equipment on their property constituted a taking for which just compensation was required. *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 (1982). If the occupation is temporary, compensation is required for the period the regulation is in effect.

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

After *Dolan v. City of Tigard*, 114 U.S. 2309 (1994), development exactions may come under greater scrutiny. The dedication of property must be related in both nature and extent to the impact of proposed development.

It must be specifically designed to prevent or compensate for adverse impacts of the proposed development. In *Dolan*, the U. S. Supreme Court found dedication of the floodplain “went too far”. The prevention of flooding was a legitimate public purpose, one of the first questions a court will consider. However, the City of Tigard did not need to require dedication to accomplish its purpose. Restricting development on the floodplain would accomplish the same result without depriving the owner of his property.

3. Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a “taking.” In this situation liability for just compensation can be avoided if it can be demonstrated the prohibition of proposed uses could have been achieved by adjacent landowners under Idaho’s law of private nuisance or under the public’s power to abate public nuisances, *Lucas v. South Carolina Coastal Council*, 112 S. Ct. 2886 (1992).

Unlike questions 1 and 2 above, it is very important to analyze the regulation’s impact on the property as a whole and not just on a portion of the property. Under *Keystone Bituminous Coal Assn. v. DeBenedictis*, 480 U.S. 470 (1987), mining operators argued, since state regulations prevented coal from being removed from portions of their property, the U.S. Supreme Court should decide all economic use was denied on these portions of the property and a taking had occurred. The Court responded it focuses on the parcel as a whole and found a takings had not occurred.

It is also important to assess whether there is any profitable use of the remaining property available. *Florida Rock Industries, Inc. v. United States*, 18 F.3rd 1560 (Fed. Cir. 1994). The remaining use does not have to be the owner’s planned use, a prior use, or the best and highest use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner’s reasonable investment-backed development expectations.

4. Does the regulation have a significant impact on the landowner’s economic interest?

A regulation that has significant impact on the owner’s economic interest should be carefully reviewed. Courts often compare the value of property before and after the impact of a challenged regulation. A severe reduction in property value may indicate a reduction or elimination of reasonable profitable uses or returns. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. As with “3” above, these economic factors are normally applied to the property as a whole.

Under *Penn Central Transportation Co. v. New York City*, 438 U.S. 104 (1978), the U.S. Supreme Court reaffirmed not just any adverse impact on value gives rise to a constitutional claim to just compensation. The impact on value must be substantial, e.g., in *Village of Euclid v. Ambler Realty Co.*, 272 U.S. 365 (1926), the property in question was devalued seventy-five percent by zoning regulation. The U.S. Supreme Court determined a taking did not occur in *Penn Central* under two factors: (1) the ability of the owner to continue the use of property as it had been used for 65 years and (2) the lack of evidence that the owners could not obtain a reasonable return on their existing investment in the property. If there is reasonable use remaining or adequate return on equity invested after regulation, generally no taking has occurred and no damage award is necessary.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership – the right to possess, exclude others and dispose of all or a portion of the property – are potential takings.

The United States Supreme Court recently held requiring a public easement where the harm to be prevented was destruction of the floodplain was a “taking.” The Court stated:

The City never demonstrated why a public green way, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others... (T)his right to exclude others is “one of the most essential sticks in the bundle of rights that are commonly

characterized as property.”

Dolan v. City of Tigard, 114 U.S. 2309 (1994). The U.S. Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interests in land held by individual members of a native American tribe constituted a “taking.” *Hodel v. Irving*, 481 U.S. 704 (1987).

6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action and does the condition imposed substantially advance that purpose?

A regulation may go too far and may result in a taking where it does not substantially advance a legitimate governmental purpose. *Nollan v. California Coastal Commission*, 107 S. Ct. 3141 (1987); *Dolan v. City of Tigard*, 114 U.S. 2309 (1994). Even though courts have not elaborated on standards for determining a “legitimate state interest”, courts have indicated a broad range of governmental purposes satisfy these requirements. Among others, a legitimate governmental interest under land use regulations may encompass the following, depending on the facts of the situation: controlling environmental nuisances and protecting environmentally fragile areas, *Keystone*; protecting floodplains, *Dolan*; open space and agricultural land protection, *Agins v. City of Tiburon*, 447 U.S. 255 (1980); historic preservation and aesthetic controls, *Penn Central*.

In *Nollan*, the California Coastal Commission, as a condition of building permit approval, required the Nollans to grant an easement across a portion of their property to permit the public to get to the public beaches north and south of their property. The U.S. Supreme Court considered, that had the Commission required the conveyance of an easement for public access to the beach outright without making it a condition of permit approval, the result would have been a taking of property interest. In a takings claim, the condition must substantially advance a legitimate state interest. Assuming it is a legitimate state interest to protect the public’s visual access from the street to the beach, the condition of an easement did not substantially advance the public’s interest in visual access and was a taking.

Regulations that closely resemble or have the effects of a physical invasion or occupation of property are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood compensation will be required.

Sources and References

The above material is based primarily on the Idaho Attorney General’s Checklist Criteria developed under Idaho Code Section 67-8003. Other resources include:

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APPENDIX D

Street Functional Classification Characteristics

Function	Spacing	Trip Length	Access Control	Activity Center
Local	Spaced at block level	Local service	Discourages through traffic or, as with cul-de-sacs, totally prohibits	Usually do not provide direct access to activity centers
Collector	Typically spaced every 1/4 to 1/2 mile	Main street providing access to arterial streets; do not extend for more than a few miles	Stop signs on side streets except when intersecting an arterial	May provide access from an arterial to regional or community center: generally provide access to neighboring properties
Arterial	Typically ranges from 1 mile to 5 miles depending on density	Serve traffic which is moving through or across community	Some movements may be prohibited, number and spacing of driveways controlled, and stop signs on site streets; parking generally prohibited	Provide access to regional or community centers; primary function to move traffic through community; secondary function to provide access

Function	Land Use	Travel Demand	Right-of-Way	Speed Limits	Typical Percent of System Mileage
Local	Direct access to land use	Volumes generally below 1,000 ADT	50 - 60 feet	25 mph	60 - 80%
Collector	Bridge between arterial and local streets, penetrates neighborhoods, and provides land access	Used by neighborhoods; traffic volume less than 10,000 ADT	70 - 80 feet	25 to 35 mph	5 - 10%
Arterial	Do not bisect neighborhoods and do not provide access to adjacent properties unless minor arterial	Accommodates regional traffic as well as community traffic; generally above 10,000 ADT	80 - 120 feet; often has median	35 to 50 mph	5 - 30%

SOURCE: Bonneville Metropolitan Planning Organization; Homburger and others, Residential Street Design and Traffic Control, Institute of Transportation Engineers, Prentice Hall, New Jersey, 1989; Stover and Koepke, Transportation and Land Development, Institute of Land Development, Prentice Hall, New Jersey, 1988.

APPENDIX E

SUMMARY OF CITIZEN PARTICIPATION: 1992-2013

The following were the goals for the citizen participation program set by the Idaho Falls Planning Commission in 1992. The purpose of the program is to assure citizens have the opportunity for effective involvement in comprehensive planning in Idaho Falls. The program is the responsibility of the Idaho Falls Planning Commission and is managed by the planning department staff. These goals have guided the process for twenty years.

Goal One: A Community Based Comprehensive Plan

First discover ideas, likes, dislikes, and concerns related to long range planning of the physical development of the City of Idaho Falls and then determine the direction, in concrete images, of community desires in these specific areas: economy, transportation, community design, recreation, geographic growth of the community, and schools and education.

Goal Two: Work to Assure a Cross Section of Citizen Involvement

Citizen participation programming will be broad based, involve a cross section of residents, and reach as many people as possible.

Goal Three: Maintain Accountability to the Community

Accountability to the citizens will be sustained through effective data turn around and good documentation of all public suggestions and comments.

Goal Four: Provide Opportunities for All Citizens to Participate in the Comprehensive Plan Revision Process

Activities and methods used to carry out the citizen participation process must reach and be easily accessible to everyone in the community.

Goal Five: Keep a Positive Outlook and Sense of Humor

The Planning Commission and city staff will plan

and manage their work with the public and with each other emphasizing a forward looking approach and good two-way communication techniques.

Citizen participation activities have been divided into two phases: the first phase has been a search for community values, viewpoints about the future, and creative ideas. The second phase asks the community to review and comment on alternatives for the final comprehensive plan product. The activities are designed to offer the community several different means to express their ideas and concerns as well suggest alternatives for the future.

A CITIZEN PARTICIPATION PROGRAM FOR A NEW PLAN: 1992-1993 CITIZEN PARTICIPATION ACTIVITIES

In 1992, citizens identified the best features of Idaho Falls as:

1. Greenbelt
2. Parks and zoo
3. Idaho Falls Public Library
4. The small size of Idaho Falls
5. Its downtown

The first three features, Greenbelt, parks and zoo, and library, were valued almost equally by the community.

The community identified the worse features as:

1. Traffic, especially 17th Street and cross-town traffic
2. Lack of walkways and bikeways
3. Lack of a belt loop around the City to move vehicular traffic
4. Lack of westside commercial
5. Downtown
6. Lack of community planning
7. Aesthetics

The movement of vehicular traffic, especially on 17th Street, was overwhelmingly the worse feature. The other features were identified by far fewer participants.

With follow-up citizen participation events in 1993, certain themes were expressed in the ideas and opinions of the community. The themes are summarized as:

- There is a general satisfaction with the City and the services it provides to the community.
- Tree Idaho Falls:” in all areas - housing, commerce, and transportation facilities - a desire for more trees was expressed.
- Commercial development should be landscaped.
- Commercial development should be convenient and accessible in all sections of the City, not in one concentrated area.
- Vacant commercial spaces should be redeveloped.
- The traffic impacts of commercial land uses should be recognized and controlled.
- Limit commercial development to areas where there is a definite market.
- Buffer residences from commercial uses.
- Provide opportunities for affordable housing.
- Develop neighborhood parks.
- Coordinate development of streets, sidewalks, and schools with residential subdivisions.
- Reduce conflict between through, higher speed traffic and residential neighborhoods.
- Encourage treed residential neighborhoods.
- Improve cross-town traffic.
- Consider traffic generation with new land uses.
- Keep commercial traffic out of residential neighborhoods.
- Develop walkways and bikeways to link schools, parks, home, shopping, and employment.
- Make the city user friendly by providing more directional signs.
- Define the role of downtown in the community.
- Create a focal point for downtown, perhaps adding an entryway to downtown, enhancing landscaping with trees, and public sculpture.
- Create a reason for tourists to come downtown.
- Restore historic character to downtown.
- Build off-street parking structure or expand parking facilities downtown.
- Tie the Greenbelt to downtown.
- Develop the west side of the Snake River with specialty stores, outdoor cafes, and dining on the River.
- License vendors to sell products on or near the Greenbelt.
- Link Greenbelt and downtown to other parts of the City with walkways and pathways.
- Reduce conflict between walkers, joggers, and cyclists on Greenbelt.
- Assure adjacent development is compatible with Greenbelt.
- Develop community park on west side, perhaps in conjunction with soccer complex.
- Develop more bike paths and ways within City.
- Build recreation center with volleyball courts, tennis, squash, swimming, handball and weights.
- Need activities and functions for youth aged 14 to 18.
- Utilize private or non-profit user groups to assist in planning, funding, building, and maintaining facilities for such groups.

The third event of the 1992-93 citizen participation program was the Community Plan Check in which residents and visitors were asked to react to draft policies and ideas in the comprehensive plan. The policies and programs that were voted the “best ideas” were:

- Link, schools, stores, parks, with bike and jogging paths.
- Encourage use of vacant buildings.

- Build neighborhood parks.
- Support the idea of walkway with shops and cafes adjacent to the Snake River.
- Complete an urban design study to link downtown to Greenbelt and create active pedestrian space downtown.
- Landscape major entrance ways.
- Landscape and develop “trails” on collectors in residential neighborhoods.
- Require landscaping along street frontages on private development.
- Encourage a mix of retail, businesses, and housing in a campus like setting next to Greenbelt.
- Create urban forestry program.

The respondents at the Community Plan Checks, which were held at the Grand Teton Mall, the River Park Festival, the Idaho Falls Public Library, and the Country Club Mall, gave a high priority to spending city funds for citywide bicycle and walking trails, expanding the Greenbelt, and providing more neighborhood parks. Landscaping on entrance ways was a medium priority for the use of public funds.

The responses at the Community Plan Check in which 700 people participated were not part of a scientific survey but the result of an informal questionnaire. The responses should be used to indicate the ideas and values of the 700 people polled, e.g., 90% of those who responded supported a citywide bike-way and trail system. These results cannot be used to support such statements as “90% of the city’s population support a citywide bike system.”

However, although not scientific surveys, one indicator of the validity of the results, at either listening posts, community design-ins, or community plan checks, is consistency. If the same results occur at different times and locations, there is validity in the results. Over 1,900 residents and visitors participated in the events held in 1992-93.

LISTENING TO THE COMMUNITY: A CITIZEN PARTICIPATION PROGRAM, 1998-1999

In 1998-1999, the Planning Commission returned to the public to collect information in revising the comprehensive plan, especially the future land use map. Approximately 2,000 people participated in a series of events designed to collect data on where the community wanted to see future growth, priorities for the comprehensive plan implementation programs, and guidelines to be applied to development proposals. The events consisted of listening posts at the grocery stores, two open houses at the Grand Teton Mall and Idaho Falls Public Library, and three evening neighborhood workshops at the three junior high schools: Taylorview, Clair E. Gale, and Eagle Rock.

The primary findings from these events were:

- Citizens desire balanced growth maintaining downtown as the city center.
- Growth is favored, in order of priority, west of I-15, south of Sunnyside Road, and north of U.S. 20 east of the Snake River.
- Single-family neighborhoods with boundaries defined by major arterial streets and apartments, stores, and offices located on the perimeter of the neighborhoods are favored by citizens. Industrial land uses were located at the perimeter of the city, preferably north of Holmes Avenue on Yellowstone Highway and south of Sunnyside Road on Yellowstone Highway.
- The current standards in the plan for new development are supported by the community with little interest in major changes.
- People feel serious changes are needed to better manage traffic flow on the city street system.
- It is important to citizens to evaluate the costs of new development and to assure existing impact fees cover public costs.
- People treasure the city’s parks and recreation system.
- The community values the Snake River Greenbelt, bike and walkways, trees throughout the community, and attractive entrances to the city.

COMMUNITY VIEWPOINTS AND PRIORITIES: SPRING AND SUMMER, 2005

The objectives of the 2005 citizen participation program were to:

1. To discover if the community feels the comprehensive plan is current.
2. To learn what the citizens think: values, opinion, priorities.
3. To assure the citizen participation events provide useful information to assess the current plan and make any necessary revisions.

Approximately 1,900 people were involved in a four month period. The Commission hosted ten listening posts and additionally made eight presentations to community groups in an effort to reach as many people as possible.

The first phase of the program asked citizens to identify their favorite place, the best and worst features of the city, and their concerns about future development. The Snake River and Greenbelt, parks and downtown were identified as both peoples' favorite place and very best features of Idaho Falls. For many, the people, the community atmosphere, cleanliness of the city, landscaping, and regional location were the best features. Others liked the shopping opportunities, the public services, and Tautphaus Park Zoo.

The street system as a whole is considered, by far, the worst feature of the city. People also saw downtown as a worst feature in need of revitalization as well as a best feature. Deteriorating areas with vacant buildings and entrances are often mentioned as a worse feature.

People desire the city grow in an orderly manner with more balance between east and west side. They feel traffic will become more of a problem as growth occurs. There is a real concern about urban sprawl and the stress growth may place on infrastructure and public services. People express unease about future commercial development, especially vacant commercial spaces and big box retail.

As to priorities, street improvements, especially projects and programs related to 17th Street, are the highest priority. Downtown is a significant priority. People want to see downtown become the

vital center of the city with old buildings rehabilitated and better parking. The Snake River and Greenbelt were recognized as the best feature of the city but no change was evident except to address industrial land uses along the Snake River. Parks continue to be a high priority; people like the existing parks and want to see new parks as growth occurs.

As to the land use map shown in 2005, people again identified the Snake River and Greenbelt as the key positive feature in the city closely followed by downtown and parks. People liked low density residential, commercial development near major highways, and the employment centers, including the higher education and medical centers. They were concerned the city street system is not adequate to handle growth.

A RE-CHECK ON COMMUNITY VIEWPOINTS AND PRIORITIES: AUGUST, 2012 AND 2013

Prior to revising the comprehensive plan, the Commission and staff wanted to see if the ideas and opinions presented in 2005 are still current. With limited resources, the goal was to create a community based comprehensive plan involving a cross-section of residents and build on the ideas and opinions given by citizens in 2005. In August, 2012, the Commission and staff asked citizens about future land use, guidelines for residential development, and potential solutions for vacant commercial areas along major highways. In August, 2013, the Commission and staff asked citizens about transportation and future programs and projects, many of which were related to transportation. Participation during these two months, in separate years, totaled about 570 people since the number of events were limited to three each year. In 2012, Internet resources were also used to reach out to the community.

In 2012, many of those who participated like the idea of walkable neighborhoods, including the establishment of bike ways linking parks, schools, and employment and shopping. Safe pedestrian facilities are seen as wide, well maintained sidewalks with lighting. Walkable neighborhoods include limited retail and services, primarily those needed daily. Restaurants, ice cream shops, and coffee shops are other suggestions for a walkable neighborhood. Some citizens doubt whether the higher densities needed to support commercial services are realistic in Idaho Falls.

As to vacant spaces, the citizens are open to redevelopment to new and different land uses for vacant commercial areas on major highways. The idea of apartments with limited retail and offices is an alternative liked by a majority of those attending the events. Other re-uses suggested by citizens are recreational uses such as a community center, children's museum, and water park. Some mentioned the need for incentives to redevelop vacant spaces and the need for binding agreements with owners of big boxes to guarantee re-use of the building or the land.

In 2012, citizens again identify bikeways, downtown, and cross-town traffic as priorities. Those concepts liked best on the future land use map were the parks, Greenbelt, and open space; mixed use areas where one could live, work, and shop; low density residential areas; bike and walking paths; areas for higher education and medical centers; and the beltways across the city. In both 2005 and 2012, citizens were asked open ended questions: what do you like about the future land use map, what do not like, and what would you change. The responses to the best features in 2005 and 2012 are very similar.

The citizens do not like industry near major entrances and the Snake River. Citizens think there are too few areas recognized for mixed uses, and too often commercial is too separated from homes. Too few parks are illustrated, especially neighborhood parks, and there are too few integrated bike paths and facilities. Growth into farmland is a concern as well as too little commercial on the west side and too many apartments. The beltways are seen as the best feature or worse feature. Those who see them as a worse feature believe they take travelers around the city or they are located in residential areas.

Those features desired on the future land use map are more parks and green space, a safe system of bikeways and walking paths, more mixed uses, more commercial and community services near I-15, improved appearance of entrance ways, better public transportation, preservation of farmland, and use of existing industrial areas prior to expansion of industrial land.

In 2013, the goal was to review the transportation plan and projects as well as other ideas found in the comprehensive plan. The overall programs and priorities "voted" best are:

- Bike lanes on streets to provide routes to work places

- Downtown as an art and entertainment center with eateries, shops, and upper floor housing
 - Adding turn lanes at 17th Street and Hitt Road
- Second priorities, either roadway or bicycle, are:

- Adding turn lanes at 17th and Woodruff Avenue
- Widening Holmes Avenue from 12th Street to 17th Street
- Extending the Greenbelt path south of Milligan Road to Sunnyside Road
- Constructing additional bike paths or lanes, including north to University Boulevard, west on Sunnyside Road to 35th West, and on Grandview

Priorities for the future of the city are related to redeveloping existing areas of the city or retaining unique areas of the city:

- Use urban renewal programs to redevelop empty retail centers and warehouses to new uses
- Retain a walkable, vibrant hotel district along the falls for visitors and residents
- Encourage investment in older residential and commercial neighborhoods to reduce development on agricultural land at city's edge
- Use federal funds to restore older downtown buildings

SUMMARY

One test of validity of the results of non-scientific surveys is the repetition of the results over time in different locations. For over twenty years, common themes have emerged in four periods of citizen participation programs. These common themes are:

- The need for roadway improvements, especially those serving cross-town traffic and 17th Street,
- The need for improvements to bike and pedestrian facilities,
- The importance of the Greenbelt, parks, the zoo, and recreational facilities to residents in the City of Idaho Falls,
- The importance of downtown Idaho Falls to its residents, and
- The desire to redevelop or rehabilitate the vacant or deteriorated spaces in Idaho Falls.

BACKGROUND STUDIES

City of Idaho Falls Comprehensive Plan
September, 2014



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INTRODUCTION

The Idaho Local Land Use Planning Act requires each jurisdiction in the State to create a comprehensive plan. The plan must address 17 specified elements including demographics, public facilities inventories, and land use trends. This section addresses 11 of the 17 required components. Users of these background studies will be more familiar with the natural resources, special areas, infrastructure, and public facilities within the City of Idaho Falls. This report also addresses land use and housing patterns. Other components of the comprehensive plan can be found in the policy statements and social and economic profile.

NATURAL RESOURCE INVENTORY

The natural resources surrounding Idaho Falls provide few limitations to growth. The area is endowed with fertile soils and abundant groundwater. There are few conditions requiring extensive mitigation efforts or costly expenditures for construction and maintenance. This section describes attributes of the environment surrounding Idaho Falls and their effects on potential development. Most of this information has been obtained from federal and state sources.

Soils

The U.S. Department of Agriculture's Soil Conservation Service provides information for planning urban land uses in terms of soil qualities and characteristics. Table 10 of the Department's publication Soil Survey of Bonneville County Area, Idaho outlines the area's soils and their imposed limitations on development. The data provided in the soil maps and tables is intended for general land use planning rather than site specific planning. The information also has certain limitations. For example, data applies only to soils within five to six feet of the surface. The soil maps provided by the Conservation Service can still be used to evaluate the potential of areas for urban development, evaluate routes for roadways and utilities, and predict performance of proposed small structures and pavements on the soils. For site development specific on-site investigation or testing and analysis should still occur.

The Conservation Service has determined the kind and degree of soil limitations affecting shallow excavations, dwellings with and without basements, small commercial buildings, and local roads and streets. The limitations are grouped as follows:

Slight: Soil properties and site features are generally favorable to the indicated use. Limitations are minor and easily overcome.

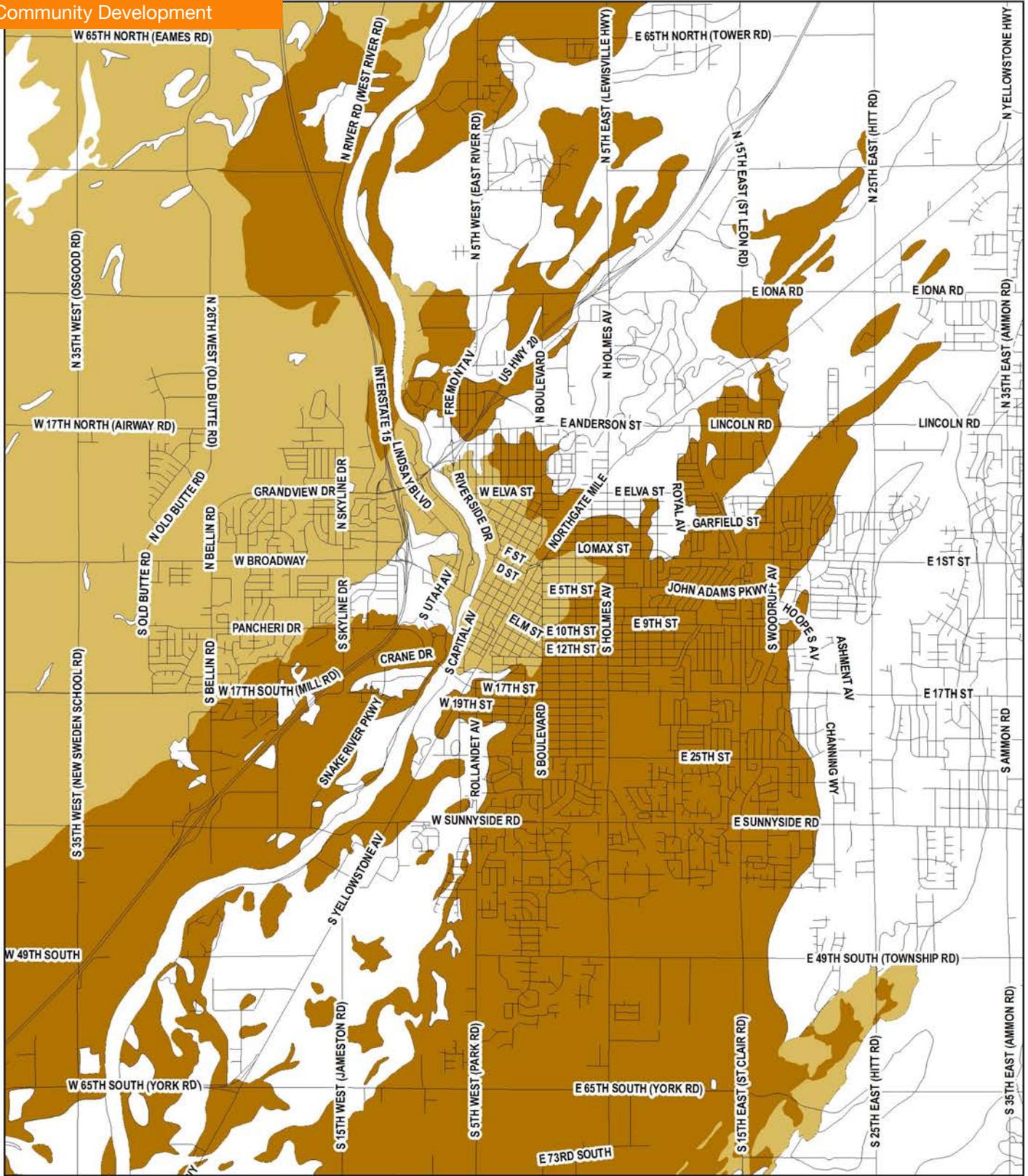
Moderate: Soil or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations

Severe: Soil properties or site conditions are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possible increased maintenance are required.

Soils and their limitations for dwellings with basements and small commercial buildings are shown on Map 1. Soils with slight or few limitations are concentrated to the south of 17th Street and east of South 5th West (Park-Taylor Road) as well as adjacent to I-15 south of Pancheri Drive. The area generally west of Skyline Drive and surrounding the municipal airport is an area of soils with moderate limitations for dwellings and commercial buildings. These limitations are primarily related to soils with low strength. Severe limitations for development are due to depth to bedrock and a history of flooding or high water.

Most of the soils in the planning area have moderate or severe limitations for local roads and streets. Soils with severe limitations are located in the northeast corner and eastern edge of the planning area. In these areas construction and maintenance of local roads and streets is limited by a history of high water and flooding and frost action. The remainder of the planning area has moderate limitations for roadways due to low soil strength and frost action. Because of soils, maintenance costs may always be an issue in the planning area.

Map 1: Soil Suitability for Community Development



 NOT TO SCALE	 <p style="text-align: center;">IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">  Few Limitations </td> <td style="text-align: center;">  Moderate Limitations </td> <td style="text-align: center;">  Severe Limitations </td> </tr> </table> <p style="font-size: small;">SOURCE: Table 10, Building Site Development, Soil Survey of Bonneville County Area, Idaho 1981. This Map is for Community planning purposes only.</p> <p style="font-size: x-small;">Note: Almost all soils in the planning area have moderate or severe limitations for local roads and street due to frost action and low strength.</p> <p style="text-align: center; font-weight: bold; font-size: large;">Soil Suitability for Community Development</p>	 Few Limitations	 Moderate Limitations	 Severe Limitations
 Few Limitations	 Moderate Limitations	 Severe Limitations			

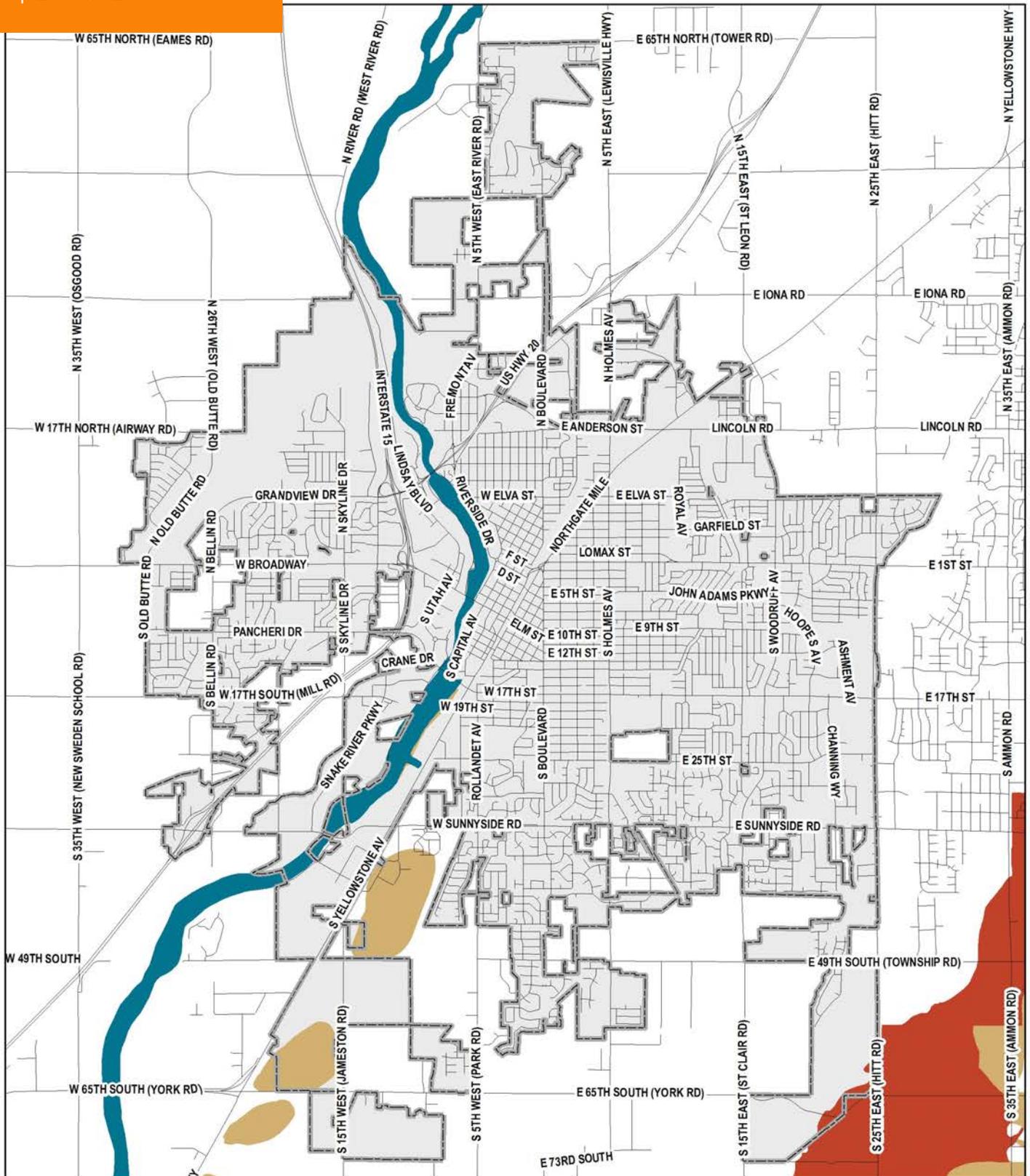
Floodplains

The Federal Emergency Management Agency (FEMA) has prepared maps of the 100 and 500 year floodplains within Idaho Falls and Bonneville County. Statistically, 100 year floods are those floods which have a 1% chance of occurring with a given year. The 100 year floodplain is the land that will be covered by such a flood.

Map 2 shows locations of all flood zones within the planning area. 100 and 500 year floodplains are found in the southeastern corner, east of Sand Creek and Hitt Road. 500 year flood plains are also located in the area south of Sunnyside Road between the Union Pacific railroad track and Park Road.

Within the City of Idaho Falls, the 100 and 500 year floodplains are limited to the area immediately adjacent to the Snake River. As noted by FEMA in its flood insurance study, very little of the land adjacent to the Snake River within the City of Idaho Falls is flood prone due to the incised nature of the River. Willow Creek is the only other area which may experience some flooding due to plugged culverts during winter time.

Map 2: Flood Zones



**IDAHO FALLS
COMPREHENSIVE
PLAN**
Background Studies

- 100 Year Flood Zone
- 500 Year Flood Zone Etal
- 100 Year Flood Zone 1-3 Feet
- Minimal Flooding

Source: Q3 Flood Data, FEMA

Flood Zones

Wetlands

Historically wetlands have been regarded as having marginal utility for land use and have been the object of severe misuse. In the past few decades, however, wetlands have found a solid place in the national environmental agenda. Wetlands are integral parts of the hydrologic system necessary for the maintenance of water quality and water supplies for human consumption as well as habitat necessary for the survival of a host of animal species.

Although vital to environmental quality, wetlands present severe limitations to development. Attempts to build in wetlands may significantly increase development costs because of the need for special allowances for site drainage, flood protection, and facility maintenance. Most wetlands are underlain by organic soils which are unstable for development and require extensive engineering.

Wetlands are generally defined as lands having at least the following three characteristics:

- The presence of water (usually relatively shallow water) on the surface all or part of the year
- The presence of distinctive soils, often with high organic contents, which are clearly different from upland soils.
- The presence of vegetation composed of species adapted to wet soils, surface water, and or flooding.

The U.S. Department of the Interior Fish and Wildlife Service has developed the National Wetlands Inventory. The inventory maps were prepared using high altitude aerial photographs, and wetlands were identified using vegetation, visible hydrology, and geography. These maps are essentially a “red flag” or a signal that on-site investigation and analysis is necessary prior to development. In addition, not all wetlands will be identified on the inventory. Small wetlands and those covered by dense forest cover may be excluded. The maps are available through the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, and the U.S. Army Corps of Engineers; the three agencies primarily responsible for the federal wetlands regulatory review process.

The results of the National Wetlands Inventory for the planning area are shown on Map 3. Wetlands in the area are predominantly along the Snake River and the numerous canals although there are other small, scattered wetlands in other parts of Idaho Falls. A key to the map symbols is found on the following pages.

WETLANDS AND DEEPWATER HABITATS CLASSIFICATION

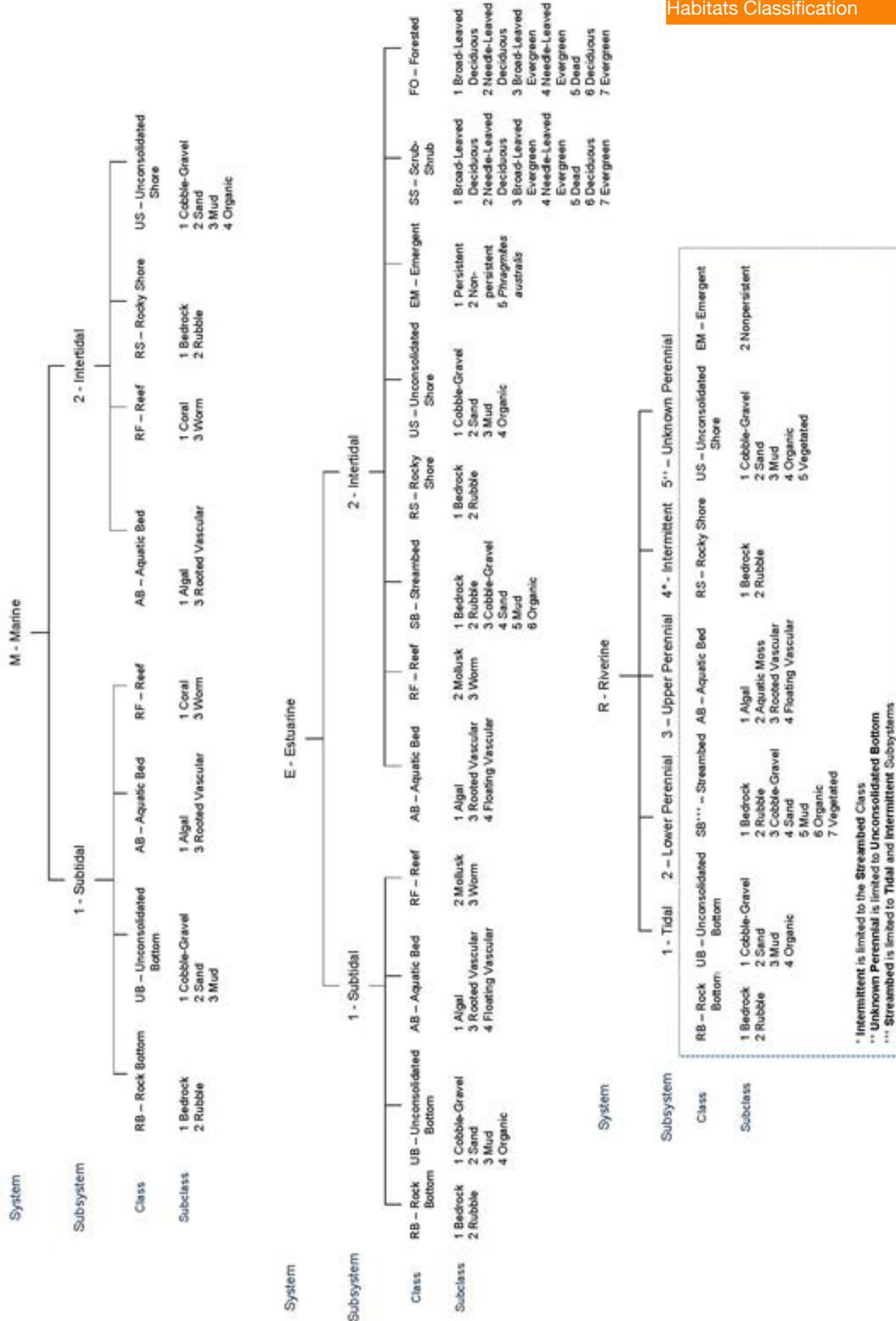


Figure 1: Wetlands and Deepwater Habitats Classification

SPECIAL AREAS

INVENTORY

Under Idaho statutes, special areas are those areas, sites, or structures of historical, archaeological, ecological, wildlife, or scenic significance. While this section will identify such known areas in the City, some, such as wetlands, have been identified already elsewhere. This section will also identify those features, locations or characteristics identified and valued by Idaho Falls' citizens and visitors.

Scenic Areas

Snake River

Idaho Falls began as a convenient, safe location to cross the Snake River and proceed north to gold fields first in Montana, later in Idaho. It grew and prospered when the waters of the Snake were siphoned into canals and turned out on the land. Its place in Idaho's history was assured when the River's energies were harnessed to produce power. The development of the Greenbelt, with its paths and gathering spaces, symbolizes the importance of the River in the City's existence.

Taylor Mountain

Idaho Falls is located on the Snake River floodplain on nearly level, very deep, well drained soils. Taylor Mountain, with an altitude of 7,400 feet, visually dominates the landscape southeast of Idaho Falls. The mountain is named after Sam Taylor who settled at the mouth of Taylor Creek in 1872. Two years earlier Sam had come to Eagle Rock where his cousin, Matt Taylor, had built a bridge to cross the Snake. While Matt sold his interest in the bridge in 1872 and returned to Missouri in 1886, Sam stayed and ranched with his brother.

Sand Dunes

Sand dunes are located adjacent to Sandy Downs Race Track and Sand Creek Golf Course. The dunes, although not extensive, offer a unique recreational opportunity to the residents of the city. In 2007, the Idaho Falls Parks and Recreation Division prepared a master plan concept for Sandy Downs. The dunes remained in the concept and are surrounded on the west and southeast by a path and passive recreation area and green space. The plan considered the opinions and ideas from citizens as expressed in surveys, public hearings, and a community needs assessment.

Historic Resources

Idaho Falls does not have a local designation program for historic preservation. However, there are several properties within Idaho Falls listed on the National Register of Historic Places, either as part of a multiple property survey or as contributing in a district. Since the city does not have a program for local designation, there are no protections for historic properties unless federal monies are used to modify or demolish historic properties.

The identified historic properties are concentrated in the downtown area, the Ridge Avenue Historic District, the 11th Street Historic District, and the Idaho Falls Airport Historic District. There are also several historic properties outside of these areas. Historic downtown properties are shown on Map 4 and the various Historic Districts are on Map 5. The criteria used by the Idaho Falls Historic Preservation Commission to identify these properties are those used for listing on the National Register of Historic Places. There are three key concepts in designating properties historic: historic significance, historic integrity, and historic context. To be significant historically, a property over fifty years in age must be associated with important local events or activities, must be associated with important local persons, have distinctive characteristics of design or construction such as Craftsman bungalows, or, if an archaeological site, have the potential to yield important information. To have historic integrity, a property must look essentially as it did when it was constructed or became important. It has to retain the physical materials, design features, and aspects of construction from the period of significance. The historic context provides the framework for importance and links the property to important local trends such as community growth and development or national architectural trends.

Downtown

In 1984, the Idaho State Historic Preservation Office (SHPO) nominated fifteen downtown properties for inclusion on the National Register. The nomination was for multiple properties since the surveyor did not find a sufficient concentration of properties downtown for a district. The fifteen properties included the Idaho Falls City Hall, Bonneville County Courthouse, Bonneville Hotel, Hotel Idaho, Montgomery Ward Building, Underwood Hotel, Kress Building, Bonneville Historical Society Museum, Rocky Mountain Bell Building (subsequently demolished), Shane Building, Farmers and Merchants Bank Building, Douglas-Farr Building (subsequently demolished), Hasbrouck Building, IOOF Building, and Idaho Falls Federal Building. The listing of these buildings complemented the earlier listing of the Trinity United Methodist Church and First Presbyterian Church.

In 2008, a nomination was prepared for a National Register district downtown and was submitted and approved by the Idaho Historic Sites Review Board. The National Park Service, in its review of the proposed district, offered comments which are now being addressed by the Idaho Falls Historic Preservation Commission. Park Avenue is the heart of the proposed district, and properties within the district include structures which gained their significance in the 1930's and 1940's, a period of significance later than the 1984 nomination prepared by SHPO.

Ridge Avenue Historic District

The Ridge Avenue Historic District includes 143 buildings of which 93 were contributing when the district was nominated in 1993. The district includes portions of Ridge Avenue and portions of Water Avenue and Placer Avenue. The district became the city's prominent residential neighborhood between 1895 and 1920, the city's first major period of growth. The homes within the district are a representation of the acceptable residential styles found in southeastern Idaho in the early twentieth century.

11th Street Historic District

Listed in 1997, the 11th Street Historic District reflects the agricultural fortunes of the city and Idaho. The district grew substantially during the 1910s, faltered during the agricultural depression of the 1920s, and completed its growth during the Depression when Idaho, especially the Snake River region, experienced substantial in-migration. The houses strongly represent the architectural styles popular for homes in the region and country from 1900 to 1945. Set in a streetscape lined with trees, open front porches, and narrow front yards, this is a fine example of the residential neighborhoods developed throughout the country in the first half of the 20th century.

Idaho Falls Airport Municipal District

This district consists of a hangar, administrator's cabin, a beacon tower, and surrounding landscaped area. The hangar and cabin are constructed of hand-hewn, peeled, native white pine logs. The surrounding acreage is fully landscaped with a lush lawn or grasses bordered by lilac, Russian olive and small pine. Constructed by the Works Progress Administration between 1930 and 1937, the facilities completed the Idaho Falls Municipal Airport as a fully operational air transport facility capable of servicing planes, people, and airmail. In the early 1960's, the old log two story administration building with second floor open porches was removed, leaving only a foundation and old photographs. No other WPA aviation structure in Idaho has retained the integrity found in the log hangar.

Holy Rosary Church

In 2002 the Holy Rosary Church on the southeast corner of 9th Street and Lee Avenue was listed on the National Register of Historic Places. The church is a fine example of a small church with a design inspired by the English Gothic style. Built in 1948, it has wide pointed arches, side buttresses, and contrasting decorative trim. The building is also an excellent example of the work of one of Idaho's most outstanding architectural firms, Hummel, Hummel, and Jones of Boise, Idaho.

New Sweden School

Just outside the area of impact on the southwest corner of New Sweden School Road (35th West) and Mill Road (West 17th South) sits the New Sweden School. Built in 1927 and listed on the National Register of Historic Places in 1991, the school retains its historic integrity. The building is architecturally significant as an excellent example of multiple-classroom public schools built to replace the earlier one room schools. The school was used until 1980 when the New Sweden school district was consolidated into School District 91.

Art Troutner Houses Historic District

The Art Troutner Houses Historic District consists of three single-family homes built on about 7.5 acres in 1955-1956. The district is being surrounded by Idaho Falls with Carriagegate Subdivision to the south and west and Bristol Heights to the east. The first home built was designed in an A-frame configuration and was the Helen Aupperle studio. The second home built on the site was constructed for Dr. Dauchy and Fran Migel and is a single-story structure laid out as a clipped triangular star of three wings. The third home built for Fran Migel's mother, Ada Poitevin, is a single-story structure with essentially sixteen sides. All three houses were designed by Arthur L. Troutner, an Idaho inventor, architect, and entrepreneur. Troutner invented the Truss Joist, a lightweight, easy to assemble building element to serve as floor joists or roof beams, and developed Micro-Lam, a method of finger-joint splicing short segments of 2x4 boards into one long beam. As an example of modern architecture, these three single-family homes designed and built by Art Troutner embody the mid-20th century shift from the traditional box to new and experimental forms.

Other Historic Properties

The Idaho Falls Historic Preservation Commission has been working with interested property owners and others to list Funland in Tautphaus Park, the WPA log buildings in Tautphaus Park, early residential neighborhoods in the Lava and Basalt Street area, homes or neighborhoods in the numbered streets, and significant individual homes in Idaho Falls.

Special Areas Identified Through Citizen Participation Events

The Idaho Falls Planning Commission has held community wide citizen participation events since 1992. Each of these events involved residents and visitors. In 1992, when asked for the best features of Idaho Falls, the respondents' top three answers were:

- Snake River Greenbelt
- The City's parks and zoo
- Idaho Falls Public Library

In 2005, residents and visitors again answered the best features were:

- Snake River and Greenbelt
- City parks, including Tautphaus Park and Zoo
- Community character (cleanliness, friendliness, small town, landscaping/flowers)
- Downtown

Community Comments about Special Areas

The special places within Idaho Falls include the best features listed above – those valued by its citizens and its visitors. As a result of these citizen participation efforts and continued citizen comments the following special areas have been enumerated in the existing comprehensive plan:

Tree Idaho Falls

People love the City's trees. When people speak about what they wish to see in the City in the future, trees are always included: trees lining residential streets, boulevards with trees in the medians, trees in neighborhood parks and on school yards, trees in commercial developments, and trees lining the entrance ways to the City.

Entryways

People believe city entrances are unattractive approaches to the community. The desired image is one of landscaped roadways, uncluttered by open storage and signs, inviting people to visit, live, and invest in our community.

The Snake River Greenbelt

People believe one of the best features of the City of Idaho Falls is the Snake River Greenbelt. The Greenbelt has become essential to the character of Idaho Falls, and residents support its expansion.

Historic Resources

The importance of historic properties emerged as a theme in the responses from people during the citizen participation events. The other theme which emerged is the importance of reinvestment in these properties and neighborhoods.

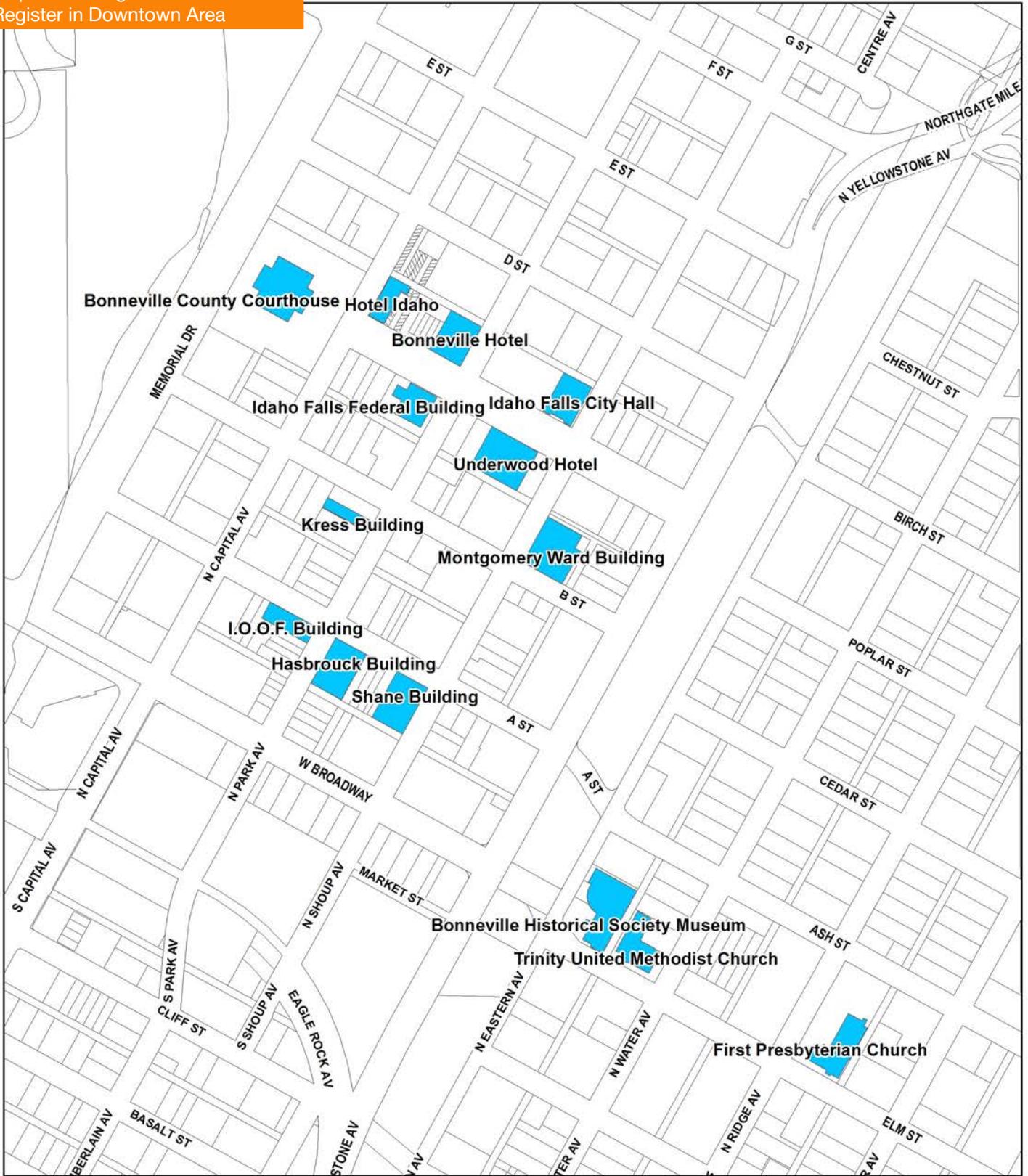
Downtown

Downtown is a vital commercial center and gathering place for citizens and visitors, the focus of civic life and the geographic center of our City. The citizen's shared image of what downtown can be: is an area of historic character with human scale where a concentration of offices are served by restaurants and specialty shops, a pedestrian area with a gathering place for simply eating lunch or for community events, an area where residents and tourists can wander from the Greenbelt to stroll, shop, and meet.

Transition Areas

As retail areas have moved from the central area to the north and to the east edge of the city, we find empty stores and vacant parking areas. Citizens have asked for ideas and approaches to revitalize these areas. Today, places in transition include commercial and industrial areas as well as residential neighborhoods.

Map 4: Buildings Listed on National Register in Downtown Area



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 Historic Building

Buildings Listed on National Register in Downtown Area

LAND USE

Background

The purpose of this section is to provide an overview of general land use patterns and changes over time. Existing land use patterns provide a base for planning for future land uses. Besides looking at changes in land uses, this section also examines physical growth or expansion of the City's corporate boundaries and changes in zoning. The results are used to help guide use designations on the future land use map of the comprehensive plan.

Expansion of City Boundaries

In 1987 the City's boundaries encompassed approximately 8,760 acres of land. By 2008 the number of acres within the City increased 61% to 14,113; an average of 2.9% per year. In 2014 the City boundaries included 14,553 acres, a 3% increase over 2008. Map 6 shows where this growth has taken place. The largest annexation during this six year span was the Sandy Downs property owned by the City. Other pockets of growth have occurred on the north and west sides of the City.

General Land Use Patterns

When the 1987 land use study was conducted, university students walked or drove through the city and inventoried each land use. Since that time, land use data has been updated primarily through tracking of building permits and GIS technology. Table 1 and Figure 3 show the progression in general land uses. Map 7 shows existing land uses in 2014. It should be noted, however, defining land uses is not always simple and there may be slight differences from the land use map found in previous editions of the comprehensive plan. There may also be mixed uses in a particular building or it may be unclear how to categorize a use. Also, a classification may vary from person to person. These variations are expected. The purpose of this report is to examine general patterns of land use.

Most changes in land use are a product of normal growth over time. This can be seen through the small to moderate growth of some of the uses. Other small changes could be due to differences in reporting methods over the time periods. Cultural, entertainment, and recreational activities increased 42% largely due to the annexation of the Sandy Downs complex. Agriculture land use grew 250% since 2008. This is largely due to changes in how land is annexed and developed. In the past, land was not annexed until it was ready to be platted and developed. More recently, developers have requested annexation prior to platting. This

has led to many acres being annexed into the City while still being used for agriculture until development occurs.

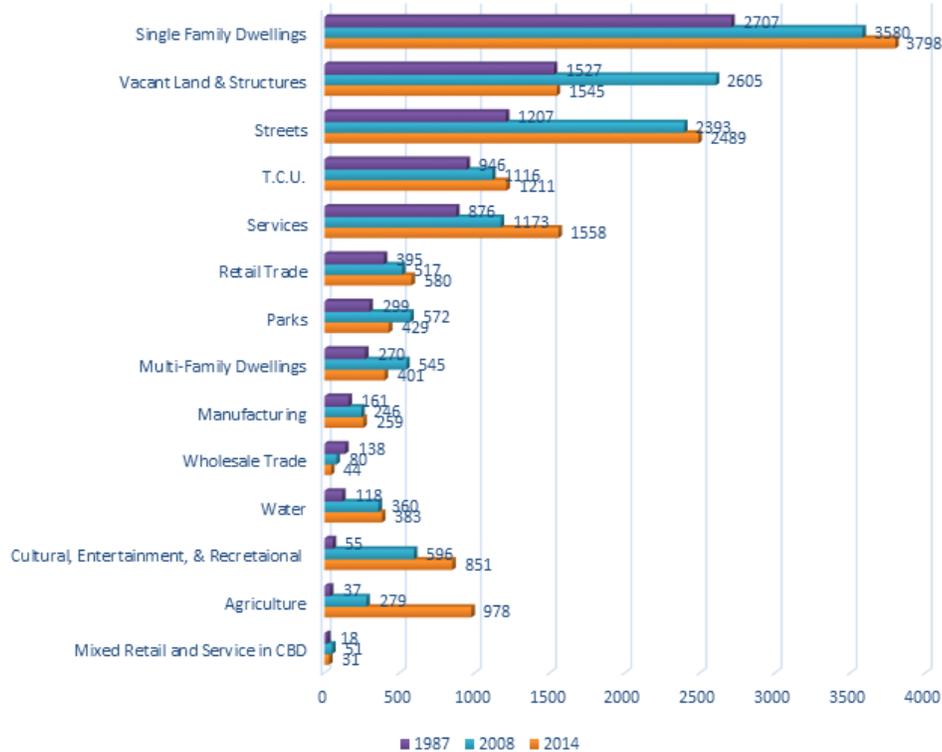
Map 8 shows the locations of vacant lands. The amount of vacant land decreased by 40%. This is due in some degree to lands being reclassified. It also shows development occurring within existing residential and commercial properties already within the city. Previous subdivisions where construction had slowed or stopped due to the economy are now beginning to see those activities increase. As these projects fill in the City is seeing more requests for annexation and development.

Table 1

Land Use Changes

Land Use	1987 Acres	2008 Acres	2014 Acres	%Change
Single Family Dwellings	2707	3508	3798	8%
Vacant Land and Structures	1527	2605	1545	-40%
Streets	1207	2393	2489	4%
T.C.U.	946	1116	1211	8%
Services		1173	1558	32%
Retail Trade	395	517	580	12%
Parks	299	572	429	-25%
Multi-Family Dwellings	270	545	401	-26%
Manufacturing	161	246	259	5%
Wholesale Trade	138	80	44	-45%
Water	118	360	383	6%
Cultural, Entertainment, and Recreational Activities	55	596	851	42%
Agriculture	37	279	978	250%
Mixed Retail and Service in CBD	18	51	51	0%

Figure 3:
Land Use Changes



Zoning

Trends in residential zoning have not changed dramatically. R-1 single-family continues to be the most heavily used zone, but only saw a small increase since 2008. The other residential zones have remained basically unchanged with a small decrease in the RMH. Table 2 shows changes in residential zones between 1987 and 2014. There has been little to no percentage change between 2008 and 2014.

Table 2				
Zoning Changes 1987-2014				
Zone	1987 (acres)	2008 (acres)	2014 (acres)	Percent Change from 2008
RP	53	37	37	0%
RP-A	455	678	680	0%
R-1	3352	4784	5040	5%
R-2	394	304	303	0%
R-2A	192	140	140	0%
R-3	171	279	278	0%
R-3A	642	766	766	0%
RMH	124	87	80	-8%

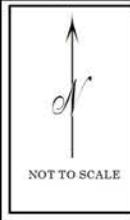
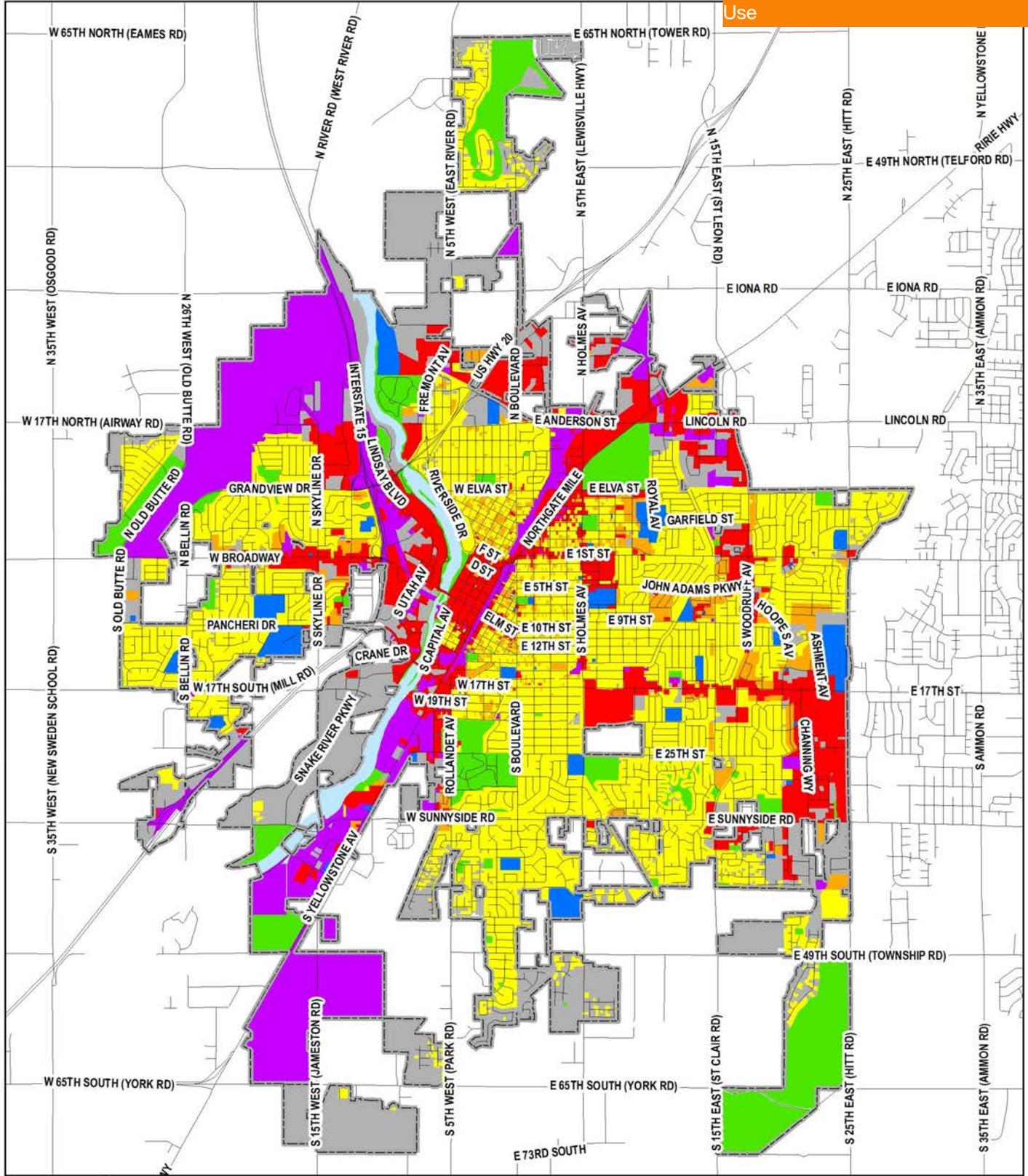
Housing

Based on numbers from the 2010 U.S. Census and Intermountain Demographics there were approximately 22,977 housing units for 2010. This is a 4% increase from 2008. The majority of dwelling units are single family, but as of the 2010 U.S. Census Idaho Falls contained 85% of all multi-family dwellings in Bonneville County. Table 3 shows how the average density of development in each residential zone. There has been little change from 2008 in net densities within the residential zones. Table 3 densities were calculated by taking number of dwelling units divided by net acres of each zone, not including any churches, schools, or parks.

Table 3

Residential Development Net Densities 2014

Zone	Units	Acres	Units per Acre
RP	101	37	2.7
RP-A	1,466	680	2.1
R-1	12,270	5,040	2.43
R-2	1,945	303	6.41
R-2A	1,262	140	9
R-3	2,264	278	8.1
R-3A	3,863	766	5
RMH	378	80	4.7

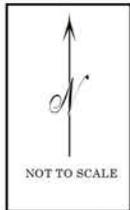
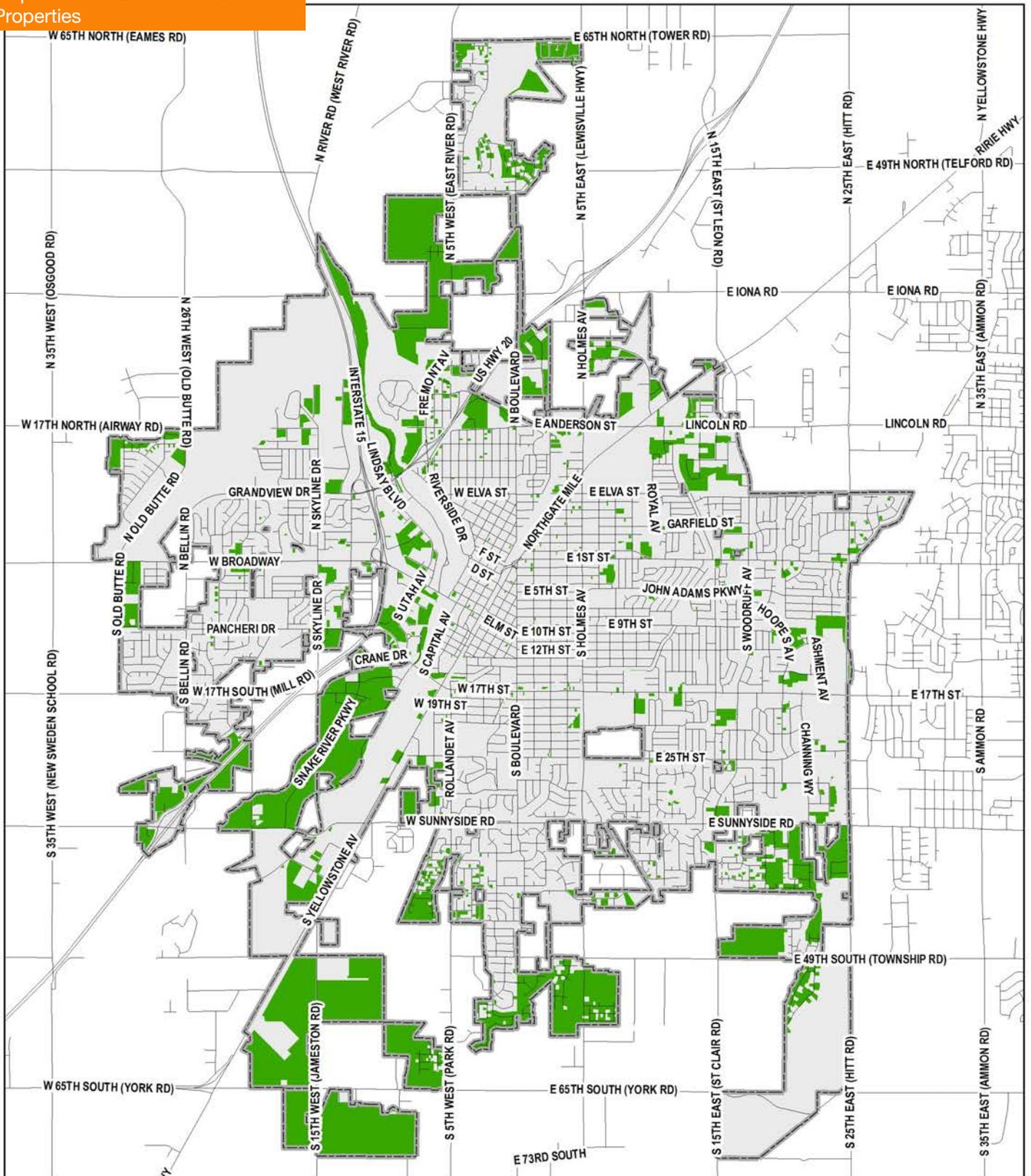


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- | | | |
|------------------------|--------------------------|-------------|
| Single Family Dwelling | Educational | Vacant |
| Multi-Family Dwelling | Industrial/Manufacturing | Snake River |
| Commercial/Office | Parks/Open Space | |

March 2014 Existing Land Use

Map 8: March 2014 Vacant Properties



IDAHO FALLS
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 Vacant Properties

March 2014 Vacant Properties

Background

In 1929-30, the City of Idaho Falls acquired about 200 acres of land to build the Idaho Falls Regional Airport (originally called Fanning Field). The original hangars and terminal buildings were of log construction, located on the east side of the field. Today, the airport is a modern facility with a 9,001-foot main runway, 870 acres of land, and provides air service to a primary passenger catchment market area of approximately 440,000 within eastern Idaho, southern Montana, and western Wyoming.

The FAA identifies the Idaho Falls Regional Airport as a non-hub commercial service airport in the national airport system. The Boeing 737-300 aircraft, with a gross weight of 170,000 pounds, has been identified as the critical aircraft for pavement design and for much of the airfield dimensional criteria. Map 9 shows the existing layout of the airport.

Current Use and Capacity

The capacity of an airport is measured in its ability to accommodate aircraft, passengers, and cargo. According to FAA guidelines, the capacity of the airfield is 225,000 aircraft operations per year. In 2008 there were a total of 44,092 aircraft operations, a one percent decrease from 1995. The terminal building and its various functions such as ticketing, baggage claim, and car rentals are designed for a capacity of 350 peak hour passengers. Current peak hour use is an average of 250 passengers.

Forecasted Demand

According to the master plan for the airport, all operations have adequate capacity to meet projected demands through the year 2020. In regards to land, future growth of the City near the airport should not present a problem to its operation. The airport has acquired or plans to acquire any land not in its possession that is subject to noise or other nuisances. Map 10 shows noise contours produced by airport activity. The threshold for noise nuisances is 65 dB. The 65 dB noise contour is located completely within the property boundaries of the Idaho Falls Regional Airport.

Land Use

The Idaho Falls Regional Airport would like its voice heard regarding development within four miles of its borders. Its updated master plan

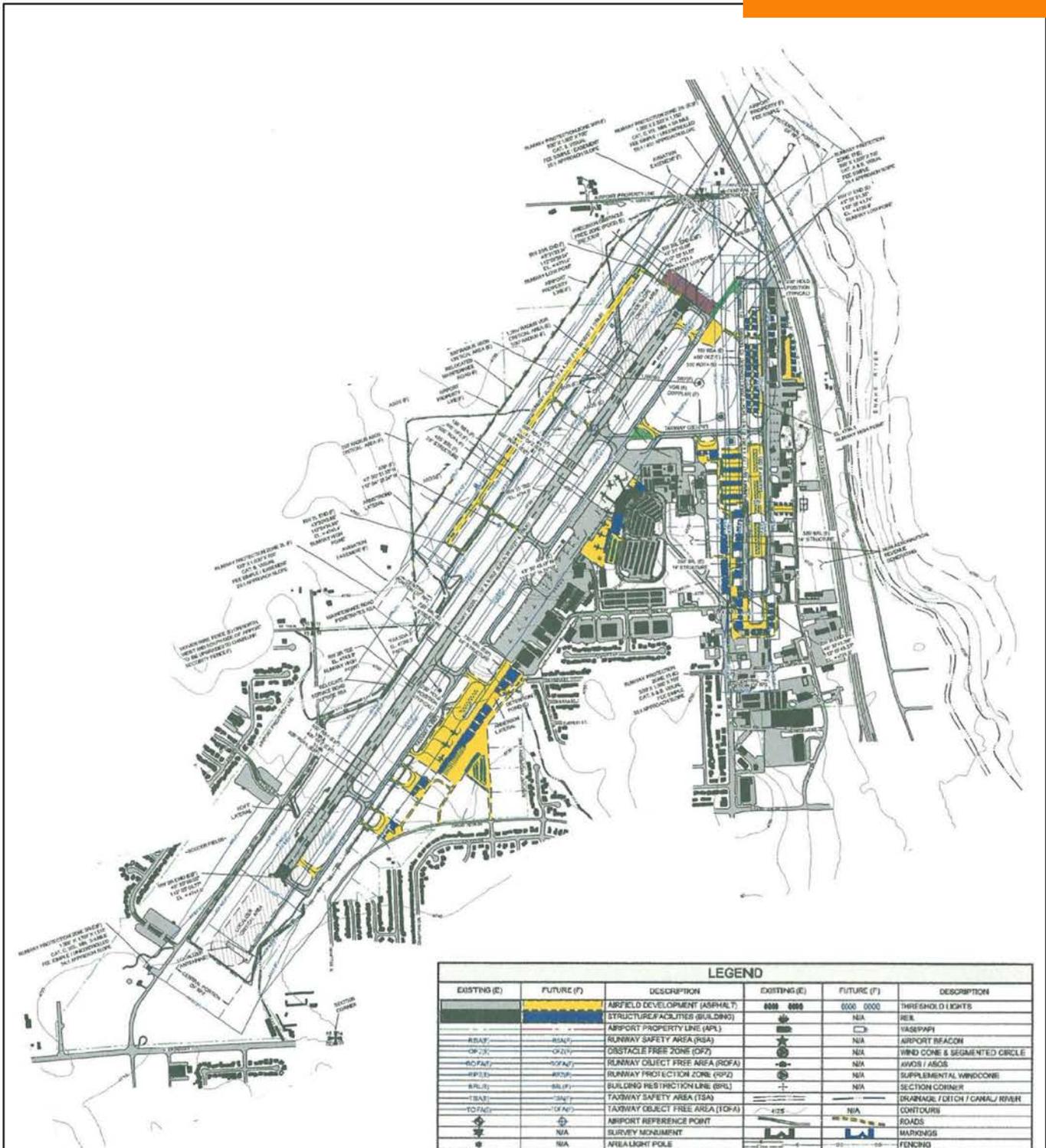
includes a model zoning ordinance to address development concerns within the areas shown on Map 11. Areas in red on this map prohibit development other than airport needs. Areas in yellow and peach are areas of concern for the airport because of approach zones and noise levels. In these areas the model ordinance limits building height and permitted land uses to those which are compatible with the elevated noise levels. For example, commercial uses such as retail trade and manufacturing could be allowed with conditions that lighting on buildings and parking lots is limited and directed downward. Residential development is discouraged in the “Limited Development” areas but allowed with low densities, navigation easements, and proper location of structures.

Future Needs

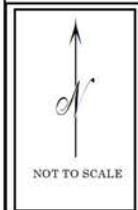
As mentioned above, the airport has adequate capacity to meet its projected demands through at least 2020. In order to improve operations, however, the following are possible improvements to the existing facility:

- Expansions of gate, loading bridges and baggage claim space
- Development of existing land to accommodate hangar growth and air cargo facilities
- Short parallel runway for helicopter traffic and general aviation
- Expansion of terminal ramp space for commercial aircraft

As part of this plan, the airport is proposing to close runway 17/35 and developing more space for hangars. They will also construct a new runway immediately west of runway 2/20. This runway, like 17/35, will be a shorter, lower capacity runway.



LEGEND					
EXISTING (E)	FUTURE (F)	DESCRIPTION	EXISTING (E)	FUTURE (F)	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)	0000 0000	0000 0000	THRESHOLD LIGHTS
		STRUCTURE/FACILITIES (BUILDING)			REL
		AIRPORT PROPERTY LINE (APL)			YAGEPWF
		RUNWAY SAFETY AREA (RSA)			AIRPORT REFACON
		OBSTACLE FREE ZONE (OFF)			WIND CONE & SEGMENTED CIRCLE
		RUNWAY OBJECT FREE AREA (ROFA)			WIND / ASCE
		RUNWAY PROTECTION ZONE (RPZ)			SUPPLEMENTAL WINDCONE
		BUILDING RESTRICTION LINE (BRL)			SECTION CORNER
		TAXIWAY SAFETY AREA (TSA)			DRAINAGE / DITCH / CANAL / RIVER
		TAXIWAY OBJECT FREE AREA (TOFA)			CONTOURS
		AIRPORT REFERENCE POINT			ROADS
		SURVEY MONUMENT			MARKINGS
		AREA LIGHT POLE			FENCING
		MALSH			RAILROAD TRACKS
		ASPHALT TO BE REMOVED			TREE
					PRECISION OBSTACLE FREE ZONE

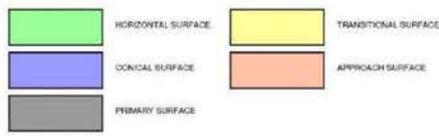
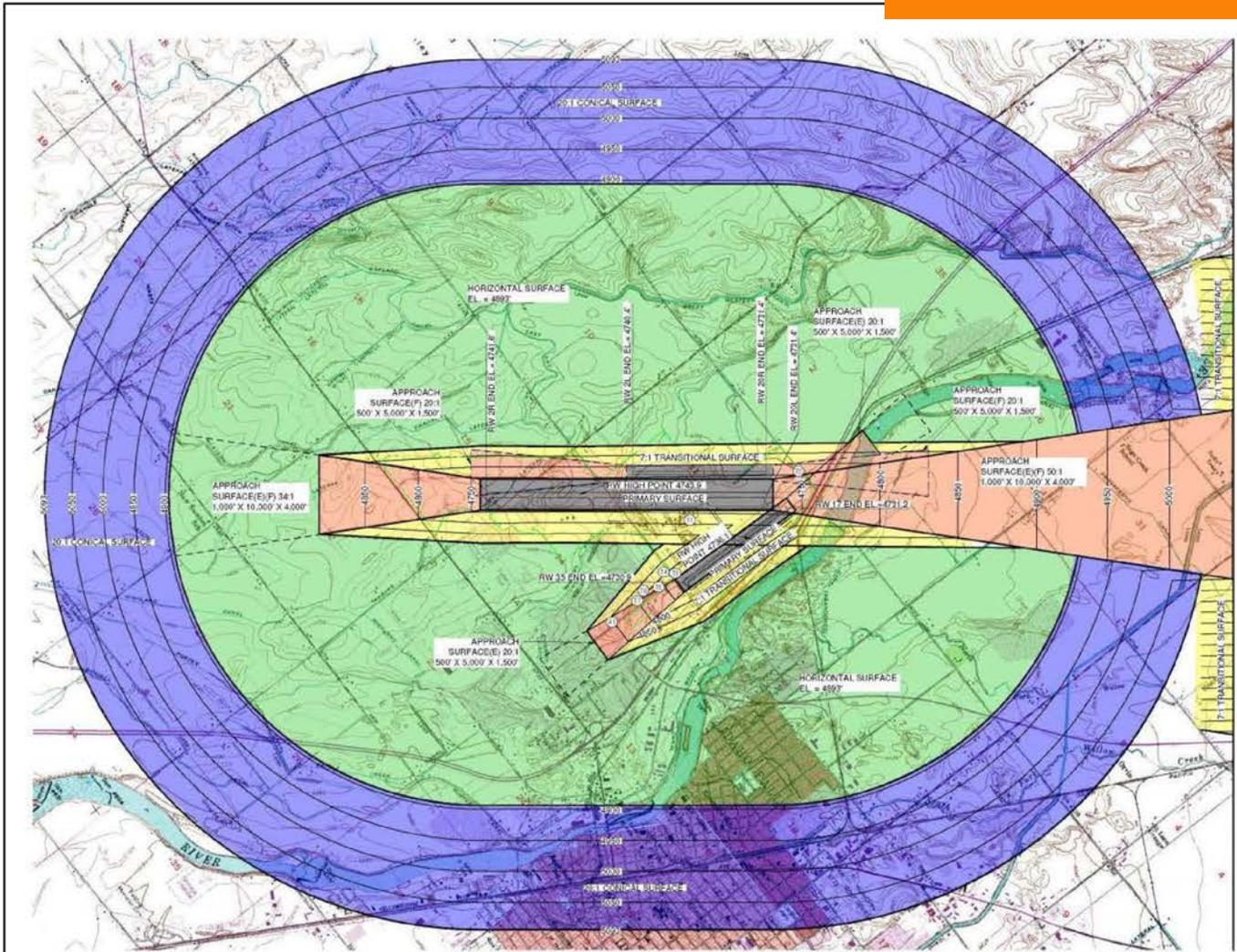



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Source: City of Idaho Falls Regional Airport

Year 2014

Airport Layout Plan



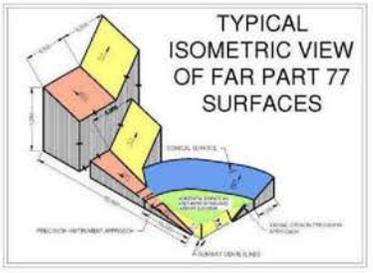
OBSTRUCTION CHART					
PART 77 SURFACE	ITEM No.	DESCRIPTION	ESTIMATED TOP ELEVATION (MSL)	PENETRATION (FEET)	REMARKS
PRIMARY		NO PENETRATIONS			
APPROACH	A1	ANT	4951'	2'	CLOSE RW 17/25
	T1	ANT ON ATCT	4832'	54'	OBSTRUCTION LIGHT
	T3	TREE	4777'	34'	CLOSE RW 17/25
P1 TRANSITIONAL	T4	TREE	4812'	17'	CLOSE RW 17/25
	T5	TREE	4792'	22'	CLOSE RW 17/25
	T6	TREE	4792'	18'	CLOSE RW 17/25
	T7	TREE	4819'	14'	CLOSE RW 17/25
HORIZONTAL		NO PENETRATIONS			
CONICAL		NO PENETRATIONS			

NOTES

1) REFER TO "INNER PORTION OF THE APPROACH SURFACE" DRAWINGS FOR DETAILS ON ANY CLOSE-IN APPROACH OBSTRUCTIONS.

2) APPROACH SURFACES BASED ON ULTIMATE CONDITION

3) ALL PENETRATIONS WERE IDENTIFIED USING PREVIOUS OBSTRUCTION SURVEY INFORMATION AND A SEARCH OF THE FAA OCAAA DATABASE.



 IDAHO FALLS COMPREHENSIVE PLAN Background Studies	Source: City of Idaho Falls Regional Airport
	Year 2014 Airspace

NOT TO SCALE

PUBLIC FACILITIES

INVENTORY

Transportation

Background

Transportation and land use are closely linked. Historically, as modes and availability of transportation have changed, so too have urban patterns of development. When travel became faster and more affordable, residential uses spread further from work and shopping areas. But transportation encompasses more than just streets and highways for automobiles and trucks. It also includes public transportation, rail, bikeways, pedestrian walkways, and vehicular parking. Increased demand for these alternative modes of travel is again changing the way we plan communities.

Idaho Falls Street System

Classification

The designation of functional classification provides a basis for planning for necessary right-of-way acquisition, signalization, and access management, all of which are necessary to provide and preserve roadway capacity. This network should provide a logical hierarchy of streets that support each other. The City of Idaho Falls maintains over 300 miles of streets. Its roadway system is comprised of the following different classifications of streets depending on function:

Arterial streets: Arterial streets primarily move traffic between principal generators and are designed for the movement of traffic through and across the community at higher speeds. Generally arterial streets do not bisect neighborhoods. Direct residential access is strongly discouraged, and commercial access is limited. The right-of-way for such streets ranges from 100 to 120 feet in width and will include five vehicle lanes. The spacing for arterial streets is usually one to one and a half miles, access is limited to major traffic generators only and parking is usually prohibited.

- **Principal arterial streets:** Principal arterial streets are major roadways that are intended to primarily serve through traffic, so access to abutting properties is restricted. Typical speeds are 35 to 45 miles per hour, and may be up to 55 mph in a rural context. Signalized intersection spacing varies from one third mile to one half mile depending on its priority and connectivity to the rest of the transportation system.
- **Strategic arterial streets:** Strategic arterial streets are like principal arterials, except vehicle access is even more restricted with raised medians and longer intersection spacing to better serve the public. Strategic arterials typically include two or three lanes in each direction and are 120 feet wide.

Typical speeds for this type of street are from 40 to 45 mph with signalized intersection spacing suggested at one half mile.

- **Minor arterial streets:** Minor arterial streets are also similar to principal arterials, except vehicle access is less restricted. The spacing of driveways is controlled and parking is generally prohibited but not always. Speeds for these streets are generally 30 to 45 miles per hour.

Collector streets: Collector streets provide access to local properties and also move moderate quantities of traffic between local streets and major streets. Collector streets penetrate neighborhoods and provide access to adjacent properties. Collectors are typically spaced at one-quarter to one-half mile. The width of the right-of-way for collectors is usually between 70 and 80 feet, and include two to three vehicle lanes.

- **Major Collector Streets:** Major collector streets are roadways that provide local circulation over moderate distances and link arterials to local streets. They may provide direct access to abutting properties, except for individual residences. Typical speeds will range from 30 to 45 miles per hour.
- **Residential Collector Streets:** Residential collector streets function like major collectors, except they provide circulation over short distances and may provide direct access to individual residences. Speeds are generally 25 mph with major intersections allowed every 300 feet.

Local streets: The primary purpose of local streets is to provide access to adjacent properties. They serve very little to no through traffic. Each abutting property usually has access to the street, and parking may be permitted on the street. Local streets make up a large percentage of the total street mileage but carry a small proportion of the vehicle miles of travel. Local street widths may vary, but are typically 60 feet in width. Speeds limits are usually 25 miles per hour.

Table 4 provides information on the miles of street within the City according to its classification:

Table 4		
Functional Classification		
	Miles	Percent of Total
Interstate (I-15)	10.61	3.3%
Expressway (U.S. 20)	5.12	1.6%
Principal arterial	25.47	8.0%
Minor arterial	28.60	9.0%
Collector	20.84	6.6%
Local streets	227.45	71.5%
Total	318.09	100%

SOURCE: GIS data based on existing comprehensive plan classifications

Operation and Maintenance

In fiscal year 2004 the Idaho Falls Street Department had a budget of \$3.5 million. That budget has increased to \$5.1 million for fiscal year 2013. Over that same time period, maintenance costs for seal coating and overlays have increased 224% and 252% respectively. Since 1989 the Street Department has operated with 21 employees.

Table 5		
Street Department Budget and Employment 2004-2013		
Year	Department Employees	Street Department Budget
2004	21	\$3,515,928
2013	21	\$5,113,079
Street Maintenance Costs		
	Seal (\$/S.Y.)	Overlay (\$/Ton)
2004	1.11	31.45
2013	2.49	79.5
	224%	253%

Priorities for Street Improvements

One of the main concerns citizens continue to identify is traffic and city streets. This has consistently been a priority heard from citizen participation programs, as far back as 1992.

Several key transportation projects have recently been completed. The Sunnyside Corridor, including a new interchange on I-15, a new bridge over the Snake River to Ammon Road have been constructed, accommodating 5-lanes of traffic. This work has been a priority for the City since the 1965 Comprehensive Plan. Other notable transportation improvements include reconstruction of the Pancheri Overpass over I-15, the D Street underpass and 25th East (Hitt Road) from the Meppen Canal north to Mesa Drive. Design work is also nearing completion to widen Pancheri Drive from Blue Sky Drive to Bellin Road. Other priority street improvements include Grandview Drive widening from Skyline Drive to Saturn Avenue as well as the following programmed projects within the Transportation Improvement Program (TIP).

- Woodruff Avenue/17th Street right turn bay, TIP-programmed
- Skyline Drive/Grandview right turn bay, TIP-programmed 2016
- Old Butte extension to 33rd South, TIP-programmed

Additional projects, shown on the following list, were suggested by the Engineering Department and considered by residents in the August, 2013, citizen participation program. They are listed in the order of priority as determined by the favorable responses from participants.

- Adding turn lanes at the intersection of 17th Street and 25th East (Hitt Road)

- Adding turn lanes at the intersection of 17th Street and Woodruff Avenue
- Widening Holmes Avenue from 12th Street to 17th Street
- Improving Hitt Road from Sunnyside Road to 49th South
- Constructing Old Butte Road from Broadway to 33rd South
- Widening Woodruff Avenue from Lincoln Road to U.S. 26
- Widening Sunnyside Road (33rd South) from I-15 to 35th West
- Widening Holmes Avenue from Sunnyside to 49th South (Township Road)
- Widening 5th West to 65th North and installing traffic signal at University Boulevard

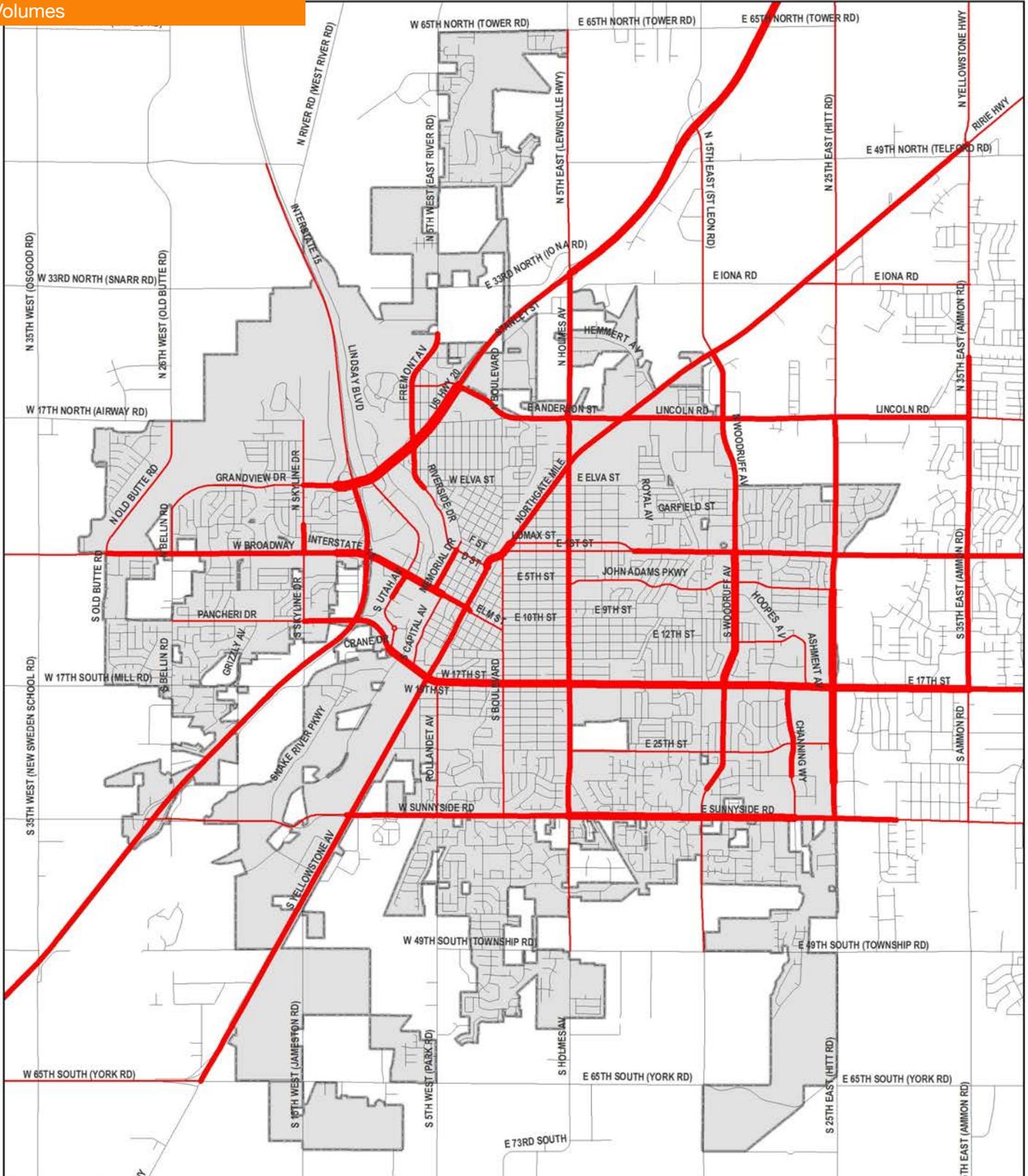
Long-Range Priorities

The Bonneville Metropolitan Planning Organization (BMPO) provides regional transportation planning for the City of Idaho Falls, Ammon, Iona, Ucon, and the urbanizing areas of Bonneville County (also known as the Bonneville Metropolitan Planning Area or BMPA) in cooperation with the Idaho Transportation Department and Targhee Regional Public Transportation Authority. The BMPO has prepared a 2035 Long Range Transportation Plan. Input for the plan comes from the Technical Advisory Committee (TAC), a group of planners, engineers, and others from the various jurisdictions throughout the BMPA. Along with planning from the TAC, a traffic model is the primary tool used by BMPO to identify future traffic demand. Population and employment projections are used to estimate future number of trips, origin and destination, and the routes selected. Established historic trends and current conditions are the basis for forecasting future traffic demand.

Map 12 shows average daily traffic volumes for major roadways in the City. Maps 13 and 14 from the 2035 Long Range Transportation Plan illustrate the 2010 and 2035 congestion locations based on the transportation model. Memorial Drive, the off ramp for I-15 at U.S. 20, and Channing Way north of 25th Street area were all areas of congestion in 2011. The lack of congestion can be contributed, in large part, to the completion of several projects identified through previous planning efforts. Those projects include the Pancheri Bridge, Skyline/Pancheri intersection, turn bays on Hitt Road at 1st Street and John Adams Parkway, and the Hitt Road/Iona Road roundabout.

In 2035, congestion is shown throughout the city on much of the transportation network. Significant areas include Skyline north of West Broadway, I-15 interchange with Broadway and at U.S. 20, Memorial Drive, portions of 1st Street, Woodruff Avenue, 17th Street and Sunnyside Avenue. Sound access management and coordination will be required to help resolve these issues. Transportation projects identified by the BMPO in the 2035 Long Range Transportation Plan address future congestion and provide solutions to long term needs. Map 15 shows the 2035 BMPA Master Roadway Plan.

Map 12: Average Daily Traffic Volumes

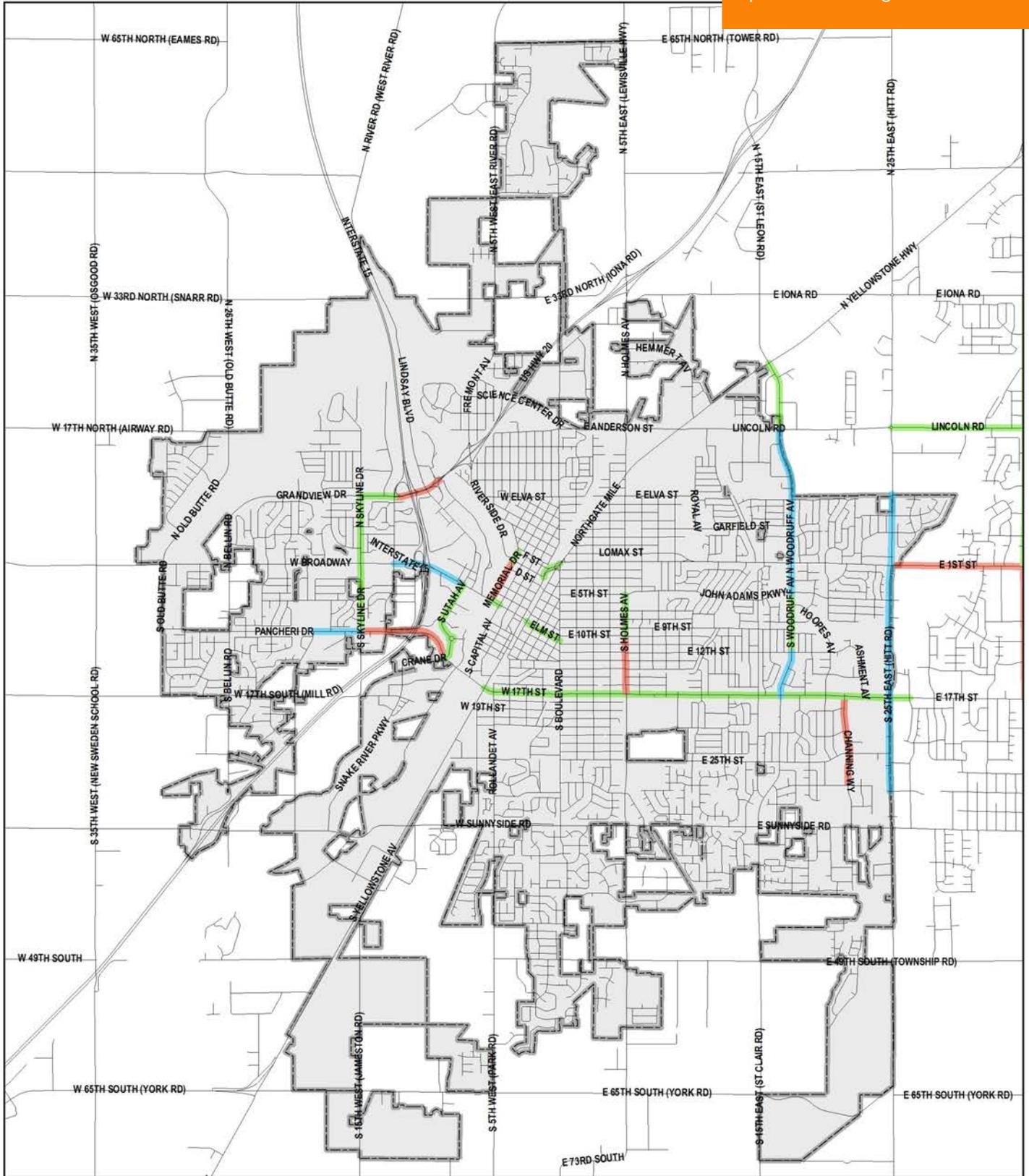


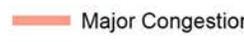
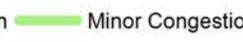
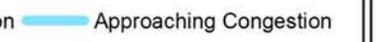
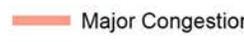
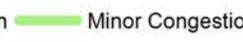
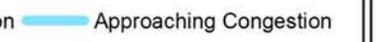
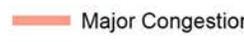
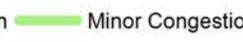
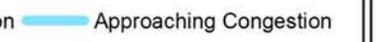
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Source: Bonneville Metropolitan Planning

Average Daily Traffic Volumes



 NOT TO SCALE	 IDAHO FALLS COMPREHENSIVE PLAN Background Studies	<table border="0"> <tr> <td data-bbox="657 1816 901 1858">  Major Congestion </td> <td data-bbox="901 1816 1144 1858">  Minor Congestion </td> <td data-bbox="1144 1816 1523 1858">  Approaching Congestion </td> </tr> <tr> <td colspan="3" data-bbox="1177 1879 1485 1900"> Source: Bonneville Metropolitan Planning </td> </tr> <tr> <td colspan="3" data-bbox="820 1921 1274 1963" style="text-align: center;"> 2010 Congestion Locations </td> </tr> </table>	 Major Congestion	 Minor Congestion	 Approaching Congestion	Source: Bonneville Metropolitan Planning			2010 Congestion Locations		
 Major Congestion	 Minor Congestion	 Approaching Congestion									
Source: Bonneville Metropolitan Planning											
2010 Congestion Locations											

Bicycle and Pedestrian Transportation

Background

Although the predominant mode of travel is the automobile, there is also a need for safe transportation networks for bicycle and pedestrian transportation. The Bonneville Metropolitan Planning Organization (BMPO) publishes the BMPO Bicycle and Pedestrian Plan which addresses concerns and inadequacies in the current bicycle and pedestrian network in order to accommodate the needs of those currently cycling and walking as well as increase the number of citizens using these forms of transportation.

Classification

One of the challenges of planning for cyclists and pedestrians is the different needs and facilities for different users. These range from people who bike or walk to work and need direct routes to key locations and those who cycle, walk, or jog primarily for recreation and look for trails and pathways separated from busy streets. From an expenditure standpoint, creating bike lanes as opposed to pathways is much more affordable. However, bike lanes alone do not meet the needs of all cyclists and do little for pedestrians. BMPO's Bicycle and Pedestrian Plan (bike/ped plan) identifies three classifications of cyclists:

- *Group A (Advanced Bicyclists)*—Experienced riders who are confident in operating under most traffic conditions.
- *Group B (Basic Bicyclists)*—Basically adults and teenagers who are less comfortable yet capable of operating well within high traffic volume situations; casual type riders.
- *Group C (Children)*—Pre-teen riders with short trips and low speeds. Initially monitored by parents.

Facilities

Facilities for pedestrian traffic are primarily sidewalks and multi-use paths such as the Snake River Greenbelt. Bicycle facilities include multi-use paths, striped bike-lanes, and bike routes which are roadway lanes wide enough to accommodate both automobiles and bicycles. There are currently more than 26 miles of trails in Idaho Falls. Table 6 lists existing paths and lanes in Idaho Falls. It also includes proposed facilities and their estimated costs. These as well as proposed facilities are shown in Map 16.

Priorities

“Connecting Our Community” is a current planning exercise the Bike-Ped Committee is undertaking. The plan is scheduled to conclude sometime later this year. The plan will focus primarily on greenbelt, bikeway and pedestrian facility improvements, but will also provide updates to the BMPO's 2008 Bicycle and Pedestrian plan. This planning effort will assist in defining priorities and focus on making key strategic additions to the trail/greenway network, examining funding options for trail maintenance, roadway crossings for bicyclists and pedestrians and further growing the on-street bikeway network. Once completed, “Connecting Our Community” should be adopted as part of the City's Comprehensive Plan.

Table 6

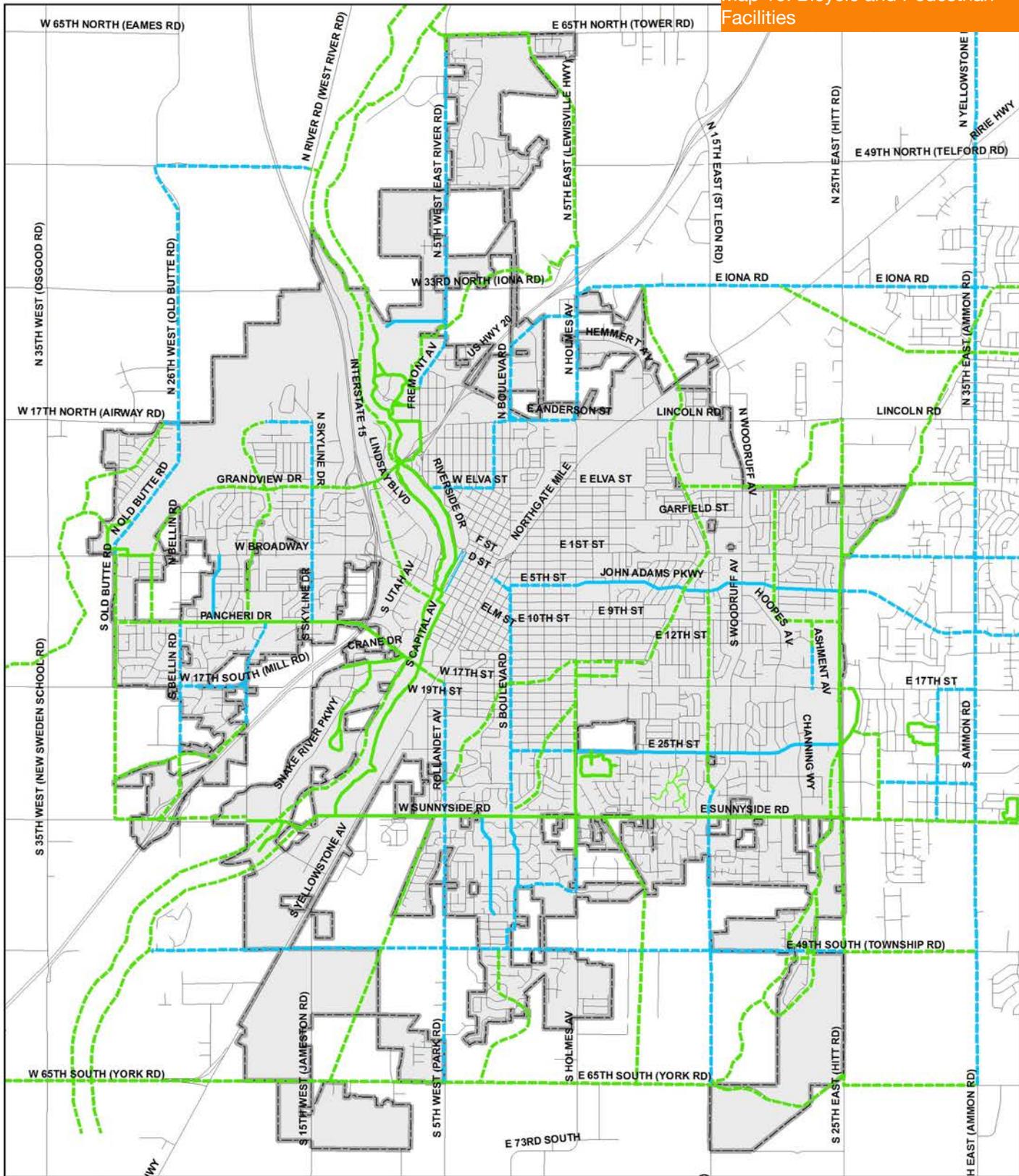
Existing Pathways and Bike Lanes

Location	Facility Length (Miles)						
	Existing Pathway	Proposed Pathway	Existing Lane	Proposed Lane	Total	Path Estimated Cost	Lane Estimated Cost
16th St./June Avenue	0.1	0.3			0.4	130,000	
25th Street			2.0	0.5	2.5		3,000
Ashment	0.7	0.2		0.3	0.5	87,000	2,000
Bellin Road		0.6		1.0	1.6	260,000	7,000
Broadway/Tunnel and Path	0.7	0.4			1.1	173,000	
Butte Arm Canal (two segments)		5.1			5.1	2,200,000	
Castlerock				0.5	0.5		3,000
Community Park	0.9				0.9		
East Lateral Canal/International Way		1.7		0.4	2.1	736,000	3,000
Elva/Bannock/Anderson				1.6	1.6		11,000
Fremont Avenue				2.6	2.6		18,000
German Canal (vicinity)		1.3			1.3	563,000	
Greenbelt	4.5	30.1			34.6	13,000,000	
Gustafson Canal		1.0			1.0	433,000	
Hitt Road	1.0	2.0			3.0	866,000	
Holmes Avenue	0.2	0.9		0.6	1.7	390,000	
Holmes/Tower Road		2.5		1.3	3.8	1,000,000	9,000
Idaho Canal		2.1			2.1	909,000	
John Adams Parkway				3.1	3.1		21,000
Meppen Canal		2.1			2.1	909,000	
Nathan			0.7		0.7		
North Boulevard				1.3	1.3		9,000
North Fork Willow Creek Canal		2.1			2.1	909,000	
Old Butte Road (two segments)		2.0		3.1	5.1	866,000	21,000
Pancheri Drive		2.6			2.6	1,100,000	
Porter Canal/I-15/Grizzly		1.1		0.3	1.4	476,000	
Eastern Idaho RR-Sunnyside North		3.6			3.6	1,600,000	
Rollandet/Park Road				3.0	3.0		20,000
Sand Creek/17th Street	0.5	4.5			5.0	1,900,000	
Sand Creek/1st Street		2.4			2.4	1,000,000	
Sidehill Canal (vicinity)		1.5			1.5	649,000	

Skyline Drive				1.5	1.5		10,000
South Boulevard/Stonebrook				3.0	3.0		20,000
South Capital	2.2				2.2		
South Holmes	0.7				0.7		
St. Clair/Idaho Canal		3.9			3.9	1,700,000	
St. Clair/Woodruff				2.2	2.2		15,000
Stonebrook			0.5		0.5		
Sunnyside Road	6.9	2.3			9.2	996,000	
Great Western Canal/ West 17th		3.4		0.1	3.5	1,400,000	1,000
Township Road				6.2	6.2		42,000
Troy			0.5		0.5		
Eastern Idaho RR-US 20		1.0			1.0	433,000	
University Boulevard			0.5		0.5		
US 20/Fremont/Higham	0.5	0.2			0.7	87,000	
US 20/Grandview/ Thomas		2.7			2.7	1,200,000	
Utah Avenue (vicinity)		0.5			0.5	216,000	
West 17th South/Grizzly				1.0	1.0		7,000
West 49th North		0.1		1.1	1.2	43,000	7,000
York Road		8.2			8.2	3,500,000	
Total Length/Estimated Cost	18.9	92.4	4.2	34.7	149.5	39,731,000	229,000

SOURCE: BMPO Bicycle and Pedestrian Plan

Map 16: Bicycle and Pedestrian Facilities



 NOT TO SCALE	 IDAHO FALLS COMPREHENSIVE PLAN Background Studies	 Existing Multi-use Path	 Existing Bike Lane
		 Planned Multi-use Path	 Planned Bike Lane
		 Private Multi-use Path	 Shared Bike Lane
		Source: Bonneville Metropolitan Planning	
Year 2013		Bicycle and Pedestrian Facilities	

Water

Background

The Idaho Falls Water Department provides water service within the corporate limits of the City of Idaho Falls. Only in rare circumstances does the department extend service beyond the corporate boundary. Water service in Idaho Falls consists of water supply, storage, and distribution. It should be noted that the Water Department has contracted with an engineer to conduct a facility plan which will evaluate the entire water system from water rights, growth, operation & maintenance, capital projects, and rates & fees. Once complete, the facility plan will make recommendations to keep the water system in a position to accommodate future growth.

Water Supply

The source of the Idaho Falls water supply is the East Snake River Plain aquifer. The water department operates 18 wells with total capacity of 88.1 million gallons per day (MGD) or 61,150 gallons per minute (GPM). The capacity of a well is measured based on its ability to pump water. The system capacity is measured by the ability to pump water into use. Wells fill storage tanks during non-peak hours allowing pumps to put more water into the system during peak hours than the wells alone. Total system capacity, depending upon system pressure, is 97.0 MGD or 67,350 GPM.

Water Storage

The water system has a true storage capacity of about 5.75 million gallons. Well No. 3 has an elevated tower with a 500,000-gallon capacity. The elevated tower uses gravity to provide a basis for pressure control and stabilization. Pumps provide the remaining pressure control (as required) to match system demand.

Water Distribution

Water is distributed to about 24,500 customers. There are approximately 314.17 miles of water mains; a 37% increase from 1997. While most of the increase is due to growth in the City, a small portion may be due to differences in measurement tools. Map 17 shows locations of wells, storage tanks, and water mains throughout the City. Although this map is not a completely accurate portrayal of the water system and does not account for pumps pressurizing the system, it does suggest general areas of the City where wells may be needed in the future; a useful tool in terms of land use. Table 7 on the following page shows the number of miles of water mains by pipe size.

The Department of Environmental Quality (DEQ) advises communities to replace any water main smaller than six inches in diameter to provide adequate fire flow. Currently 11.5% of the system is smaller than six inches. The City replaces these lines with larger mains as they wear out.

Water Usage

Monitoring water usage helps the City plan to ensure the water system's capacity keeps pace with growth. Besides measuring total consumption, the Water Department monitors average daily usage, maximum daily

Table 7

Water Mains

Water Mains (inches)	Length (Miles)
24	0.62
20	0.62
18	1.33
16	9.24
14	0.41
12	56.88
10	6.22
8	86.02
6	116.58
4	33.00
2	3.25
Total	314.17

SOURCE: GIS data

usage, minimum daily usage, and peak hour usage. The purpose of measuring peak hour usage is to see if the system has adequate capacity to meet demands if the peak hour usage continued for 24 hours. By calculating the gallons of water that would be produced if the peak hour usage continued for 24 hours, and by measuring system capacity by assuming the City's largest well was not available, the Water Department can determine if it is in compliance with DEQ guidelines. For example, 2012 peak hour usage was 57,000 gallons per minute, equivalent to 82.1 MGD. The City's largest well can produce approximately 8.1 MGD. If this well was unavailable, the system could still produce 88.9 MGD, nearly 6.8 million gallons above the peak hour usage. Table 8 compares water usage from 1995 to present. These figures show that while system capacity has increased daily consumption and usage has decreased slightly. It should be noted that annual weather and temperature fluctuations can have significant impact on consumption statistics.

Table 8

Water Usage 1995-2013

Year	Population	Total Consumption	Avg. Daily Consumption	Max. Daily Usage	Min. Daily Usage	Max Hourly Usage	System Capacity
1995	49,182	6.9 billion gallons	19 MGD	49.2 MGD	8 MGD	49,000 GPM	82 MGD
2008	57,388	9 billion gallons	24.8 MGD	60.7 MGD	11 MGD	53,166 GPM	91.8 MGD
2013	59,057	9 billion gallons	24.5 MGD	56.8 MGD	10 MGD	55,833 GPM	97.0 MGD
% Change from 2008	2%	0%	-1%	-6%	-9%	5%	5%

SOURCES: 1997 Capital Facilities Plan, Intermountain Demographics

Table 9 shows water consumption per connection and water connection per capita. It should be noted that the number of connections includes both residential and most commercial users.

Table 9		
Water Consumption 1995-2013		
Year	Daily Consumption per Connection	Daily Consumption per Capita
1995	986 GPD	365 GPD
2008	1006 GPD	379 GPD
Percent Change	2%	3.8%

Fire Flow

Fire flow is the rate of flow needed for fire fighters to confine a major fire at specific buildings or building complexes. The determination of this flow depends upon the size, construction, occupancy, exposure, and communication of buildings within and surrounding the group complex.

Various fire insurance companies serving the City of Idaho Falls set fire insurance rates on the basis of a classification made by the Idaho Surveying and Rating Bureau. The Bureau has given Idaho Falls a rating of 3. A rating of 3 is excellent on the scale of 1 to 10, with 10 representing less than the minimum protection.

Forecasted Demand

Water Consumption

Assuming a 1.8% growth rate, water consumption is expected to increase to 11.72 billion gallons per year or 32.1 MGD by 2025 as shown in Table 10. If peak hour flow continues at a 0.6% per year increase as it did between 1995 and 2008, peak hour usage in 2025 will be approximately 58,600 GPM or 84.4 MGD. The system must increase its total capacity in order to meet these demands.

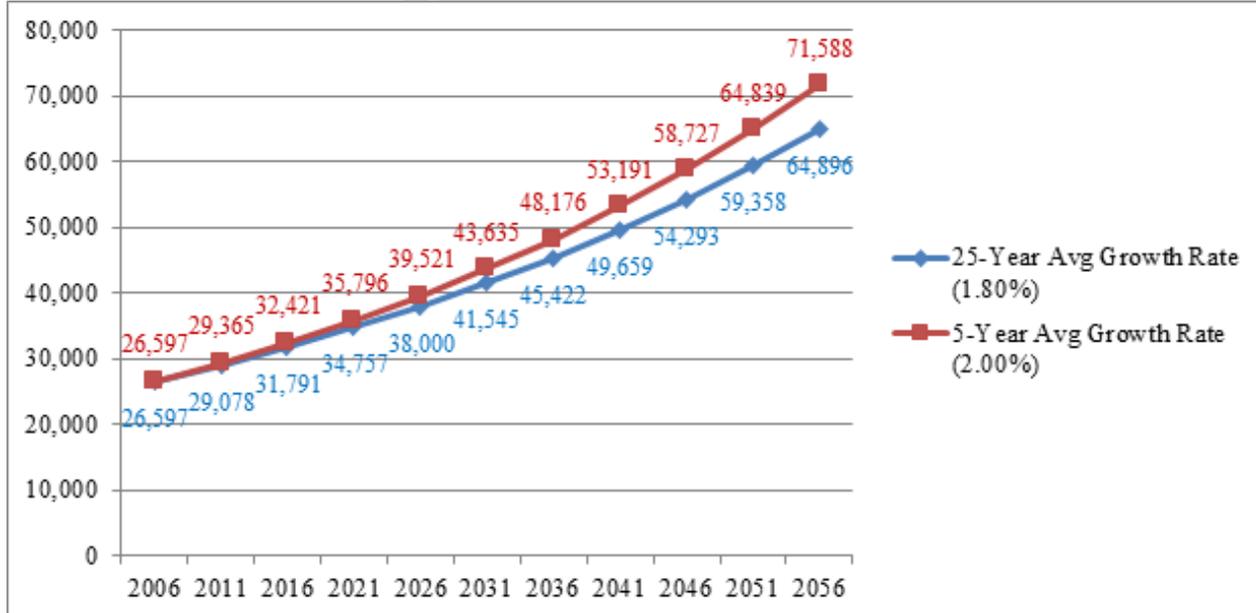
Water Rights

Table 10				
Forecasted Water Consumption				
	2008	2015	2020	2025
Population	57,388	65,172	72,868	80,890
Connections	24,500	27,177	29,713	32,485
Consumption	9 billion gallons	10.2 billion gallons	11 billion gallons	11.72 billion gallons
Peak Hour	53,166 GPM	55,398 GPM	56,993 GPM	58,600 GPM
SOURCE: Intermountain Demographics, Water Department consumption statistics				

A challenge to growth for many communities is the acquisition of water rights. The City of Idaho Falls currently owns the rights to approximately 75,000 acre-feet of water per year. At current growth rates, this amount of water is adequate for the next 50 years and beyond. Figure 4 shows projected growth in number of connections and water volume usage in acre-feet.

Although the City has an adequate water supply, obtaining new well permits can be challenging. In order to maintain adequate system capacity, the water department may construct additional large storage tanks that can be filled during low use hours. The water can then be pumped into the system during peak usage.

Figure 4:
Annual Water Volume (Acre-Feet)



SOURCE: Water System Growth Study, 25-year and 50-year Projections

Operation and Maintenance

In 1995 the water department operated with 15 employees and a budget of \$3,119,133. In 2013 the employees increased to 16 and the budget to \$6,759,090.

Table 11

Water Department Budget and Employment 1995-2013

Year	Estimated Population	Water Department Employees	Water Department Budget
1995	49,182	15	\$3.1 million
2008	57,388	16	\$6.2 million
2013	59,057	16	\$6.8 million

SOURCE: Capital Facilities Plan 1997-2002 City of Idaho Falls, Kask Consulting Inc, July 7, 1997

Financing

Water system costs are paid by rates levied to system users and by system development costs levied to new customers coming into the system. In addition, the City collects front footage fees to new users who wish to connect to an existing water main. The current fee is \$35 per linear foot of property adjacent to a public street or right-of-way. In cases where the water line was constructed at the expense of an individual, the City may, with a written agreement, collect the fees and reimburse the individual. The current rates are shown in Table 12 and the new customer connection fees in Table 13. Table 12 is limited to common uses and is not a complete list of rates.

Table 12	
Non-Metered Water Rates	
Customer Classification	Monthly Rate
Single-family dwelling	\$21.00
Apartment unit (per unit)	\$15.78
Office buildings, banks, bowling alleys, lodges, markets per 1,000 square feet of area	\$6.29
Restaurant and fast-food establishment	\$55.80
All other non-metered customers-per premises or building	\$21.00

Table 13	
New Water Customer Connection Fees	
Pipe Size (Inches)	Connection Fee
1.0	\$1,312.00
1.5	\$2,624.00
2.0	\$5,248.00
4.0	\$20,992.00
6.0	\$47,232.00
8.0	\$82,656.00

Capital Improvements

Each year the water department budgets an amount for water main and well rehabilitation in order to keep the system functioning properly. The Public Works Division is currently working through the capital facility plan process that will help to further define future capital projects and their associated cost and schedule. That process is anticipated to be completed within the next year.

SEWER

Background

Wastewater management in the Idaho Falls area consists of collection, conveyance, treatment, and disposal. The Idaho Falls Wastewater Department extends conveyance, treatment, and disposal services to users beyond the corporate boundary of the City of Idaho Falls. Specifically, the area coverage extends and includes the following: City of Ucon, the Iona-Bonneville Sewer District, and miscellaneous trailer courts and local improvement districts in Bonneville County. Wastewater management also includes storm water collection.

Collection System

The collection system consists of sewer pipes connecting homes and businesses to the trunk and interceptor system. The cost of installing the collection system is the responsibility of the builder and/or developer and is a condition of receiving a building permit. After its construction to City standards, the City assumes the maintenance and operation of the collection system. The City does not operate or maintain that portion from the building to the sewer main in the street, alley, or easement referred to as the service line. Idaho Falls also maintains the collection system for the Iona-Bonneville Sewer District. The number of sewer connections is shown in Table 14.

Table 14	
Sewer Connections 2014	
Type	No. of Sewer Connections
Unmetered Customers	23,470
Metered Commercial	210
Industrial	4
Wholesale	3
Total	23,687

SOURCE: CH2MHill, "City of Idaho Falls, Sewer Utility Rate Study"

Conveyance – Trunk and Interceptor System

The trunk and interceptor system, including lift stations, is shown in Map 18. To convey the sewage to the treatment plant requires not only a system of piping but also a number of lift stations. There are currently 37 lift stations in Idaho Falls, 7 in the Iona-Bonneville Sewer District, and 1 in Ucon.

Treatment Facility

The wastewater treatment facilities were designed to treat an average plant flow of 17 million gallons per day (mgd). Present loading averages 9.2 mgd. This load has been reduced from 11.5 mgd. that was reported in 2010 as a result of Eastern Idaho Regional Wastewater System serving Ammon. The treatment facility continues to have excess capacity. Forecasted load for the year 2025, with a population of 80,890, is 15.12 mgd. There is currently 7.858 mgd in reserve with the total plant

capacity of 17 million gallons per day.

Solids Disposal Facility

The existing solids handling system is currently loading a sludge flow of 70,000 gallons/day at 2 percent solids. A limited number of sludge drying beds and a 16M.G. sludge lagoon are available for dewatering and storage during periods of the year when land application is not practical.

Usage/Demand

Wastewater flow from October 2005 through September 2006 was 4,318 million gallons or 11.8 million gallons per day. In 2008 its load was also 11.8 million gallons per day. Currently the facility handles 9.142 million gallons per day. As indicated previously the reduced load is largely a result of the capacity that was serving Ammon being directed to the Eastern Idaho Regional Wastewater System.

Trunk and Interceptor System

The trunk and interceptor system’s capacity to handle future forecasted loads are more difficult to estimate. The trunk and interceptor system improvements are sized to meet forecasted population growth. As growth continues south of York Road, increased numbers of lift stations will be required to pump effluent north to interceptor lines. A trunk line will also be needed in York Road.

Storm Water

The treatment plant also processes a small percentage of water from the City’s storm water collection system. Although new development is required to provide on-site storm water collection, the City still maintains the storm sewer system for older parts of the City. Map 19 shows locations of storm ponds and storm water collection lines throughout the City.

Capital Improvements

In 2009 a study was conducted to identify and prioritize needed improvements to the treatment facility. The study concluded nearly \$60,000,000 may be needed over the next 20 years to upgrade the existing facilities. High priority projects are listed in Table 15:

Table 15		
Sewer Department Projects		
Project	Estimated Cost	Recommended Completion Year
Gravity Belt Thickener	\$2,270,000	2012
Secondary Treatment Upgrade (Addresses ammonia and discharge issues)	\$18,150,000	2015
Primary Clarifier Project	\$12,000,000	2017
Dewatering Project	\$6,330,000	NA

Financing

Wastewater management costs are paid by rates levied to system users and by connection fees and front footage fees to new users coming into the system. The current rates are shown in Table 16. The current connection fee levied to a newcomer to the system is \$1,023 per connection for most uses, \$1,023 plus \$342 per living unit in multi-family dwellings, and \$1,023 plus \$34.20 per plumbing fixture for commercial buildings.

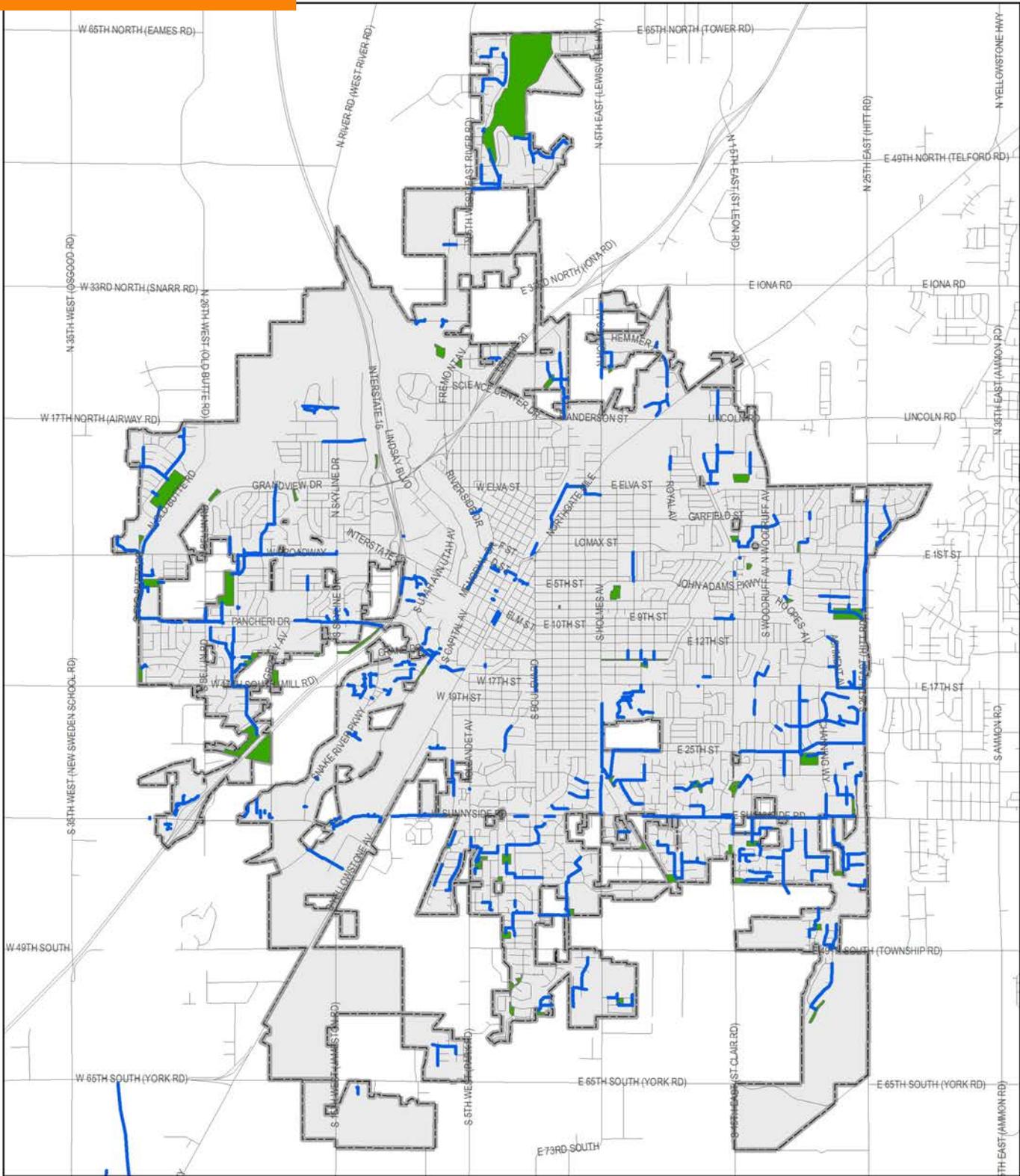
Table 16				
2008 Sewer Rates				
Customer Class	Flat Fee	Flow (\$/1000gal)	BOD (\$/lbs)	TSS (\$/lbs)
Unmetered Customers (\$/ERU)	\$21.66	---	---	---
Metered Commercial	\$2.89	\$1.83		
City of Ammon/IBSD		\$2.04		
City of Ucon		\$1.56		
Penford Products		\$0.6080	\$0.5308	\$0.3570
BARI/Groupo Modelo		\$0.428	\$0.5308	\$0.3570

Budget

Table 17 outlines a comparison between Fiscal Year Sewer Department budgets. Dollar amounts are adjusted for inflation. Total expenditures increased approximately 44.1% over the 7-year period.

Table 17				
Sewer Department Budget Adjusted for Inflation				
Department	FY 1997 Budget	FY 2007 Budget	FY 2014 Budget	% Change from 2007
Sewer Administration	\$743,076	\$906,241	\$1,448,282	59%
Collection System O&M	\$118,104	\$262,177	\$741,349	182%
Preventative Maintenance	\$173,309	\$63,387	\$233,900	269%
Lift Station O&M	\$168,746	\$204,840	\$329,750	60%
Bldg & Grounds Maint.	\$9,301	\$254	\$15,000	581%
New Construction	\$391,301	\$42,705	\$463,160	984%
Customer Service	\$263,100	\$471,876	\$656,750	39%
Storm Drainage O&M	\$118,010	\$76,825	\$556,166	623%
Treatment Plant O&M	\$2,652,039	\$4,673,960	\$22,489,118	381%
Total	\$4,636,986	\$6,702,265	\$26,933,475	301%

Map 19: Storm Sewer System



 NOT TO SCALE	 <p>IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	<p>  Storm Line 15" & Larger  Storm Pond </p> <p style="text-align: right;">Source: City of Idaho Falls Public Works Department</p> <p style="text-align: center;"> Storm Sewer System </p>
Year 2014		<p style="text-align: center;">Storm Sewer System</p>

IDAHO FALLS POWER

Background

The City of Idaho Falls has provided electrical energy services to the residents and businesses of the City since 1900. Currently, the electric utility service area is approximately 20 square miles in size and includes all land within the corporate limits of the City. The City provides services to approximately 22,500 residential customers and to 3,700 commercial and industrial customers.

Generating Facilities

The City owns and operates four hydroelectric generating facilities, all of which are located on the Snake River. Three of the four generators are low-head bulb turbine facilities. In addition, the City owns and operates the “Gem State Project;” a facility south of the City which includes a dam, reservoir, spillway, powerhouse, dikes, and transmission lines. Based on average water years, the total production from the four facilities is 230,000 megawatt hours. The total capacity of all generating facilities is 53.5 Megawatts.

Distribution System

Electricity is delivered to residential and commercial customers through a transmission and distribution system owned and operated by the City. The system consists of 11 substations and approximately 450 miles of transmission and distribution lines. The two major transmission systems are the 161 kV transmission line and the 44 kV transmission loop. These systems include substations along their respective routes. The 161 kV line extends from the Sugar Mill substation on the north end of Hitt Road approximately 4.3 miles south to York Road, and then west and north to the Westside substation near the Sunnyside/I-15 interchange. The 44 kV loop also connects with these substations, but services the core of the City as well as extending north towards Fairway estates. The system is critical to ensuring each part of the City has adequate and reliable power. The locations of the two transmission systems, substations, and significant distribution lines are shown in Map 20.

Current Consumption

Electrical energy consumption for the years 1990 through 2008 are shown in Table 18. Total energy consumption has increased 27% over the past 18 years; an average of 1.8% per year. The population of Idaho Falls grew an average of 1.3% per year over the same time period.

Table 18					
Electrical Energy Consumption 1990-2010					
Consumption kWh	1990	1995	2000	2005	2010
Residential	252,047	282,654	271,472	272,395	294,079
Commercial	208,589	234,597	253,820	255,913	267,707
Industrial	20,963	51,647	37,434	80,278	87,0053
Other	37,209	38,957	43,850	42,509	47,040
Total	518,808	607,855	606,567	651,095	692,879

Current Energy Production

As mentioned above, Idaho Falls Power facilities currently produce approximately 230,000 megawatt hours annually. This represents, on average, 30 percent of annual consumption of all customers. The City must purchase additional electricity from several outside sources in order to provide sufficient power to existing users. Outside purchases come from the Bonneville Power Administration and a variety of market options.

Forecasted Demands

Growth Generated Demand

Population in the City is forecasted to increase at the rate of about 1.7 percent per year from 2008 to 2025. The growth in electric energy use for the same period is forecasted to be about 1.4 percent per year. The resulting annual electrical energy needs in 2025 amounts to about 814,805 megawatt hours with a coincidental peak of 170 MW.

Transmission and Distribution System

In 1973 a study was conducted by CH2MHill to evaluate what facilities were needed to accommodate power loads of 200 MW, which is expected to occur by 2020 -2025 at current growth rates. Only a portion of the required infrastructure was built in the 1980's. When the study was updated in 2007, the consulting firm recommended remaining transmission system improvements, the north loop of the 161 kV transmission line, be constructed as soon as practicable. It will connect the Sugar Mill and Westside substations and be approximately 18 miles in length servicing the northern portion of the City. Map 21 shows locations for the preferred route for the line. Without this loop, further growth of the City will be challenging due to decreasing ability to supply reliable power to new growth areas and meet peak demands. Besides dealing with future growth, the 161kV line is also necessary to maintain reliable power to the central business district of the City. As mentioned above, this area is currently served by the 44kV line and is now at or near capacity. Construction of the 161kV line will absorb some of this load and continue to provide reliable power to the central business district now and in the future.

Substations

Along with the transmission lines on the north loop at least four substation sites will be needed as growth continues, with one site specified for development immediately in the vicinity of the existing upper power plant. That site has been acquired. Further, additional substation sites in the southern part of the City are needed as part of the southern 161 kV transmission line. A site was recently acquired immediately north of Sandy Downs.

Other Facilities

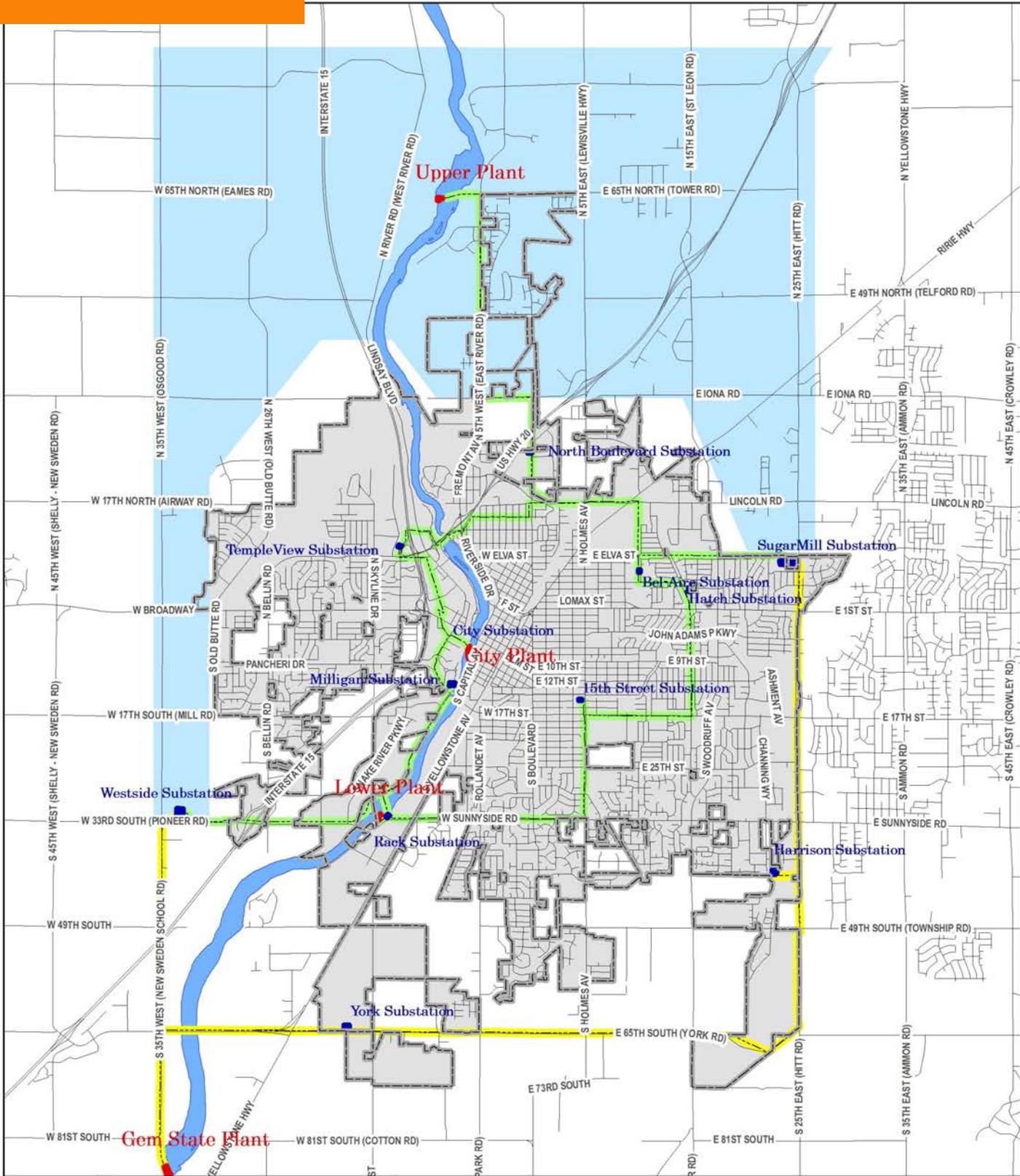
The transmission study update also recommended Idaho Falls Power examine the development and implementation of "smart grid" technology. This includes fiber optic networks and automated systems. Smart grid systems are expected to increase the overall reliability and

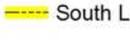
efficiency of the power system. The department began providing “dark” fiber in 2005. Dark fiber is simply the fiber optic lines with no existing service. The fiber connections are leased by end users and internet providers for data sharing, internet service, or other applications. Currently all new commercial development is required to provide a spare conduit as housing for future fiber optic cable. Map 22 shows the current fiber network.

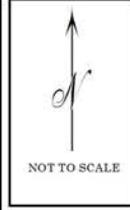
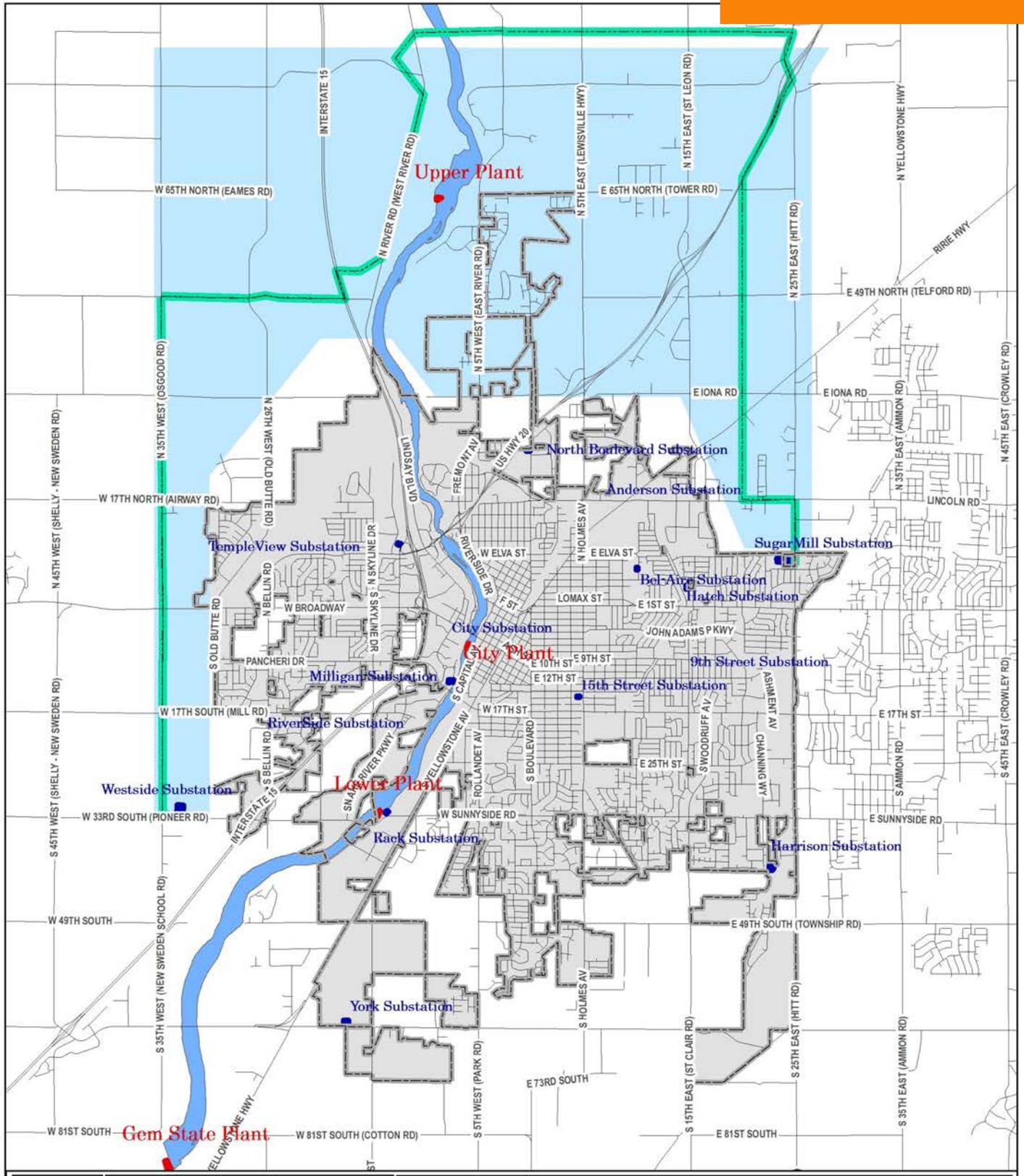
Outside Purchases

Idaho Falls Power will continue to make outside power purchases to meet consumption needs. As in the past, these will come primarily from Bonneville Power Administration. A 20 year contract was recently signed with BPA to provide electricity from the Federal Columbia River Hydropower System. Idaho Falls Power also has a 3MW partnership with Utah Associated Municipal Power System (UAMPS) in a wind power project constructed east of Idaho Falls. The Department will also consider alternative generating sources such as wind, solar, natural gas, geothermal and nuclear power.

Map 20: Existing Power Facilities



 NOT TO SCALE	 <p>IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	 Power Plant	 Substation	 44 Loop	 General Study Area
		 South Loop		Source: City of Idaho Falls Power	
Year 2014		Existing Power Facilities			



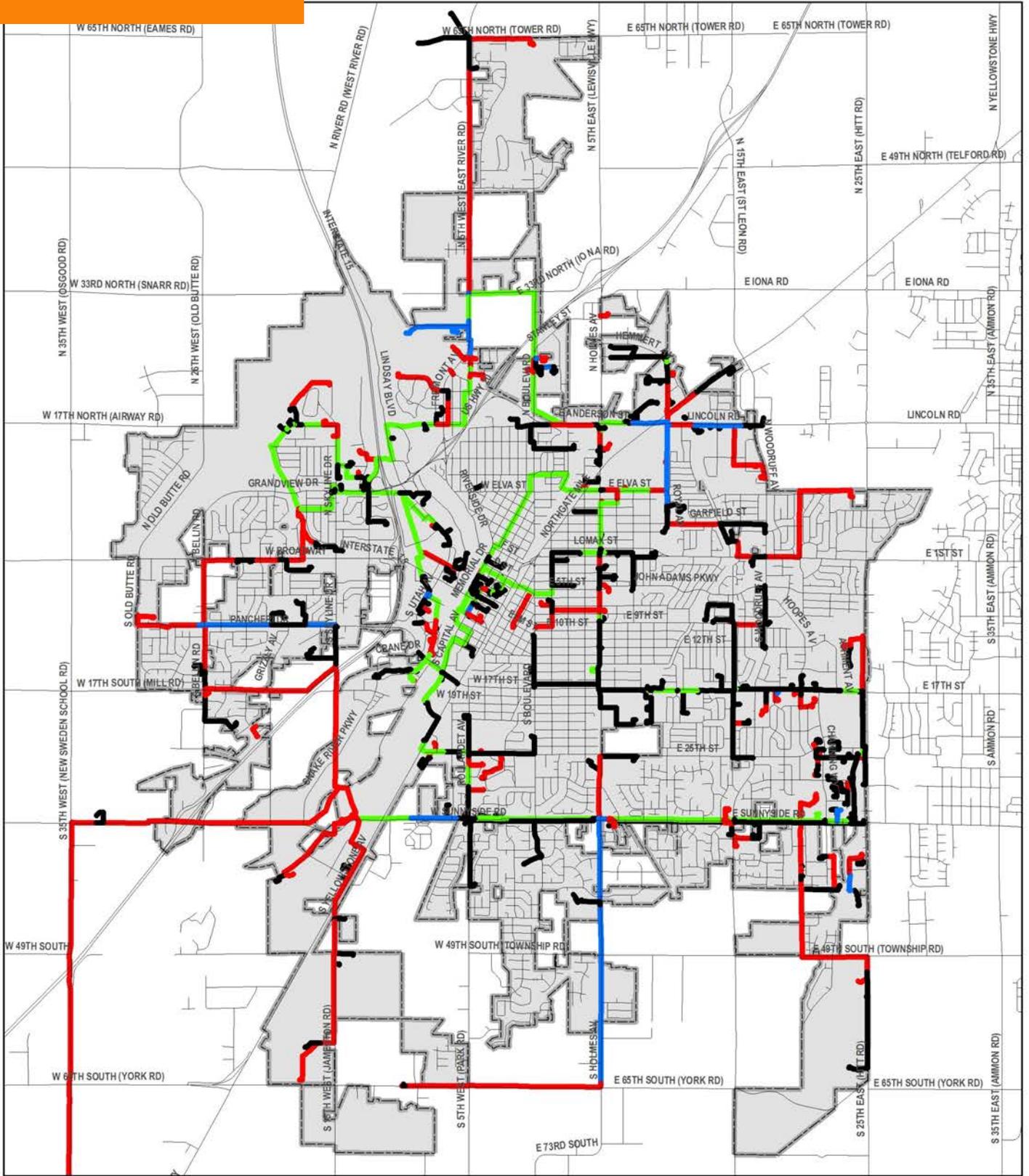
IDAHO FALLS
COMPREHENSIVE
PLAN
Background Studies

- Preferred Route
- Power Plant
- Substation
- General Study Area

Source: City of Idaho Falls Power

Power Facilities

Map 22: Fiber Optics



 NOT TO SCALE	 <p style="text-align: center;">IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	<p>Fiber Count</p> <p style="text-align: center;"> — 12 — 36 — 48 — 96 </p> <p style="text-align: right;">Source: City of Idaho Falls Power</p>
<p>Year 2014</p>		<p style="text-align: center;">Fiber Optics</p>

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

Background

Fire protection and emergency medical services for the City of Idaho Falls and parts of Bonneville County are provided by the Idaho Falls Fire Department. Ambulance services are also provided to parts of Bingham and Jefferson Counties.

The Fire Department currently employs 105 personnel including administrative staff and the Fire Chief. One hundred members of the staff are trained and qualified to provide emergency medical services. The ratio of firefighters to 1,000-population is 1.52, which is above average for communities with similar populations.

The department owns and operates 29 vehicles including nine ambulances, eight pump trucks, three aircraft rescue fire fighting vehicles (ARFF), a Hazmat Response and D-Con trailer, and various other rescue and emergency vehicles. In addition to the administrative offices there are currently five fire stations, a Fire Prevention Bureau office, and a training facility. The fire stations serve approximately a 1.5-mile radius. The locations of the stations and their service areas are shown in Map 24. The department strives for a 3 minute response time for all calls. The current average response time is less than four minutes.

Needed Improvements

As shown in Map 23, there are areas in the south and southwest portions of the City which are outside the 1.5-mile service area. As the City continues to grow in that direction, the department will need to construct an additional station to ensure adequate fire and emergency medical services are provided to all parts of the City.

Budget

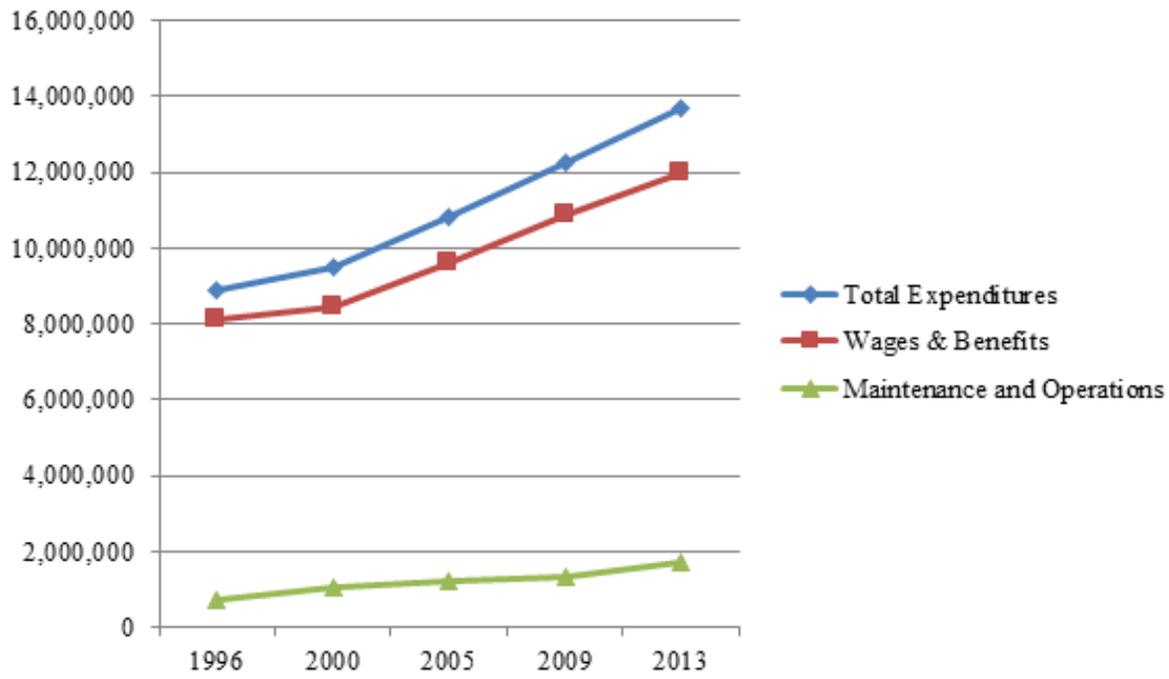
Table 19 outlines fire and ambulance expenditures except capital outlay from 1996-2013. Similar to other City departments, maintenance and operations have continued to increase. Total expenditures have increased 11% since 2009. Figure 5 charts this same data.

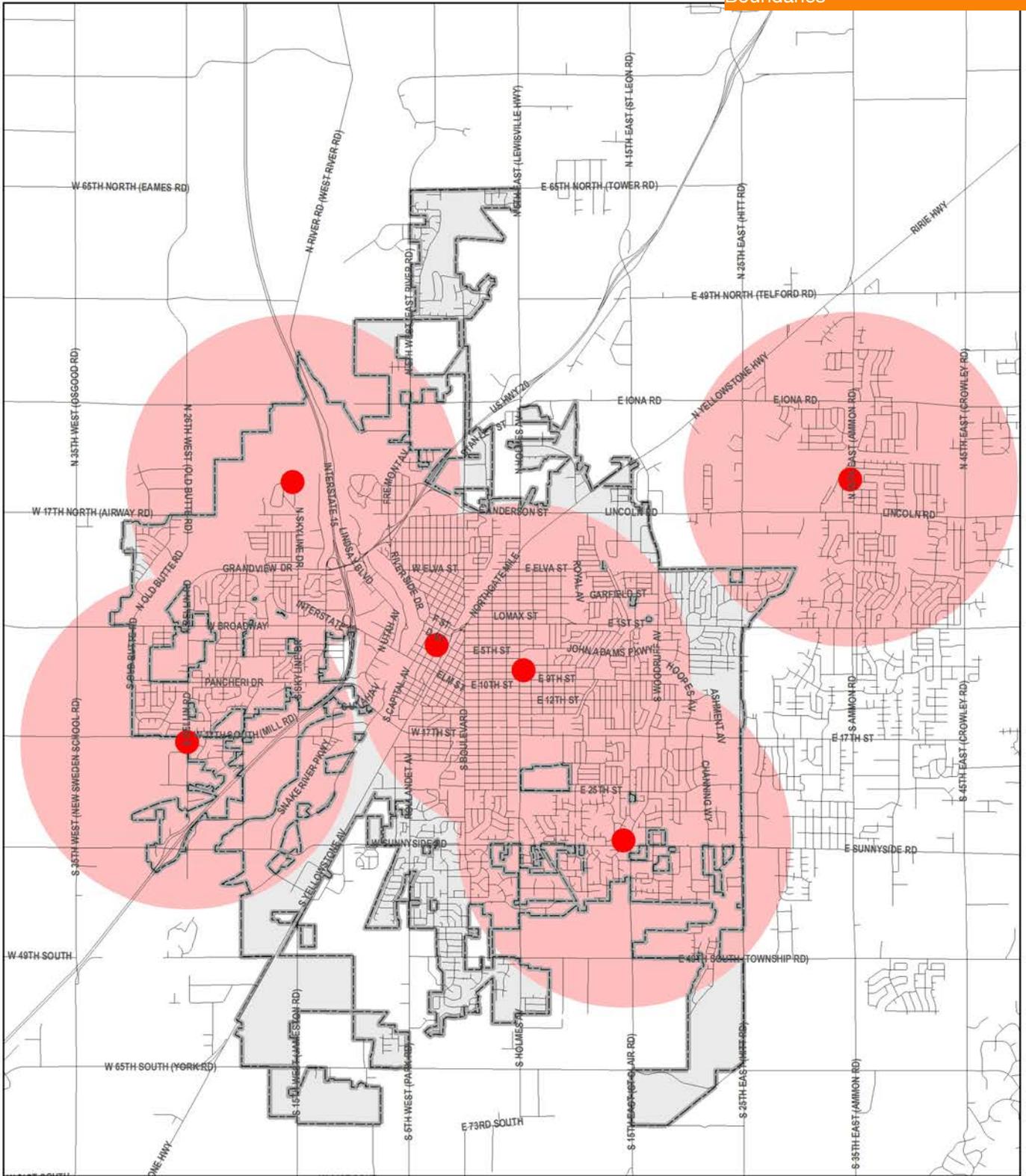
Table 19

Fire and Ambulance Expenditures 1996-2009 (Adjusted for Inflation)

Expense	FY 1996	FY 2000	FY 2005	FY 2009	FY 2013	% Change
Wages & Benefits	\$8,127,696	\$8,435,775	\$9,588,133	\$10,902,239	\$11,983,376	9%
Maintenance & Operations	\$737,900	\$1,054,223	\$1,212,414	\$1,334,694	\$1,693,533	26%
Total	\$8,865,596	\$8,489,998	\$10,800,547	\$12,236,933	\$16,676,909	11%

Figure 5:
Fire and Ambulance Expenditures
1996-2009 (Adjusted for Inflation)





 NOT TO SCALE	 <p>IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	<p>  Fire Station  1.5 Mile Radius </p> <p> Year 2014 Fire Stations & Service Boundaries </p>
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IDAHO FALLS POLICE DEPARTMENT

Background

The City of Idaho Falls Police Department provides police services within the corporate limits of Idaho Falls. The Police Department is divided into three divisions: the Uniform Division, Criminal Investigations Division, and Administrative Services Division. In 2013 there were 131 full time employees and seven part time employees in the Police Department of which 87 were law enforcement officers. We are in partnership with the Bonneville County Sheriff's Office in a regional bomb squad and narcotics investigation team.

The police department operates out of a central facility located at 605 North Capital Avenue, which also houses the Bonneville County Sheriff's operations. The department also operates an animal control center which was built in 1999-2000 as well as the dispatch center that serves all public safety agencies in the City of Idaho Falls, and Bonneville County. The department no longer leases space but has moved into a newly remodeled training facility at 740 Park Ave.

Service Standards

There are 87 law enforcement officers serving a population of 59,057. The current officer per population ratio is one officer per 671 persons. The generally accepted standard as established by the International Association of Chiefs of Police (IACP) for a city of 50,000 people is one officer per 500 people.

Projected Demand

The estimated 2013 population of Idaho Falls was 59,057. By 2025 the population is projected to increase to 84,890, a three percent annual rate of increase. Table below shows how many officers will be needed to maintain current levels of service.

Table 20			
Police Officer to Population Rates 3% Growth			
Year	Population	*1/500	1/671
2013	59,057	118	88
2015	65,172	125	93
2020	72,868	145	108
2025	80,890	168	125
*IACP city of 50,000 suggested 1 officer for every 500 residents			

Needed Improvements

Office space at 605 North Capital Avenue and the training annex is insufficient. The department has investigated using a voter approved bond to approve funding for a new station. Such a bond may be introduced depending on the state of the local economy. A 2007 architectural assessment recommends the new station be a two-story, 53,220 square foot building on a parcel of nearly three acres of land. The Department would like to stay as centrally located and close to the downtown area as possible.

Budget

Funding for the police department comes primarily from the City's general fund. Table below shows police department expenses from FY 2012 through FY 2014. 90% of our budget is for employee wages and benefits. Since 2012 the budget has increases 0.75% that includes a decrease of 0.73% from FY 2013 to FY 2014.

Table 21

Police Department General Fund Budget

	2011-2012	2012-2013	2013-2014
	Budget	Budget	Budget
Salaries & Wages	\$7,379,905	\$7,490,255	\$7,442,784
Benefits	\$3,704,996	\$3,746,014	\$3,649,360
Current Operating Expenses	\$1,288,295	\$1,271,539	\$1,311,224
Capital Outlay	\$94,785	\$121,820	\$115,820
MERF Depreciation	\$313,500	\$326,400	\$326,400
Interfund Transfers	\$(675,967)	\$(670,154)	\$(648,912)
Net Budget	\$12,105,514	\$12,285,874	\$12,196,676

PARKS AND RECREATION

Background

The Idaho Falls Parks and Recreation Division maintains the City's parks, properties, golf courses, zoo, cemeteries and other recreation facilities as well as the City's landscaped medians, rights-of-way, grounds for public buildings, and storm water retention ponds. They also plant and maintain all trees, plants, and flowers on City property and take care of playground equipment and monuments. Besides maintenance, the department also provides programming for a variety of sports and other fitness activities.

Parks

The Parks Department is responsible for planning, development, and maintenance of more than 1,800 acres of outdoor areas, approximately 1,600 acres of which are parks and golf courses. The National Recreation and Parks Association (NRPA) categorizes parks according their use, size and location. For the purposes of this report, three of NRPA's categories are used here. Below is a description of each type of park. Table 22 also indicates the total acres of each category. A complete list of parks is included in Appendix A. Map 24 shows the existing park system.

- **Neighborhood Parks**

Neighborhood parks are described by NRPA as the basic unit of the park system. They primarily serve the neighborhoods within .25-.5 mile of their location but may have athletic facilities which occasionally are used by a broader community. Generally they should be 5-10 acres in size; however for this report total acres of neighborhood parks includes mini-parks and storm ponds which are generally smaller and have few to no facilities other than grass and trees. Also included are school parks. While not designed

Park Type	Acres			
	1992	2010	2013	% Change from 2010
Neighborhood Park with facilities	54.46	56.96	74.84	31%
Storm Pond	10.5	39.16	68.44	74%
School Park	86.4	86.4	86.4	--
Total Neighborhood	151.36	182.52	229.68	25%
Community	170	187	274.7	46%
Snake River Greenbelt	32	41.7	67.2	61%
Special Use and Sports Areas	1,056	1,203	1,392.25	15%
Total Parks	1,409.36	1,614.22	1877.43	16%

or maintained by the City, school parks are often the nearest and most accessible park facilities. Table 22 shows a slight increase in neighborhood parks with facilities. This category includes storm ponds that have some facilities such as a walking path or a grassy area large enough for a play field and good access to the neighborhood. Nearly all of the increase in neighborhood parks has come in the form of storm water retention ponds. The Service Boundaries map, Map 25, shows the .25-.5 mile service areas for neighborhood parks throughout the City. This map shows that areas to the north and south of the City, where newer development is taking place, are outside the ideal service area. It also shows that many areas are only being served by a storm pond with little to no facilities. The Comprehensive Plan Policy Statement document identifies that in order to meet projected needs by 2035, Idaho Falls will need additional acres of neighborhood parks. Such parks should be smaller, four acres or less, with a playground, picnic areas, landscaping, including trees, and passive green space. Such facilities could be provided in conjunction with storm water retention ponds. A graphic demonstrating concept goals is provided as part of the City's Comprehensive Plan.

- **Community Parks**

NRPA specifies community parks as those meeting community-based recreation needs. They are typically 30-50 acres in size and serve a .5-3 mile radius. Since last reported in 2010 community parks have increased 46%. This is largely due to differences in reporting methods and the inclusion of the Old Butte Soccer Complex within the community park designation. Community parks currently do not exist in the north east or south west portions of the city. The bulk of the City is served by existing community parks because their service areas are so large. However, access and proximity could become larger items of concern as the City expands outward. This could be addressed with the expansion or addition of new facilities within existing neighborhood parks and the implementation of plans for connecting the park system through trails and bikeways.

Snake River Greenbelt

The landscape and trail areas along the Snake River could be labeled with a number of NRPA classifications. It is listed separate here because of its uniqueness and special function within the City. Greenbelt activities include sightseeing, walking and jogging, bicycling, picnicking, wildlife areas, boating, and water skiing. There are some areas along the river such as Capital Park which also include playground equipment. Since 2010 Greenbelt development has increased by 25 acres or 61%. Some of this growth is due to differences in reporting inventory, but there has also been the additions of Centennial Trail, Eagle Rock Plaza, Taylor Crossing Rock Gardens, the Pier at Snake River Landing, and a trail connecting Pancheri with Sunnyside.

Special Use and Sports Areas

This is a combination of two NRPA categories. Special use parks are oriented towards single-purpose visits, similar to sport activities. In 1992 there were 1056 acres of special use parks and sports areas. By 2010

that number had grown to 1,203 acres. Four years later that number has increased by 15% to 1,392 acres. With the addition of broader purpose facilities these could also become dual purpose meeting neighborhood and community park needs.

Standards

In years past the NRPA provided a set of standards indicating how many acres of each type of park a community should provide per 1,000 residents. More recently however, NRPA has modified their guidebook to help communities develop their own standards based on their individual needs rather than relying on a one-size-fits-all model. Standards should be developed based on community surveys, demands for service, participation rates, population trends, and trends in recreation interests. This is important for a city like Idaho Falls because surrounding communities provide very few parks and recreation facilities other than school grounds. In reality then, Idaho Falls parks are serving a much greater population. Tautphaus and Freeman Parks are large enough to be considered large urban parks which are designed to serve the entire community. The City has not yet developed its own standards for parks, but should look to establish and determine how they relate to NRPA guidelines.

Level of Service

The goal of creating park standards and tracking where deficiencies exist is to ensure the community’s expected level of parks service is maintained. Because the City has not yet developed its own standards for parks, Table 23 utilizes NRPA’s previous standard comparing park acres to 1,000 residents. As shown in the table Idaho Falls has continued to exceed the NRPA’s recommended standard for total park acres. From 1992 to 2013, estimated population increased from 44,110 to 59,057 or 33%. By 2025, population is projected to increase 36% over 2013 for a total of 80,890 residents. Table 23 compares how many acres of parks are needed to maintain the same level of service as in 1992 with current population and 2025 projected population of 80,890. As the table shows, there will be a projected demand of over 600 total acres of new parks by 2025. Approximately 100 acres plus are needed for neighborhood parks. Community parks will also need to increase to maintain the same level of service. The City should determine the appropriate level of service it wants to maintain and develop a minimum park standard that would implement that level of service. As has been

Table 23							
Acres of Parks Needed to Maintain 1992 Level of Service							
Park Type	NRPA Standard, Acres per 1,000 Residents	1992 Acres	1992 Ratios	2013 Acres	2013 Ratios	Estimated Acres Needed in 2025 to Maintain Levels of Service	Additional Acres
Neighborhood	1.25-2.00	151	3.42	308	5.21	421.43	113.43
Community	5.00-8.00	170	3.85	195	3.30	266.9	71.9
Total	6.25-10.50	1,409	31.9	1,877	31.7	2,564	687

stated, many of the acres represented in this analysis include storm ponds that have little or no facilities and function only on a small scale as a neighborhood park.

Recreation

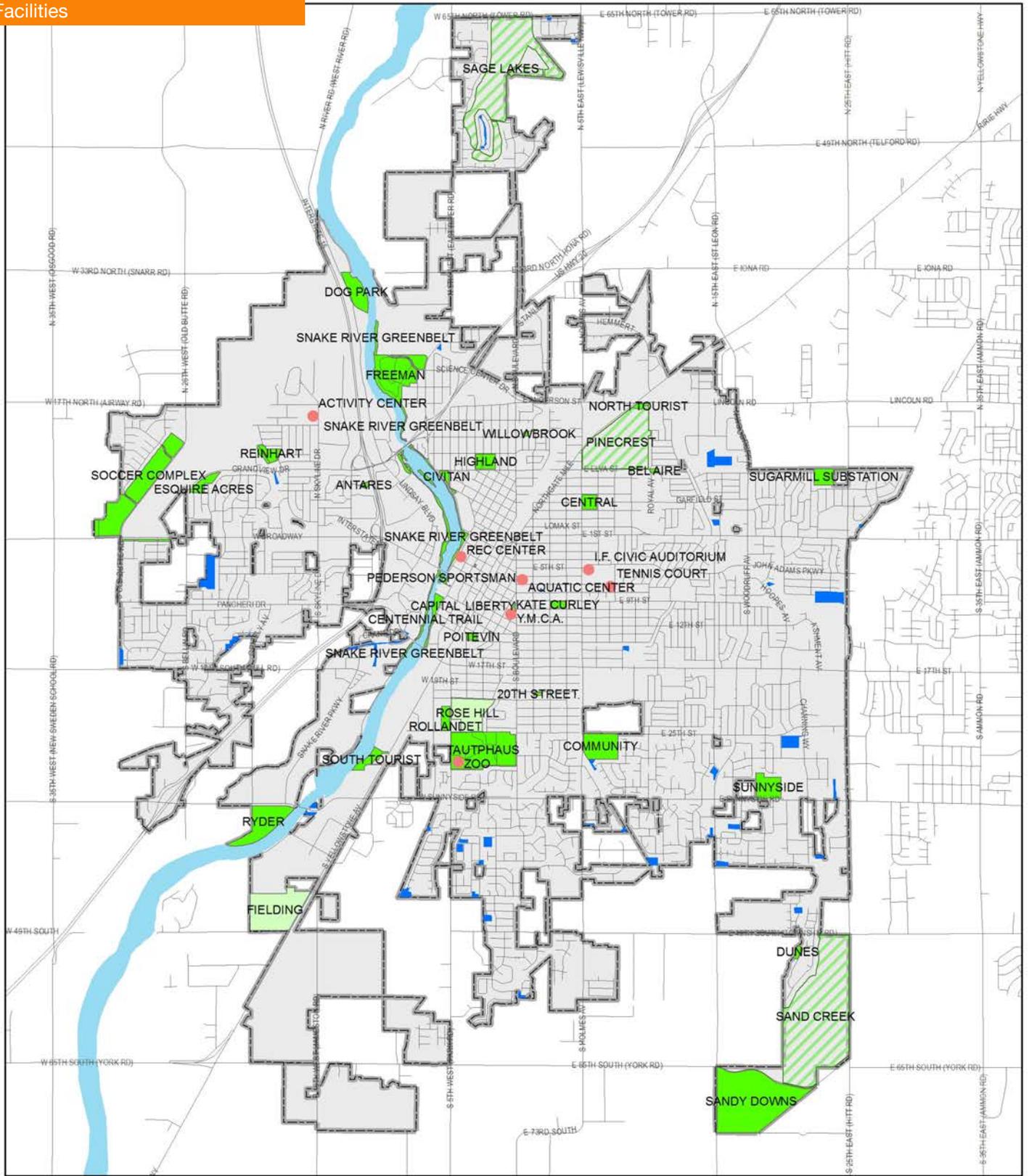
The recreation department is responsible for the development and implementation of leisure activities for participants of all ages and interests. These program activities take place throughout the City. The recreation department manages the Idaho Falls Zoo, three golf courses, the Aquatic Center, the Reinhart Outdoor Swimming Pool, the Tautphaus Park Ice Rink, the Activity Center, and the Recreation Center. Programs offered include: baseball, softball, basketball, volleyball, tennis, dance, jujitsu, art, cross-country skiing, ice skating, swimming, water fitness, and swim teams. The department also facilitates group programs such as youth soccer, Idaho Falls Youth Hockey, and the Idaho Falls Swim Team.

Although participation in recreation programs varies from year to year, patron participation has generally increased steadily for the past 10 years. The Aquatic Center draws more patrons per year than all other recreation programs combined. Other popular recreation programs include basketball, t-ball, baseball and softball, and ice skating/hockey.

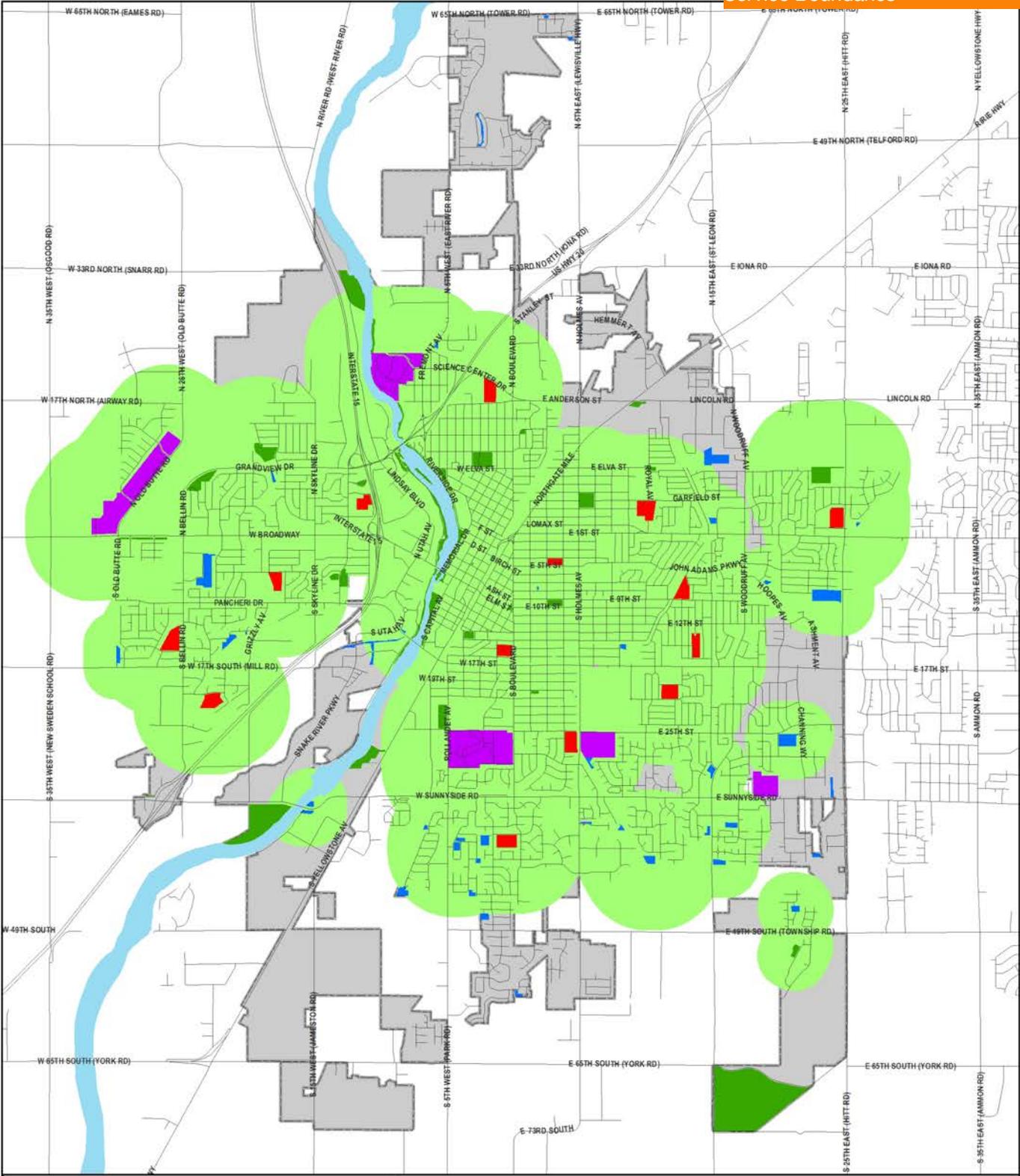
Financing

Revenue for the parks, zoo, cemeteries, golf courses, recreation programs, and facilities come from a combination of service charges, fees, and general fund revenues. Grants from the State of Idaho also contribute revenue to pay for the operation of the Parks and Recreation Division. Other funding sources come from grants, bonds, foundations and donations.

Map 24: Parks and Recreation Facilities



 NOT TO SCALE	 <p>IDAHO FALLS COMPREHENSIVE PLAN Background Studies</p>	 Other Recreation	 Golf Course	 Storm Pond/Open Space
		 Parks	 Cemetery	
Year 2014		Parks and Recreation Facilities		



 NOT TO SCALE	 IDAHO FALLS COMPREHENSIVE PLAN Background Studies	 Community Park	 Storm Pond/Open Space
		 Neighborhood Park	 Possible Deficiency
		 Public School	
Neighborhood Park Service Boundaries			

IDAHO FALLS PUBLIC LIBRARY

Background

Public libraries began in Idaho Falls in 1884 when a public reading room containing three to four hundred volumes was opened by the Baptist Church. In 1908, this library was turned over to the City of Idaho Falls. The City created a library board and set a property tax levy exclusively earmarked for library purposes.

In 1916, the Andrew Carnegie Library, financed by an incentive grant from the Andrew Carnegie Corporation, was built at the intersection of Elm and Eastern and served the needs of the City until the existing Idaho Falls Public Library was built and opened in 1977. The current 67,700 square foot building is located at the corner to Broadway and Capital Avenue in downtown.

In 1980, the Bonneville County Commissioners formed a Bonneville County Library District. One year after formation, the Board contracted with the Idaho Falls Public Library to provide free services in Bonneville County outside the City of Idaho Falls. Small library branches supported by the library district are located at the Iona City Hall and the Swan Valley Elementary School.

Projected Use and Needs

According to projections from Intermountain Demographics, the Bonneville County population is expected to grow to 147,073 by 2025. This increase in population will in turn generate an increase in the number of registered borrowers at the library and additional items to adequately serve those borrowers. Table 24 shows growth needed by 2025 to maintain the current level service. It also projects what is needed to maintain the same rate of growth that occurred between 1995 and 2010. The table shows if the same rate of growth occurs, by 2025 there will be nearly 100,000 borrowers and over 440,000 total items needed. Also, assuming the same rates of growth shows expenses may exceed revenues within the next 15 years. The following sections further discuss each of these needs.

Library Materials

The library presently holds 320,252 items, including 8,459 electronic materials, for an average of 3.06 items per capita. Approximately 20,000 new items are purchased each year and 5,000-6,000 items are removed from shelves due to wear and age. This net gain of 15,000 items per year is more than adequate to meet the projected needs for the next 11 years. One potential challenge will be available shelving space. The current facility may have enough floor space to hold the items, but it may result in decreased seating areas for patrons. Potential facility options are discussed below.

Physical Facility

The current building was designed to serve an estimated population of 45,000-50,000 people. 2010 population estimates for Bonneville County and Idaho Falls were 104,234 and 56,813 respectively. To expand current capacity and meet the needs of a growing population, options such as creating a book mobile program and developing small, one room

branch locations have been discussed. As mentioned, branch locations currently exist in Iona and Swan Valley. Other alternatives for expansion include increasing floor space in the existing location or developing a branch library in a high growth area of the City. If floor space in the existing building increases, available parking, which is already a concern, will need to increase.

Finances

Revenues for the library for fiscal year 2013 totaled \$2,824,260. Revenues for the library's budget come from property taxes, Bonneville County Library District contract payments, sales taxes, contributions and trust funds, and fees and charges to patrons. Revenues have begun to exceed expenditures. If revenues and expenses grow at the same rates for the next 15 years, as they did from 1995-2010, expenses continue to exceed revenues. The percentage of registered borrowers has slightly declined in recent years.

Table 24

Library Borrowers, Items, Revenues, and Expenses

Measure	1995	2010	2013	Percent Change	Needed by 2025 to Maintain 2010 Standards	Needed by 2025 to Maintain Rates of Change from 1995-2010
Population served	79,531	105,594	107,517	1%	147,073	147,073
Registered borrowers	46,844	67,848	66,088	-2%	94,126	98,243
Percent registered borrowers	59%	64%	61%	-4%	64%	66.7%
Total items held	190,715	289,783	320,252	10%	402,980	440,180
Items per capita	2.4	2.74	3.06	11%	2.74	2.99
Total revenues	\$1,246,684	\$2,494,272 (FY 2008)	\$2,824,260	13%	\$3,474,061	\$4,988,544
Total expenses	\$1,157,963	\$2,468,582 (FY 2008)	\$2,844,239	15%	\$3,438,280	\$5,258,079

HEALTH CARE FACILITIES

Background

Idaho Falls serves as the center for health care and medical services for the region. It is one of the fastest growing industries in the City. There are two hospitals in Idaho Falls, Eastern Idaho Regional Medical Center (EIRMC) and Mountain View Hospital.

Eastern Idaho Regional Medical Center

With 330 beds and 1400 employees, Eastern Idaho Regional Medical Center (EIRMC) is the largest medical facility in southeast Idaho. It's primary service area extends over 200,000 square miles, including parts of Wyoming, Montana and Utah. As the region's healthcare hub, EIRMC is home to Idaho's only Level 1 Intensive Care Unit, and has the region's only designated Level II Trauma Center, Level III Neonatal Intensive Care Unit, Pediatric Intensive Care Unit, as well as a helicopter and ground medical rescue service. EIRMC is also the region's only designated Primary Stroke Center. The hospital has about 132,000 patient encounters each year between outpatient and inpatient services, including cardiovascular and open heart surgery; cancer treatment; neurosurgery; perinatology (high-risk pregnancy care); and inpatient psychiatric services for adults, teens and children. EIRMC is also provides the region with wound care and hyperbaric medicine. EIRMC continues to upgrade services and renovate the facility to better meet patient's needs. In 2012, 24,000 square feet were added to the Level III Neonatal Intensive Care Unit, as well as a renovation of the entire footprint of the Women & Infants Center. In January 2013, the medical center opened the region's only Pediatric Intensive Care Unit, allowing for very sick children to remain close to home while receiving specialized care. Also in 2013, six more beds were added to the adult ICU unit.

Mountain View Hospital

Mountain View Hospital is physician owned and operates primarily as a local facility. There are currently over 40 licensed beds, more than 600 employees, and 40 plus volunteers. While it does not offer some of the more specialized medical care found at a regional facility, the hospital offers a full range of care services. Services include a women's center, eight state-of-the-art operating suites, a sleep lab and other health care and laboratory services. It also operates off-site urgent care facilities.

EDUCATIONAL FACILITIES

Background

Educational opportunities in Idaho Falls range from elementary schools to higher education centers. Public education for school-aged children is provided through two school districts: Idaho Falls School District 91 and Bonneville Joint School District 93. There are also several privately operated primary and secondary schools within the area. Idaho Falls also includes three higher education schools: Eastern Idaho Technical College, Idaho State University—Idaho Falls, and University of Idaho—Idaho Falls.

Primary and Secondary Education

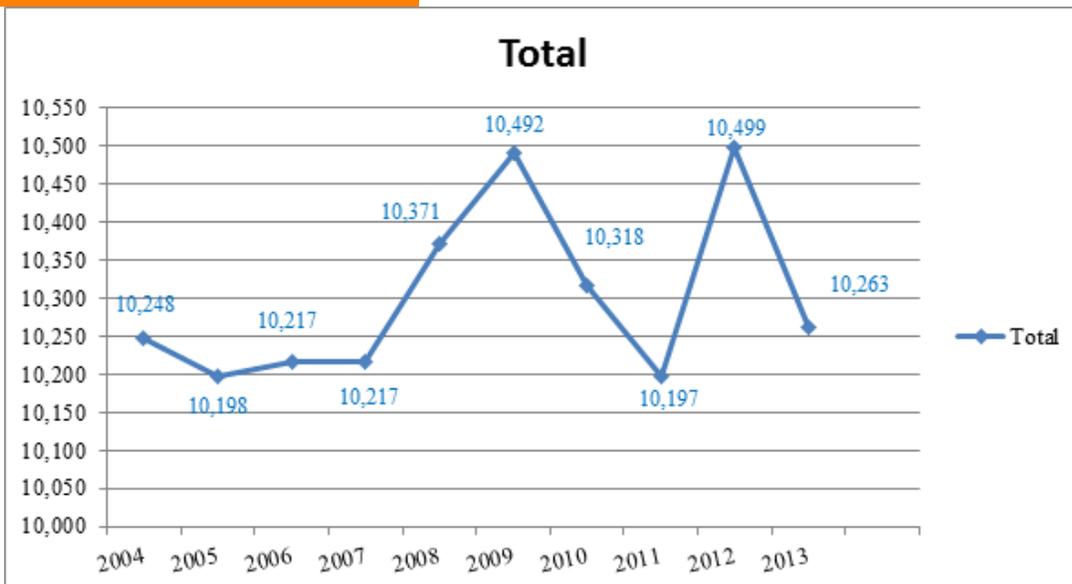
Idaho Falls School District 91

District 91 serves over 10,000 students and operates eighteen schools including twelve elementary schools, two middle schools, two high schools, one alternative high school and a magnet high school.

Enrollment

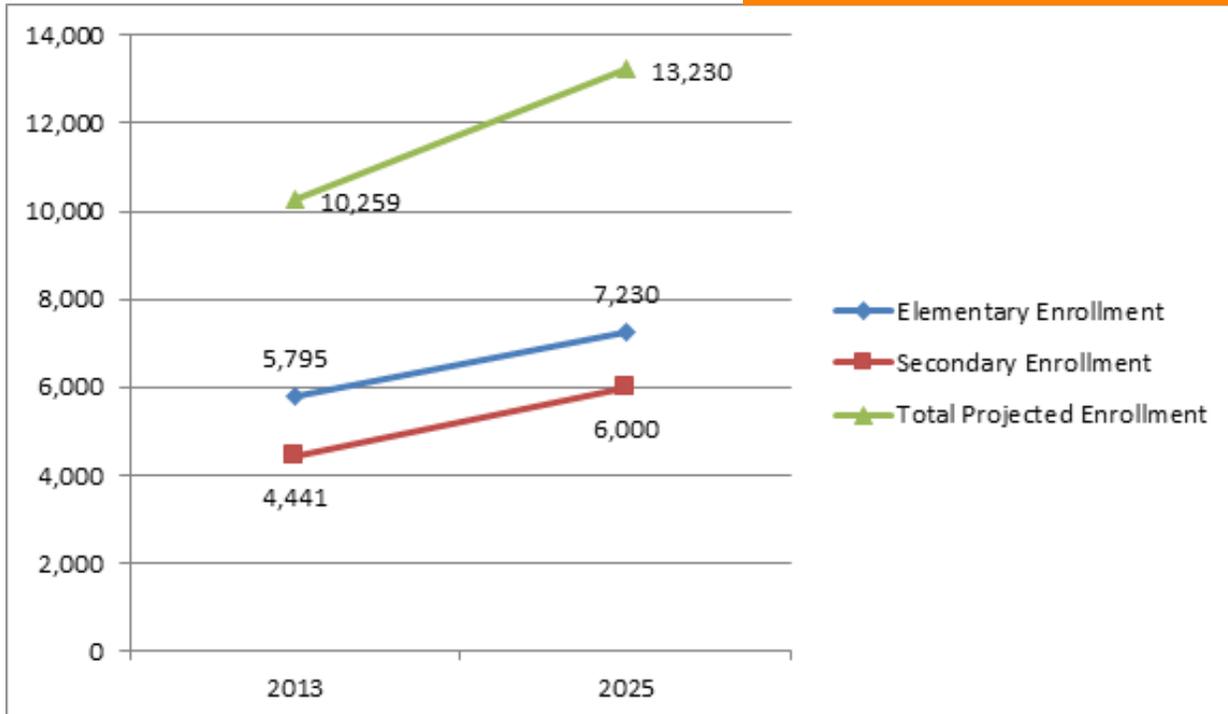
School enrollment in School District 91 experienced a long period of decline between 1994 when the Idaho National Laboratory downsized and 2007. Figure 6 shows enrollment totals from 2004-2013. A demographics study completed for the district project enrollment will increase 30% by 2025. The District indicates that in recent years they have had small class sizes through the secondary schools, but record Kindergarten classes. If that trend remains constant they will see their enrollment numbers grow as those groups move through the system. Figure 7 shows these projected enrollments.

Figure 6:
District 91 School Enrollment
2004-2013



SOURCE: Idaho State Department of Education

Figure 7:
District 91 Projected School Enrollment
2004-2013



SOURCE: District 91 & Intermountain Demographics

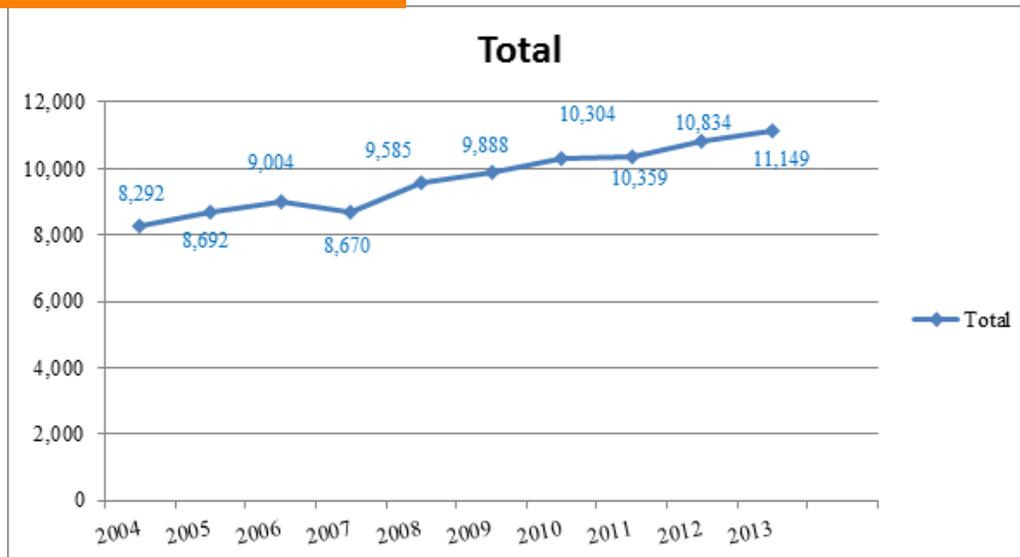
Future Needs

Following approval of a 53 million dollar bond District 91 began making upgrades and improvements to school buildings. Work began in 2012 on the replacement of four elementary schools as well as updates to Compass Academy. Future projects include upgrades to Theresa Bunker Elementary and the three high schools.

Bonneville Joint School District 93

Bonneville Joint School District No. 93 is located in both Bonneville and Bingham Counties, including unincorporated areas to the north, south, and east of Idaho Falls. The district boundaries also include portions of the City of Idaho Falls along with the cities of Ammon, Iona and Ucon. The District employs over 1,300 people.

Figure 8:
District 93 School Enrollment
2004-2013



SOURCE: Idaho State Department of Education

Physical Facilities

Facilities within the district include 14 elementary schools, three middle schools, three high schools, including alternative schools. Most of the District's facilities are located outside the city limits, however, one elementary school, Falls Valley, is located on the east side of the city, it services approximately 625 students.

Enrollment

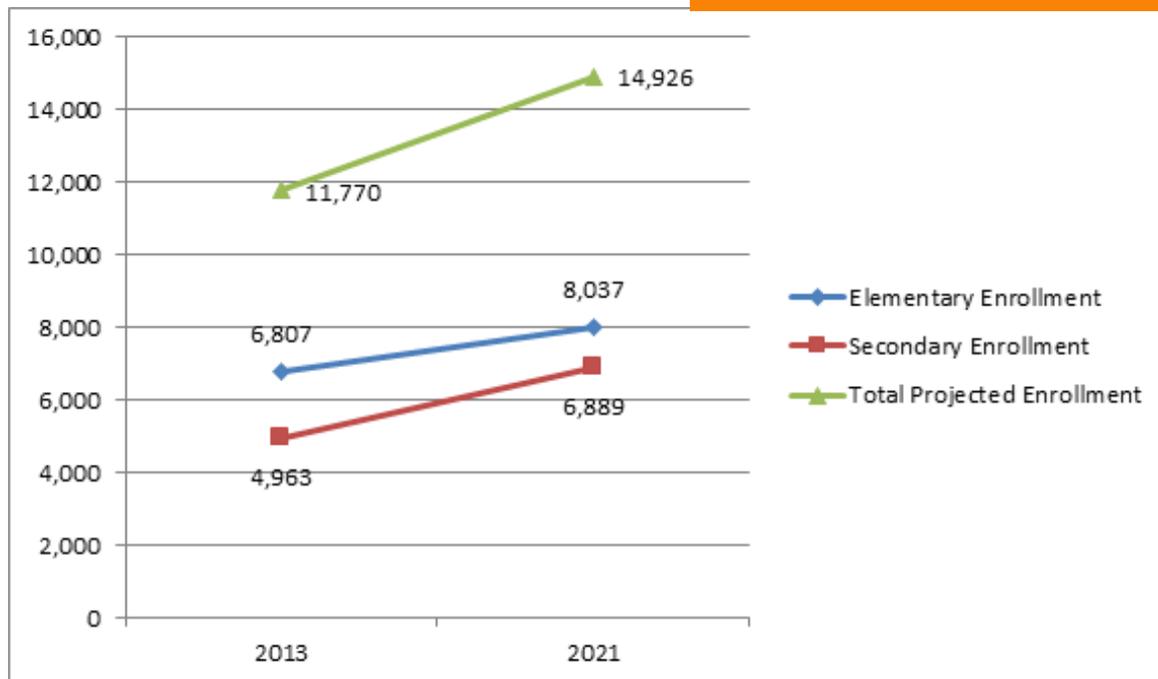
With a student population of approximately 11,200, Bonneville Joint School District is the 5th largest district in Idaho. District 93 continues to see increases in enrollment numbers.

Future Needs

Over the last ten years the District has bonded and built six new elementary schools as well as made other improvements to existing facilities. In 2011 a community planning committee recommended the District build a new high school in addition to the elementary school that was constructed. Due to the slowness of the economy the District did not proceed with a bond for the high school. In March of 2014 a building bond failed to get enough support from voters. Overcrowding

continues to be a problems as the population growth that necessitated the construction of six new elementary schools begins to move onto the secondary schools.

Figure 9:
District 93 Projected Enrollment



SOURCE: District 93 & Intermountain Demographics

Private Schools

In addition to public schools, primary and secondary education is also available through five privately funded schools. Current facilities are the Adventist Christian School (grades 1, 3-5, 7), Calvary Chapel Christian School (grades Pre Kindergarten-12) with more than 450 students and two locations, Holy Rosary Bi-Parish School (grades Pre Kindergarten -6) with 115 students, Hope Lutheran School (grades Pre Kindergarten-6) with 99 students, and The King’s Academy (grades 1-11) with 33 students.

Higher Education

Eastern Idaho Technical College (EITC) is a comprehensive technical college operated under the authority of the Idaho State Board of Professional-Technical Education. Pre-employment technical programs as well as continuing education courses are offered in response to the unmet needs of regional employers and the interests of the students. The service area for EITC includes nine counties. EITC provides a faculty/student ratio of 1:15 with typical enrollment of more than 1,000 students.

University Place is home to Idaho State University-Idaho Falls and University of Idaho-Idaho Falls. Idaho State University -Idaho Falls is

the largest provider of higher-education opportunities in Idaho Falls with a typical enrollment of more than 2000. It offers both general education as well as 29 complete degree programs including associate, bachelor, master, and doctoral programs. Idaho State University–Idaho Falls is the largest of Idaho State University’s statewide network of higher education centers.

University of Idaho, Idaho Falls also provides programs ranging from associate to doctoral degrees. Typical enrollment is around 500. University of Idaho partnership with Idaho State University allows students greater access to courses in Idaho Falls. The University of Idaho, Idaho Falls houses statewide extension specialists and is the central support hub for Eastern Idaho. The Idaho Falls Campus is also the home for the Center for Advanced Energy Studies (CAES). CAES is a public/private partnership between the State of Idaho through its academic research institutions, Boise State University, Idaho State University, the University of Idaho, and the federal government through the Department of Energy and its Idaho National Laboratory. University Place has created a master plan to extend the campus by building an overpass across the railroad tracks to connect with the Center for Advance Energy Studies. The plan also includes a new building to house the library, televised education classrooms and testing center.

Appendix A

Existing Parks Including Storm Ponds and Schools

Park Type	Park Name	Acres
Community	Sunnyside (Mel Erikson) Park	20.4
Community (CP)	Community Park	30
Community (CP)	Freeman Park	60.8
Community (CP)	Tautphaus Park	84.5
		195.7
Neighborhood with Facilities		
Neighborhood (School)	A.H. Bush	6.5
Neighborhood (School)	Dora Erickson	7.6
Neighborhood (School)	Edgemeont	7.3
Neighborhood (School)	Emerson	4
Neighborhood (School)	Ethel Boyes	6.5
Neighborhood (School)	Falls Valley	6.3
Neighborhood (School)	Fox Hollow	5.8
Neighborhood (School)	Hawthorne	5.4
Neighborhood (School)	Linden Park	6.1
Neighborhood (School)	Longfellow	7.5
Neighborhood (School)	Sunnyside	6.9
Neighborhood (School)	Temple View	4
Neighborhood (School)	Theresa Bunker	4.3
Neighborhood (School)	Westside	9.4
Neighborhood	Meadows Pond	2.76
Neighborhood	Waterford Pond #1	1.85
Neighborhood	Waterford Pond #2	1.09
Neighborhood	West Ridge Pond	5
Neighborhood (CP)	20th Street	0.86
Neighborhood (CP)	Antares	1.11
Neighborhood (CP)	Bel Aire	1.17
Neighborhood (CP)	Central Park	8.10
Neighborhood (CP)	Civitan Park	4.22
Neighborhood (CP)	Elm St. (Liberty)	0.66
Neighborhood (CP)	Esquire Acres	10.77
Neighborhood (CP)	Highland Park	4
Neighborhood (CP)	Kate Curley Park	3.66
Neighborhood (CP)	Poitevin Park	2.44
Neighborhood (CP)	Reinhart Park	9.31
Neighborhood (CP)	Sugar Mill Park	8.80
Neighborhood (CP)	Willowbrook Park	0.44
		153.84
Neighborhood without Facilities Triangles/Storm Ponds		
Neighborhood	Denman Park	0.11
Neighborhood	Dunnes Park	2.30
Neighborhood	Serenity Hall	0.08
Neighborhood	Mill Run Pond	2.16
Neighborhood	Meppen Pond	11.7
Neighborhood	Battle Creek Estates Pond	0.20
Neighborhood	Blue Ridge Pond	1.79
Neighborhood	Stonebrook Pond	3.16
Neighborhood	Parkwood Meadows Pond	0.7
Neighborhood	Grandview Pond	1
Neighborhood	Kensington Park Storm Pond	2.18
Neighborhood	Brookside Pond	1.79
Neighborhood	Victorian Village Pond	2.09
Neighborhood	8th Street Pond	.21
Neighborhood	14th Street Pond	2.43

Neighborhood	25th Street Pond	5.7
Neighborhood	Waterford Pond #3	0.77
Neighborhood	Winco Pond	1.39
Neighborhood	Olive Grove Pond	0.8
Neighborhood	Parkwood Meadows Pond	0.7
Neighborhood	Rendezvous Road Ponds	3.11
Neighborhood	Ridgewood Pond	0.67
Neighborhood	Spring Creek Pond	1.28
Neighborhood	St. Clair Estates Pond	2
Neighborhood	St. Clair/Woodruff Pond	2.14
Neighborhood	Sunnyside Pond	0.61
Neighborhood (CP)	Troy Pond	12.37
Neighborhood	West Ridge Pond	5

68.44

Greenbelt

Snake River Greenbelt	Centennial Trail	1
Snake River Greenbelt	Eagle Rock Plaza	0.63
Snake River Greenbelt	Keefer Island	1.85
Snake River Greenbelt	Milligan Pond (Pier)	1.70
Snake River Greenbelt (CP)	Capital Park	7.8
Snake River Greenbelt (CP)	John Hole Forebay	4.13
Snake River Greenbelt (CP)	Pederson Sportsman Park	0.89
Snake River Greenbelt (CP)	Eastbank	19.20
Snake River Greenbelt (CP)	Gem State Recreation Area	4
Snake River Greenbelt (CP)	Westbank	26

67.2

Special Use

Special Use/Sports	Activity Center	2.7
Special Use/Sports (CP)	Aquatic Center	2
Special Use/Sports	Civitan Plaza	0.30
Special Use/Sports	Lincoln Park	5.60
Special Use/Sports	Old Butte Soccer Complex	76.53
Special Use/Sports	Melaleuca Field	6
Special Use/Sports	South Tourist Park	13.90
Special Use/Sports (CP)	North Tourist Park	2.06
Special Use/Sports (CP)	Recreation Center	0.5
Special Use/Sports (CP)	Rollandet Park	8.36
Special Use/Sports (CP)	Russet Noise Park	387
Special Use/Sports (CP)	Ryder Park	67
Special Use/Sports (CP)	Clare E. Gale Jr. High	12.2
Special Use/Sports (CP)	Eagle Rock Jr. High	10.9
Special Use/Sports (CP)	Idaho Falls High School	11.8
Special Use/Sports (CP)	Pinecrest Golf Course	111
Special Use/Sports (CP)	Sage Lakes Golf Course	168
Special Use/Sports (CP)	Sandcreek Golf Course	265
Special Use/Sports (CP)	Skyline High School	24.4
Special Use/Sports (CP)	Taylorview Jr. High	16
Special Use/Sports (CP)	Sandy Downs Rodeo Grounds	185
Special Use/Sports (CP)	Snake River Animal Park	16

1392.25

Total Park Acres

1877.43

SOCIAL AND ECONOMIC PROFILE

Idaho Falls and Bonneville County

City of Idaho Falls Comprehensive Plan
September 2014



Idaho Falls City Council

Rebecca Casper, Mayor
Barbara Dee Ehardt
Thomas Hally
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Idaho Falls Planning Commission

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Commissioned by the

CITY OF IDAHO FALLS PLANNING COMMISSION

This document is an integral part of the City of Idaho Falls Comprehensive Plan; a visioning tool used to predicate public policy in regard to land use, transportation, recreation, housing, and utilities.

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EXECUTIVE SUMMARY

This beginning section of the profile summarizes its major findings about the population and economy of Idaho Falls and Bonneville County. Supporting data and more complete analysis is found in each section of the profile.

Bonneville County is in line with the national and Idaho average for high school and college graduates. Idaho Falls is below average for high school graduates but in line with the national and state average for college graduates.

POPULATION

Bonneville County is the most populous in eastern Idaho, with a 2010 estimated population of 104,234. The County seat, Idaho Falls, is a major regional trade center for eastern Idaho and adjoining areas in western Wyoming and southwestern Montana. Idaho Falls' 2010 population was estimated at 56,813.

In previous decades, unincorporated areas of the County grew faster than urban areas. However starting in the 1990's, Idaho Falls and Ammon both outpaced the County, a trend that seems to be continuing forward.

Both Bonneville County and Idaho Falls experienced steady population growth during the study period. This is consistent with previous decades.

While the population of Bonneville County has remained generally more youthful than the State of Idaho and the national averages, the gap has narrowed slightly. Previous editions of this report predicted by 2000 nearly half of the local population would be under the age of 20. The 2000 Census, however, reported 35.1% of Bonneville County's residents were under the age of 20. By 2010 this number had actually decreased to 33.9%. The population is aging, but still remains more youthful than the State of Idaho at 30.4%.

Bonneville County has comparatively large household and family sizes compared to the national averages. However, as with population age described above, the gap has narrowed for the County as a whole. Ucon, Iona, and Ammon have the largest household sizes respectfully.

HOUSING

The housing stock in Bonneville County and Idaho Falls grew rapidly between 2000 and 2008. Most growth has been in single-family homes. Vacancy rates in 2010 for both single and multi-family dwellings were 8.5% for Bonneville County and 9.5% for Idaho Falls. Between 2000 and 2010 housing values increased in Bonneville County by 29.6% and in Idaho Falls by 20.9%. However, there is an alarming increase in the number of homeowners and renters paying more than 30% of their gross income on housing costs and rent.

ECONOMY

During the study period, available jobs grew in the County and unemployment rates were lower than the national average. This all occurred, however, with a decrease in overall labor force participation including a slight drop in participation by women.

In 2010 the industry sector that includes health care, educational services, and social assistance had the largest share of jobs in Bonneville County. The greatest increase in jobs, 86.7%, was found in the sector that includes arts, entertainment, recreation, accommodation, and food services. This illustrates the rise of tourism as a major economic sector in the County. Construction and wholesale trade were the only basic sectors to see a decline in employment. Agriculture has been decreasing for a number of decades but from 2000-2010 it has seen a 21.2% increase in jobs.

Bonneville County has comparatively high per capita income and exceeds the state level. Effective buying income for the County is higher than both the state and the nation.

Basic industry sectors in Bonneville County are agriculture, construction, wholesale and retail trades, information, health care, professional services, and tourism. Manufacturing is a growing industry. INL remains a major employer for the area.

Bonneville County remains a major regional trade center. Although the actual trade boundaries may have decreased as cities such as Missoula, Butte, and Twin Falls have increased in economic strength, the county continues to serve a large area, including surrounding states.

BEYOND THE PROFILE

It is important to note that this profile provides just one perspective on the social and economic life of Idaho Falls and Bonneville County, not a complete picture. Local quality of life always suffers where growth statistics are the sole guides to the future. The information presented here is genuinely useful only when integrated into a comprehensive understanding of the community and its environment.

INTRODUCTION

This profile is intended to foster a better understanding of the human resources and economy of Bonneville County and the City of Idaho Falls. It is designed for use by elected officials, City staff, planning and zoning commission members, and interested citizens who help make decisions about their community's future. It should also prove useful to social and health services providers, educators, land managers, business people, and economic development organizations.

PREVIEW

The profile begins with a brief description of the landscape and communities of Bonneville County, material that is provided primarily for readers who are not familiar with the area. The Social Characteristics section examines data, trends, and projections relative to the County's population, housing, and other demographics needed for planning purposes. The Economic Characteristics section supplies basic data on local employment and personal income. It also includes an analysis of the economic structure of the County and the regional context in which its economy exists.

LIMITATIONS

Much of the information used here is taken from published sources, such as the 2010 Census of Population. The limitations on this kind of information must be kept in mind when reading and using the profile. First, by the time information on localities is published, it may be two to three years old. While this profile uses the most recent data available, it does not always present an accurate picture of today's situations.

Second, much of the information presented here is based on samples, estimates, or projections, all of which may involve some error. More specific limitations on the data and analytical methods used are described in the appropriate sections. Any planning guided by this profile must be based on an awareness of the limitations on the information presented.

TRENDS

The population projections and descriptions of economic trends included in this profile are tools for further analysis and a basis for discussion of the community's future. They are not definitive forecasts and should never be used or referred to as such.

ADDITIONAL INFORMATION

This profile contains the socioeconomic data most frequently needed as a basis for local planning decisions. State and Federal agencies publish more information on many of the topics covered here. Most of this is published on the Internet.

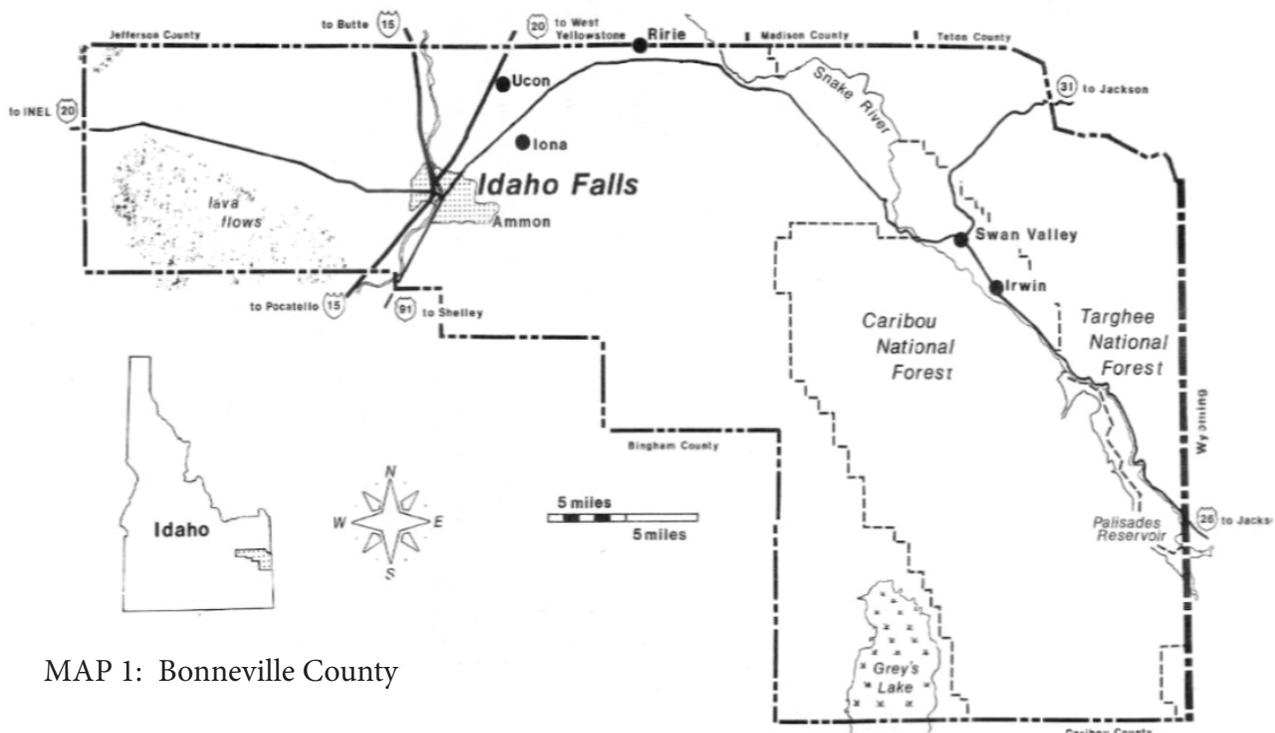
BONNEVILLE COUNTY

This section provides a brief geography of Bonneville County for profile readers who are not familiar with the area. As Map 1 shows, Bonneville County, Idaho stretches from the Snake River and Caribou Ranges along the Wyoming border, across the farmlands of the Snake River Plain, to the lava fields of the Great Rift on the west. The Snake River unifies the County. Its South Fork flows northwest from Palisades Reservoir through the Swan Valley and a rugged canyon on the southwest edge of the Big Hole Mountains to the Jefferson County line. The South Fork joins the Henry's Fork in Jefferson County and the Snake River then turns south back into Bonneville County, passing through downtown Idaho Falls before flowing on south into Bingham County.

Bonneville County occupies approximately 1,826 square miles, of which about 754 square miles are in national forests. The Caribou National Forest administers extensive areas in the Caribou Range in the eastern and southern portions of the County. Targhee National Forest lands are in the Big Hole and Snake River ranges on the County's northeast border. The Bureau of Land Management administers approximately 132 square miles, mostly in the

western part of the County. Other Federal agencies manage about 83 square miles, including Grey's Lake National Wildlife Refuge in the southwestern part of the County. The State of Idaho administers about 79 square miles of land, mostly in scattered parcels. The remaining area, some 778 square miles or 42.6% of the County's land area, is in private ownership.

Idaho Falls, which had a 2010 population of 56,813, is the Bonneville County seat and eastern Idaho's regional trade center. First known as Eagle Rock, Idaho Falls was the natural place for the Utah and Northern Railroad to cross the Snake River on its way to mines in Montana. It developed slowly as a farm town and trade center until the late 1940's when "the site", the Idaho National Laboratory, developed as the center for atomic energy research. Idaho Falls and Bonneville County have experienced relatively steady population and economic growth since 1950. The County's smaller incorporated cities include: Ammon, Iona, and Ucon; former farm towns which are now suburbs of Idaho Falls; and Irwin and Swan Valley, small resort and retirement communities in the eastern part of the County.



MAP 1: Bonneville County

SOCIAL CHARACTERISTICS

BONNEVILLE COUNTY

POPULATION

This section describes the past, present, and estimated current population of Bonneville County and the City of Idaho Falls. Most of the data used here comes from the 2010 Census of Population, which generally provides accurate and reliable data. It should be emphasized however, current population estimates are exactly that: estimates, not actual counts.

Past Population Trends

Table 1 shows recent population trends in Bonneville County. The State of Idaho has experienced rapid growth over the past two decades with over 20 percent increases at the last two census counts. Even so, Bonneville County outpaced the State with 26.3% increase in population between 2000 and 2010. During this same decade Idaho Falls saw its share of County population drop for the first time in at least 30 years in large part because Ammon more than doubled its population. Still, Idaho Falls maintained a 12% increase in population between 2000 and 2010. Rural communities for the most part sustained their high growth rates, although their share of Bonneville County population is still marginal.

A report from the U.S. Census Bureau examines domestic migration as a factor of population growth. The study period covers 2000-2004. During this period, Idaho had the third highest rate of net in-migration in the nation at 7.2 persons per 1,000. When viewed at the county level, in-migration during this period occurred in only 23 of Idaho's 44 counties. Bonneville County experienced an average in-migration rate of 0.0-9.9 persons per 1,000 during this period or 0-4,999 persons annually. In a report provided by "New Geography" based upon the 2010 U.S. Census it ranks Idaho as 13th in the country in domestic migration. During this period 110,279 people migrated to the state from elsewhere in the country.

Population Geography

The geographic distribution of Bonneville County's population has been changing. Table 1 shows significant growth rates in Ammon and the small towns of Irwin and Iona. With Ammon's 123% increase in population between 2000 and 2010 their share of total Bonneville County increased from 7.5% to 13.2% while Idaho Falls dropped from 61.4% to 54.5%. Recent building permit records suggest the trend toward greater population growth in rural areas may have been reversed. The City of Idaho Falls has issued 182 permits for new and replacement dwelling units in 2009 and 221 in 2010.

TABLE 1

BONNEVILLE COUNTY POPULATION TRENDS

	1980	1990	2000	2010
United States	226,545,805	248,709,873	281,421,906	308,745,538
Percent Change		9.70%	13.10%	9.70%
State of Idaho	943,935	1,006,749	1,293,953	1,567,582
Percent Change	--	6.60%	28.50%	21.10%
Bonneville County	65,980	72,207	82,522	104,234
Percent Change	--	9.40%	14.20%	26.30%
Share of State Population	6.90%	7.10%	6.30%	6.60%
Idaho Falls	39,509	43,973	50,730	56,813
Percent Change	--	11.20%	15.30%	12.00%
Share of County Population	59.80%	60.80%	61.40%	54.50%
Ammon	4,669	5,000	6,187	13,816
Percent Change	--	7.00%	23.74%	123.30%
Share of County Population	7.00%	6.90%	7.50%	13.20%
Iona	1,072	1,049	1,245	1,803
Percent Change	--	-2.10%	18.60%	44.80%
Share of County Population	1.60%	1.40%	1.50%	1.70%
Irwin	113	108	156	219
Percent Change	--	-4.40%	44.40%	40.40%
Share of County Population	0.17%	0.14%	0.18%	0.21%
Swan Valley	135	141	213	204
Percent Change	--	4.40%	51.00%	-4.40%
Share of County Population	0.20%	0.19%	0.25%	0.19%
Ucon	833	896	943	1,108
Percent Change	--	7.56%	5.20%	17.50%
Share of County Population	1.26%	1.24%	1.14%	1.06%

Source: U.S. Department of Commerce, Bureau of the Census

Current Population Estimates

Population forecasts for Bonneville County and the City of Idaho Falls provided by Intermountain Demographics are illustrated in Table 2. Population projections for the County and City are discussed in detail in the section “Bonneville County Population Projections.” The 2010 numbers reflect the latest census count.

This section describes the populations of Bonneville County and Idaho Falls in terms of age, household composition, and other characteristics often relevant for planning purposes. The data used here is helpful in assessing public facility and services needs and preparing market and feasibility studies for private sector enterprises.

TABLE 2						
POPULATION ESTIMATES AND PROJECTIONS						
	2010	2015	2020	2025	2030	2035
Bonneville County	104,234	118,494	132,487	147,073	173,458	
Idaho Falls	56,813	65,172	72,868	80,890	88,542	91,586
Source: Intermountain Demographics						

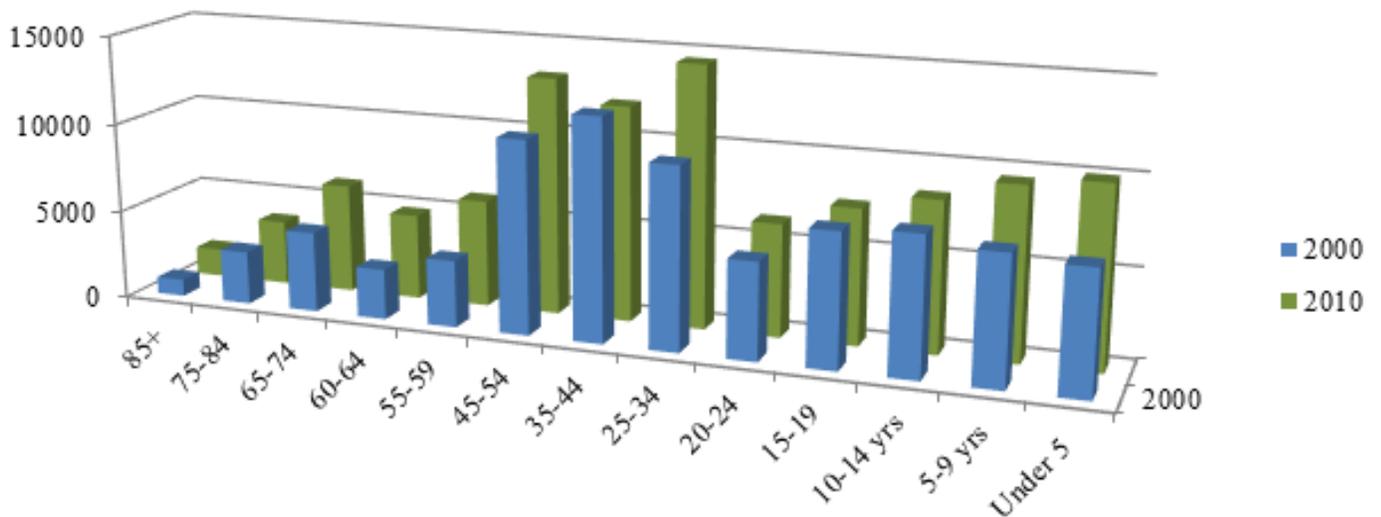
BONNEVILLE COUNTY

POPULATION CHARACTERISTICS

Age Structure

In 2000, 35.1% of Bonneville County's population was under 20 years of age compared with 32% in Idaho. The 2010 Census showed this percentage has decreased slightly to 33.9%. Even so, there were still 6,345 more persons under the age of 20 in 2010 than in 2000. Children under 5 increased 46.6% (3,175 persons) during the time period; the largest increase of all age cohorts under 20. Age groups 10-14 and 15-19 increased only 1.44% during the period. Consequently over the next 5-10 years school enrollments should see an increase in lower grade levels. The only decrease in a particular age cohort was the 35-44 group, which decreased from 12,325 to 11,969 persons (2.8%).

Figure 1: Bonneville County Age Structure



Elderly Population

The population of the United States is aging. In 2000, 12.4% of all Americans were over 65. By the year 2010, that figure increased to 13.0% and by 2020 it is projected to rise to 16.0%-18.0%. Bonneville County had 10.9% of its population over 65 in the year 2010 compared to 10.1% in 2000. As Table 3 shows, elderly people tend to be concentrated in Idaho Falls, although Ammon's elderly population is also increasing. 59% of the Bonneville County's population over 65 lives in Idaho Falls while 11.9% live in Ammon.

TABLE 3

Percentage of Population Younger than 18 Years and 65 Years and Older

Jurisdiction	Percentage Younger than 18 Years			Percentage 65 Years and Older		
	1990	2000	2010	1990	2000	2010
Idaho	31.5	28	27.4	12	11.3	12.4
Bonneville County	28.7	20.3	31.5	9	10.5	10.9
Idaho Falls	32.2	30.3	29.3	10.3	11.1	11.8
Ammon	---	39.8	36.3	---	9.59	9.8
Iona	---	47	35.1	---	11.2	11.4
Irwin	---	33	11.8	---	23.8	23.7
Swan Valley	---	28	18.1	---	19	20.5
Ucon	---	38	38	---	7.75	9.5

Source: U.S. Department of Commerce, Bureau of the Census

Racial Composition

As Table 4 indicates, the 2010 population of Bonneville County was predominantly white. Members of minority racial groups are concentrated in Idaho Falls. In 2000, 6.91% of Bonneville County's population was of Spanish origin. By 2010 it rose to 11.4%, a 64.9% increase. This is consistent with state and national trends during the same time period.

TABLE 4						
Racial Composition 2010						
	White	Black	American Indian	Asian	Native Hawaiian/ Pacific Islander	Hispanic Origin
United States	72.40%	12.60%	0.90%	4.80%	0.20%	16.30%
Idaho	89.10%	0.60%	1.40%	1.20%	0.10%	11.20%
Bonneville County	90.60%	0.60%	0.80%	0.80%	0.10%	11.40%
Idaho Falls	89.30%	0.70%	1.00%	1.00%	0.10%	12.90%
Ammon	94.10%	0.50%	0.50%	0.80%	0.10%	6.40%
Iona	97.60%	0.16%	0.27%	0.10%	0.00%	3.80%
Irwin	99.00%	0.00%	0.00%	0.45%	0.00%	0.45%
Swan Valley	96.50%	0.00%	0.98%	0.49%	0.00%	1.47%
Ucon	95.90%	0.00%	0.00%	0.09%	0.27%	6.04%

Source: U.S. Department of Commerce, Bureau of the Census

Number and Size of Households

Households include both families and groups of unrelated people sharing living quarters. Table 5 shows the number and average size of households in Bonneville County for 2000 compared with 2010. In general, growth in the number of households in Idaho, Bonneville County, and the County's cities far outpaced national growth. Conversely, household size shrank at a greater rate than the national average. Surprisingly, Ammon, even with its phenomenal growth in number of households, experienced one of the highest rates of decrease in its average household size.

Number and Size of Families

The Bureau of the Census defines a family as, "A group of two or more people who reside together and who are related by birth, marriage, or adoption." There were 26,787 families in Bonneville County in 2010, accounting for 73.1% of all local households. 51.3% of families included children under the age of 18. The average family size in the County was 3.32 persons. Idaho Falls families were smaller at 3.20. Idaho families averaged 3.16 persons and nationally the average family was 3.14.

TABLE 5

Number and Size of Households 2000-2010

	Number of Households			Average Household Size		
	2000	2010	% Change	2000	2010	% Change
United States	105,480,101	116,716,292	10.7	2.59	2.58	-0.38
Idaho	469,645	579,408	23.3	2.69	2.66	-1.1
Bonneville County	28,753	36,629	27.3	2.83	2.81	-0.7
Ammon	1,843	4,476	142.8	3.27	3.05	-6.7
Idaho Falls	18,793	21,203	12.8	2.65	2.63	-0.7
Iona	372	578	55.3	3.23	3.12	-3.4
Irwin	71	103	45	2.21	2.13	-3.61
Swan Valley	79	92	16.4	2.7	2.22	-17.7
Ucon	280	336	20	3.3	3.3	0

Source: U.S. Department of Commerce, Bureau of the Census

Family Structure

Families consisting of a married couple with children at home accounted for 28.5% of all households in Bonneville County in 2010, down from 32.1% in 2000 and 38.9% of all families down from 43% in 2000. This is still significantly higher than both State and National levels in which married couples with children accounted for 24.0% of all Idaho, and 20.2% of all U.S. households.

Single Parent Families

There were approximately 5,276 single parent families in Bonneville County in 2010. Those families comprised 14.3% of all families in the county. Single parent families also made up 14.3% of all Idaho households and 18.1% of all U.S. households in 2010.

Educational Attainment

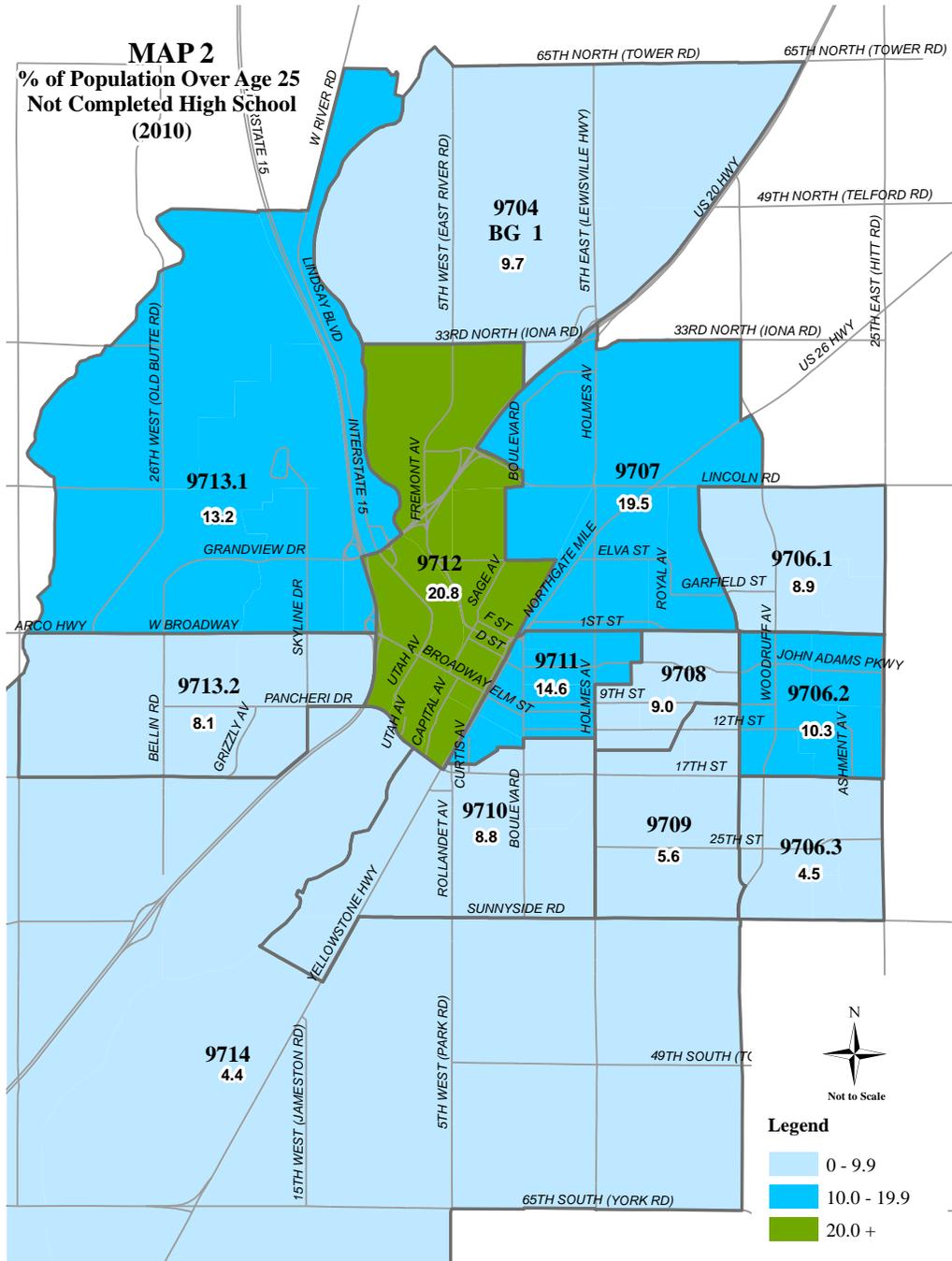
Table 6 shows the levels of educational attainment of Bonneville County and Idaho Falls residents in 2010. It also compares the local level of education attainment with the U.S. and Idaho levels. These numbers indicate both the County and City of Idaho Falls have higher rates of high school graduates than the national average. Idaho Falls has a higher number of residents with advanced degrees. Map 2 shows the percentage and geographic distribution of the Idaho Falls population over the age of 25 who have not completed high school, or equivalent. These areas have high correspondence levels with areas of the City with lowest household incomes and greatest percent of persons below the poverty level. Map 7 depicting the poverty data can be found on pages 39.

TABLE 6

Educational Attainment 2010, Ages 25 and Over

	Not a High School Grad	High School Grad	Bachelor's Degree Only	Graduate Degree
United States	15.0%	85.0%	17.6%	10.5%
State of Idaho	11.8%	88.2%	16.7%	7.5%
Bonneville County	94.0%	90.6%	18.1%	8.7%
City of Idaho Falls	11.3%	89.7%	18.5%	9.4%

Source: U.S. Department of Commerce, Bureau of the Census



BONNEVILLE COUNTY

POPULATION PROJECTIONS

This section presents population projections for Bonneville County and the City of Idaho Falls. Readers are reminded these projections are planning tools intended to illustrate current trends. While they are not definitive forecasts, they are based on established methods of projecting populations.

Table 7				
Accuracy of Mathematical Population Projections				
	Bonneville County	% Difference	Idaho Falls	% Difference
2000 Census Population Count	82,522		50,730	
Linear Extrapolation Projection	83,615	1.20%	48,190	5.10%
Linear Regression Projection	81,744	1%	47,223	7%

Source: U.S. Department of Commerce, Bureau of the Census

Projection Method

There are many population projection methods, no one of which has a definite advantage in accuracy or is clearly best for use in a given area. The choice of projection methods for this profile was based on experimentation with potentially useful techniques and experience. Useful population projections for Bonneville County were obtained using two methods: mathematical extrapolation and the cohort survival method. In general, cohort survival tends to be a more accurate method. Those methods, their major limitations, and the results they produce are described here.

Mathematical Extrapolation

This projection method is based on the assumption future population change will be just like past population change and can, for that reason, be projected using simple mathematical functions. Two types of extrapolations were tested this profile: linear and linear regression. Linear techniques are based on the assumption change will come in constant arithmetic increments (for example: 1, 2, 3, 4,). The extrapolation meth-

Table 8		
Population Projections Using Linear Regression Analysis		
Year	Bonneville County Pop.	City of Idaho Falls Pop.
1980	65,980	39,509
1990	72,207	43,973
2000	82,522	50,730
2010	104,234	56,813
2020	112,505	62,424
2030	125,013	68,290
2040	137,520	74,157

ods were tested by applying them to data from the past to see how well they projected the known 2000 population. The results of this test are in Table 7. Because of the historically consistent growth rates of both the County and City, the models show fairly accurate projections. The weakness of these methods is they only account for two variables: year and population. Clearly there are other factors such as fluctuations in the local and national economies, housing inventory, job creation or reduction, residential preferences, and others: factors a mathematical extrapolation cannot properly take into account. A linear regression projection for the County and City is presented in Table 8.

Cohort Survival Projections

This method estimates a community's population by projecting how many people will die, how many will be born, and how many will move into or away from the area during a given time period. It has the advantage of projecting both the total population and the number of people in each cohort or age group. Age specific projections are helpful in planning for many community services. The accuracy of cohort survival projections depends on the quality of the data used in making them. These projections were provided by Intermountain Demographics. The total population projected for each five years between 2000 and 2035 is shown in Table 9. Projections from this method show faster growth rates than the linear regression model.

Table 9		
Population Projections Using the Cohort Survival Method		
Year	Bonneville County Population	Idaho Falls Population
2010	105,594	58,077
2015	118,494	65,172
2020	132,487	72,868
2025	147,073	80,890
2030	160,985	88,542
2035	173,458	91,586

Source: Intermountain Demographics 2008 Population Forecasts

BONNEVILLE COUNTY

HOUSING

This section briefly describes the housing stock of Bonneville County and its incorporated cities. It also analyzes selected housing data specific to Idaho Falls. The data used here comes from the 2010 Census and the 2010 American Community Survey 5-year estimates (ACS). The ACS is used because the 2010 Census did not collect data on type of dwelling unit.

Housing Units

Table 10 shows there were 39,731 housing units in Bonneville County in 2010, 30.3% more than the 2000 count of 30,484. This rate of increase was nearly double the previous decade which showed a 16.7%. Note that “single family” includes both the conventional single family detached dwelling and attached single family units such as condominiums and townhouses.

Table 10							
Total Housing Units 2010							
	Bonneville County	Ammon	Idaho Falls	Iona	Irwin	Swan Valley	Ucon
Total Housing Units	39,731	4,747	22,977	601	166	135	368

Source: U.S. Department of Commerce, Bureau of the Census, 2010 Census

Housing Mix

As shown in Table 11 single-family housing is still the predominant housing type in Bonneville County and all of its cities. Multi-family housing increased in percent of overall housing in Ammon and Idaho Falls from 2000. Approximately 85% of the county’s multiple family dwellings were in Idaho Falls, a drop from 93% as recorded in 2000.

Vacancy Rates

In 2000, the total housing vacancy rate in Idaho Falls was relatively low at 5.0% with the homeowner vacancy rate standing at 1.5% and the rental vacancy rate at 5.9%. These rates increased in 2010 with a 7.7% total

Housing Units by Structure Type 2010				
	Total	Single Family	Mobile Home	Multi-Family
Bonneville County	38,626	29,405	2,510	6,711
Housing Mix		76.1%	6.5%	17.3%
Ammon	4,220	3,552	14	660
Housing Mix		84.2%	0.3%	15.6%
Idaho Falls	23,085	16,539	803	5,743
Housing Mix		71.6%	3.5%	24.8%
Iona	496	424	53	19
Housing Mix		85.5%	10.7%	3.8%
Irwin	136	102	34	0
Housing Mix		75.0%	25.0%	
Swan Valley	86	64	22	0
Housing Mix		74.4%	25.6%	
Ucon	369	353	16	0
Housing Mix		95.7%	4.3%	
Source: U.S. Department of Commerce, Bureau of the Census, American Community Survey 2010 5-year estimates				

vacancy rate, a 2% homeowner vacancy rate and 3.8% rental vacancy rate. Bonneville County had similar vacancy rates: overall, 7.8%; homeowner, 2.0%; and rental, 2.8%. Note that Census vacancy rates include units that are “boarded up” and not actually available for immediate occupancy and units that have been sold or rented, but not yet occupied. Also, the homeowner and rental rates do not include vacancy due to seasonal or recreational use, units for migratory workers, or vacancies classified as “other” by the census.

Housing Conditions

Assessing housing conditions is difficult. Indicators like the lack of complete plumbing or kitchen facilities may identify the most deficient units: 0.3% to 0.5% of all housing units in Bonneville County based on ACS estimates. Other possible indicators, like the year the structure was built, its value, or its rent offer no reliable way to separate “standard” with “substandard” units.

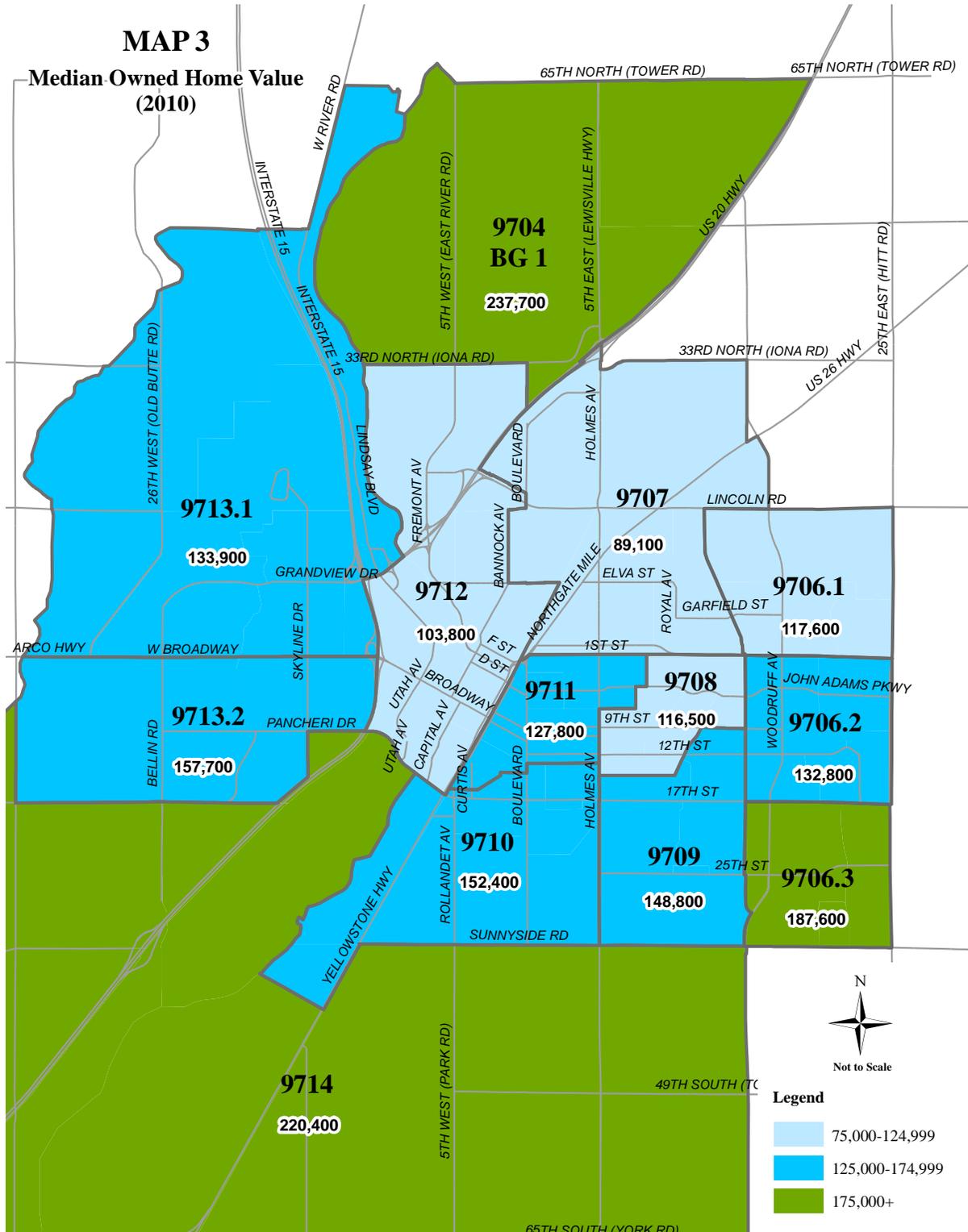
Housing Value and Cost

The median value of owner-occupied homes in Bonneville County in 2010 was \$153,400, a 64% increase over 2000. The county ranked 17th in highest median home values for Idaho. The county’s gross median rent in 2010 was \$674, which was 8th highest in Idaho.

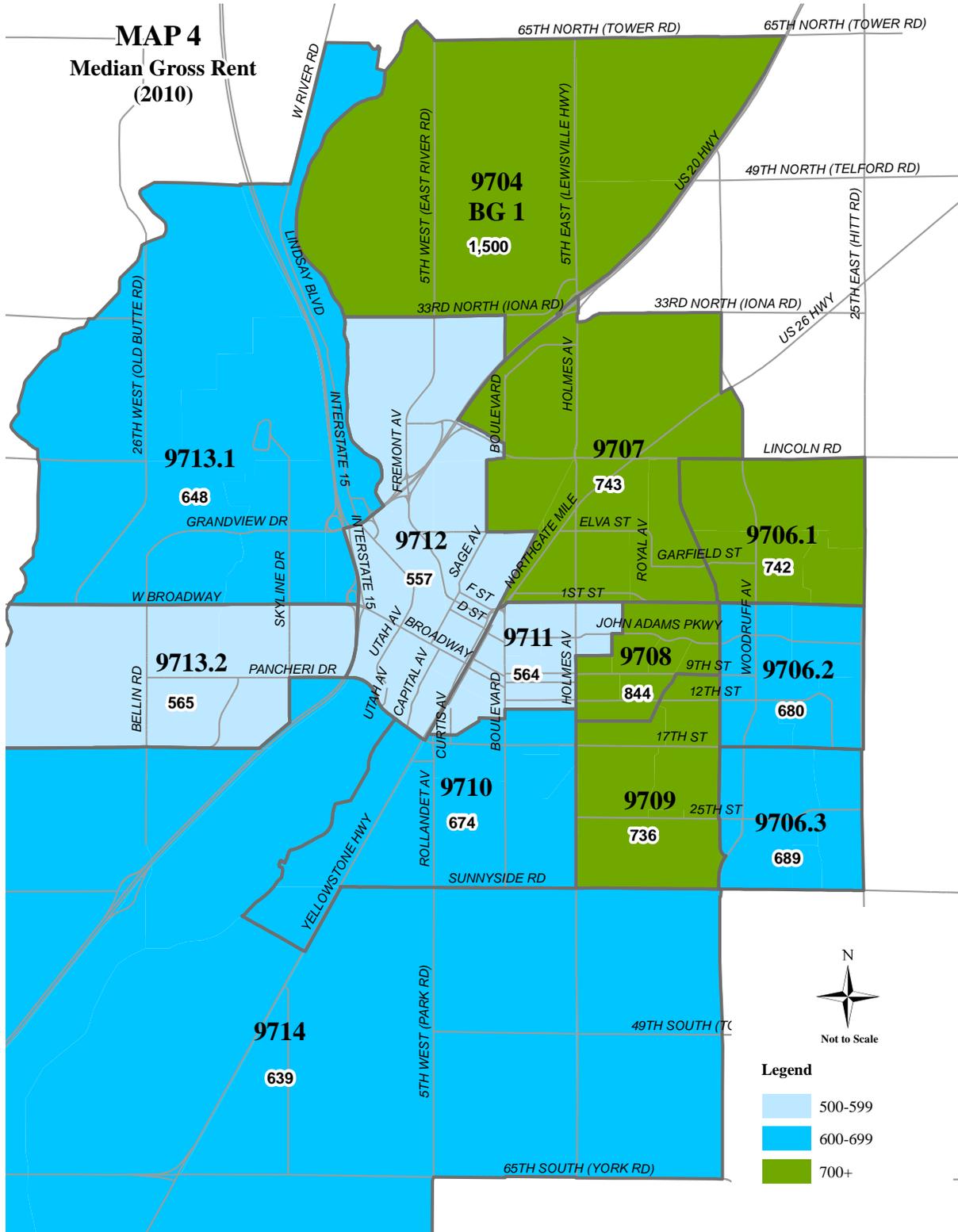
According to 2010 ACS 3-year estimates, median value for owner-occupied homes in Idaho Falls was \$152,800 in 2010, a 69% increase from

2000. This is a dramatically higher rate of increase from the previous decade which saw a 28% increase between 1990 and 2000. As shown on Map 3 homes with the highest values were in the very north and very south portions of the City. Lowest average home values were in the central areas.

Average rents in Idaho Falls follow a very similar pattern to home values. The highest rents, as shown in Map 4 are in the northern and southern areas of the City. The central and some western areas of the City saw the lowest median rent.



MAP 4
Median Gross Rent
(2010)



ECONOMIC CHARACTERISTICS

BONNEVILLE COUNTY

EMPLOYMENT

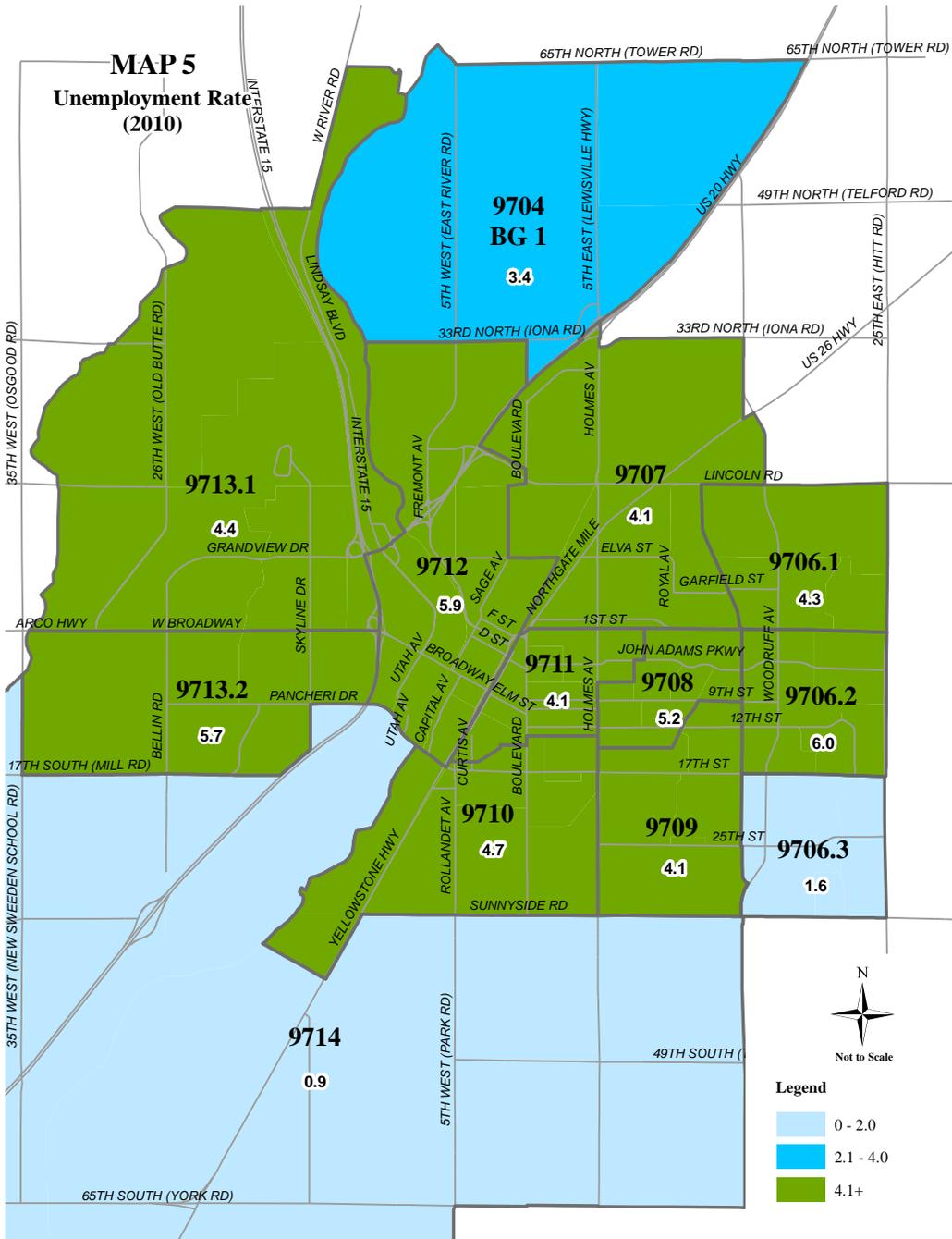
This section describes patterns of employment in Bonneville County. Most of the information used here was provided by the Idaho Department of Labor and is supplemented, as necessary, with data from the U.S. Bureau of Labor Statistics, the U.S. Bureau of the Census, the U.S. Department of Agriculture, the U.S. Bureau of Economic Analysis, and employers. Most employment data is generated through a survey process and is subject to some error. Also, different agencies obtain and report data differently, leading to apparent discrepancies. A more important limitation on employment data for Bonneville County is the seasonal nature of much of the employment in the area. Workers on farms, in potato processing plants, and in construction are often idle for part of the year. The averages reported here conceal a great deal of seasonal variation in the availability of work.

Basic Employment Data

Civilian Labor Force: The civilian labor force includes civilians who are employed (full or part-time) or who are actively seeking employment. Bonneville County's 2000 civilian labor force was 41,612. Ten years later it had grown to 50,735.

Employment: Employment includes all full and part-time wage and salary workers, self-employed persons, and unpaid family workers (generally on farms) who live in the County, regardless of whether they work there or in another county. Bonneville County employment increased from 40,370 in 2000 to 47,028 in 2010.

Unemployment: Civilians who are not working but are actively seeking work are unemployed. The unemployment rate is the number of unemployed as a percentage of the civilian labor force. In 2010, unemployment rates showed Bonneville County was affected by the Great Recession, but not as severely as the State or Nation. The County had an unemployment rate of 6.6%, compared with a State rate of 8.8% and a national rate of 9.6%. Table 11 compares Bonneville County unemployment rates since 2001 with the Idaho and U.S. rates. It should be noted that the unemployment rates reported in Table 12 does not include "discouraged workers" who have stopped actively searching for a job. Map 5 shows unemployment rates for specific areas of Idaho Falls. The highest rates were in the central areas of the City. The lowest rates were found in the southeast section of the City as well as on the west side.



Labor Force Participation

In 1990, 70% of all Bonneville County residents over the age of 16 were in the civilian labor force. By 2000 labor force participation decreased to 67.6%. 2010 data shows that number has decreased even further to 65.7%. Bonneville County labor force participation rates have historically been higher than the U.S. rate, however 2010 data shows the rates much closer with the U.S. rate at 64.4%.

Women in the Labor Force

The 2000 Census showed that 59.0% of all Bonneville County women over the age of 16 were in the labor force (working or unemployed). 2010 ACS estimates show a much higher rate with 68.9% of women now in the labor force. Still, this trails both the national rate of 72.7% and Idaho rate of 71.1%.

Table 12										
Average Annual Unemployment Rate 2001-2010										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bonneville County	3.5%	3.7%	3.5%	3.2%	2.8%	2.3%	2.1%	3.3%	5.6%	6.6%
Idaho	4.9%	5.4%	5.2%	4.6%	3.7%	3.0%	3.0%	4.7%	7.4%	8.8%
U.S.	4.7%	5.8%	6.0%	5.5%	5.1%	4.6%	4.6%	5.8%	9.3%	9.6%

Sources: Idaho Department of Labor; U.S. Department of Labor, Bureau of Labor Statistics

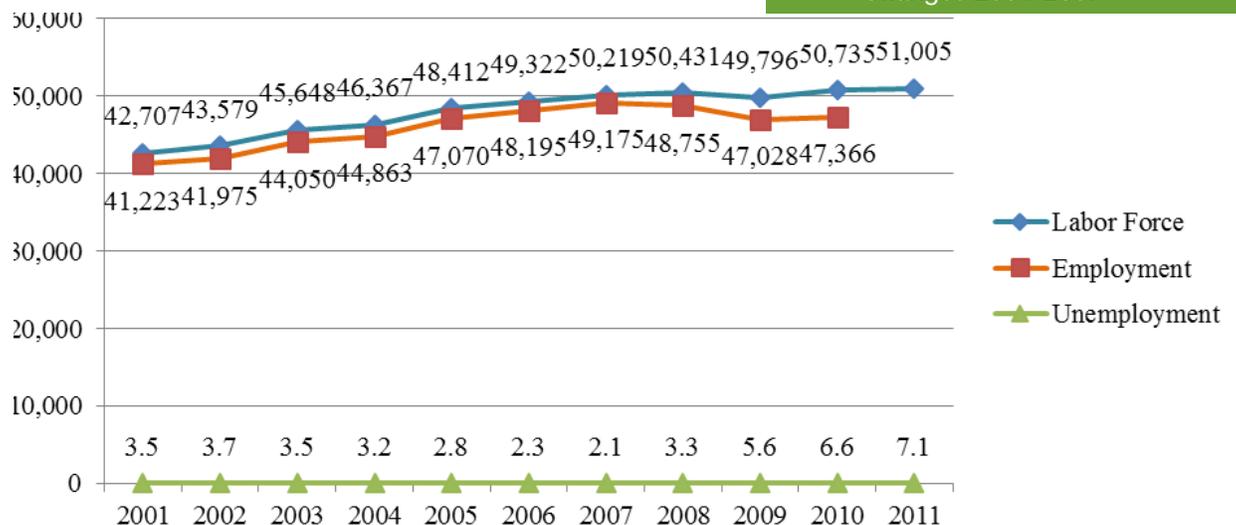
Underemployment

Underemployment is a common economic problem in rural areas. The seasonal nature of agriculture, food processing, and construction dictate that some workers in those industries will be unemployed for part of the year. The limited job opportunities and lower wages that characterize most rural areas also mean some people are unable to find the quality of job or income their educational or skill level would allow them to have in a metropolitan area. The Idaho Department of Labor listed the Idaho underemployment rate for 2008 at 12.3% and the Bonneville County rate at 5.8%. By 2010 the figures were higher for both jurisdictions, with Idaho at 19.9% and Bonneville County at 13.9% underemployment.

Employment Outside the County

2008 employment of Bonneville County residents exceeded the number of jobs in the County by about 4,000; a difference that is explained by commuting. According to a 2006 report from the Idaho Department of Labor, 8.9% of Bonneville County workers commute to Idaho National Laboratory facilities in Bingham and Butte Counties. In addition, 4.5% of workers were listed as employed in Ada County and 3.8% in Jefferson County. The rather complex commuting patterns of eastern Idaho are further discussed in the section on “The Regional Context of the Bonneville County Economy.”

Figure 2: Labor Force and Employment Changes 2001-2007



Employment by Industry

Table 13 traces recent changes in Bonneville County employment by industry. The information presented in this table differs from labor force, employment and unemployment data because it applies to people employed in Bonneville County, not those who live there. Also, some of the data has changed from previous editions of this document, but it accurately reflects data available from the Bureau of Economic Analysis at the time this document was updated. The implications of the trends shown in the table are discussed in the section on “The Structure of the Bonneville County Economy.”

Table 13

Bonneville County Annual Employment by Industry 2001-2010

Industry	2001		2005		2010	
	Employees	Share	Employees	Share	Employees	Share
Total Employment	49,688	100%	57,084	100%	60,576	100%
Farm	1,483	2.90%	1,301	2.20%	1,212	2.00%
Utilities	*		*		50	0.08%
Construction	4,014	8.00%	4,976	8.70%	4,335	7.10%
Manufacturing	2,542	5.10%	2,733	4.70%	2,450	4.00%
Wholesale Trade	3,565	7.10%	3,496	6.10%	3,616	5.90%
Retail Trade	7,341	14.70%	8,257	14.40%	8,484	14.00%
Information	1,030	2.00%	1,285	2.20%	1,388	2.20%
Finance, Insurance, Real Estate	3,366	6.70%	4,414	7.70%	5,651	9.30%
Services[1]	5,592	11.20%	7,414	12.90%	7,564	12.40%
Health Care	5,858	11.70%	7,450	13.00%	8,579	14.10%
Leisure and Hospitality[2]	4,359	8.70%	4,629	8.10%	5,212	8.60%
Other Services	2,800	5.60%	3,178	5.50%	3,394	5.60%
Government	5,638	11.30%	5,671	9.90%	6,269	10.30%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

[1] Includes Line Codes 1200-1500

[2] Includes Line Codes 1700-1800

BONNEVILLE COUNTY

INCOMES

This section describes the income levels of Bonneville County residents and the major sources of the incomes generated in the County. The data used here come from two sources: the Bureau of Economic Analysis (BEA) and Sales and Marketing Management. BEA income estimates are based on administrative records, including tax and unemployment insurance records. The principal limitation on the BEA data is timeliness. The most current income estimates now available for local areas are for 2010. Sales and Marketing Management magazine makes annual estimates of effective buying income. Those estimates are more current than BEA's and presented in a format that is more useful for many purposes.

Total Personal Income

Total personal income (TPI) is the simple sum of income County residents receive from all sources. As Table 14 shows, the TPI of Bonneville County residents between 2000 and 2010 stayed ahead of inflation, increasing approximately 42% (4.2% per year) in current dollars.

Table 14			
Bonneville County Total Personal Income 2000-2010 (Thousands of Dollars)			
	2000	2005	2010
Actual	2,009,632	2,918,324	3,626,901
Inflation Adjusted	2,544,786	3,258,361	*

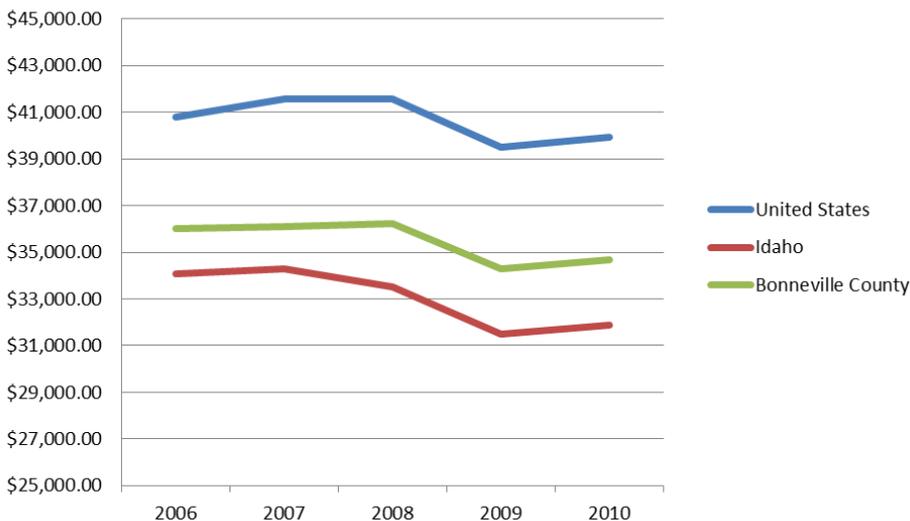
Source: U.S. Department of Commerce, Bureau of Economic Analysis

Table 15					
Per Capita Income 2006-2010					
	2006	2007	2008	2009	2010
Bonneville County					
Actual	33,305	34,343	35,775	33,725	34,667
Inflation Adjusted	36,023	36,117	36,232	34,278	*
Percent of National	88%	87%	87%	87%	87%
Idaho					
Actual	31,493	32,607	33,110	30,997	31,897
Inflation Adjusted	34,063	34,292	33,533	31,505	*
Percent of National	83%	83%	81%	80%	80%
U.S.					
Actual	37,725	39,506	40,947	38,846	39,937
Inflation Adjusted	40,804	41,547	41,470	39,483	*

Per Capita Income

Total personal income is difficult for most people to conceptualize and of little value for comparative purposes. Per capita income (PCI) is a more understandable measure of the incomes received by Bonneville County residents. While total personal income is a simple sum of income received from all sources by County residents, PCI divides that sum by the number of County residents to show how much income was generated per resident. According to the Bureau of Economic Analysis, it is “often used as an indicator of the character of consumer markets and of the economic well-being of the residents of an area.” Table 15 compares Bonneville County income levels with those of Idaho and the U.S. The data shows the Great Recession’s effect on personal incomes. Bon-

Figure 3: Per Capita Income Comparison



neville County PCI only increased 4% between 2006 and 2010. When adjusted for inflation, 2010 dollar levels were actually lower than 2006 in the County, State, and Nation. Personal income per capita for Bonneville County also decreased slightly as a percent of the national average from 88% in 2006 to 87% in the remaining years. For all periods Bonneville County was higher than State levels. Figure 4 (pg. 33) graphically presents this same information.

Income by Industry

Table 16 shows the contributions of the major industries to the incomes generated in Bonneville County from 2006-2010. These years were chosen because they represent the period just before the recession, as well as during the recession and beginning recovery periods. The data presented in this Table differ from TPI and PCI information just presented because they include incomes generated in the County, not incomes received by County residents. Despite the recession, Bonneville County income by industry increased 14.9% overall during 2006-2010. Overall, services are producing the greatest levels of income in Bonneville County, with health care and social assistance being the top service industry. The implications of these and the other trends shown in the table are discussed in the section on “The Structure of the Bonneville County Economy.”

Because services make up such a large share of Bonneville County incomes, and because this industry experienced such a dramatic overall decline, further analysis is included here. New land use codes and

Table 16					
Bonneville County Income by Industry 2006-2010 (Thousands of Dollars, Inflation Adjusted)					
	2006	2007	2008	2009	2010
Agriculture	53,831	66,630	81,918	85,646	*
Construction	249,898	273,720	238,699	203,370	*
Manufacturing	111,428	120,997	120,317	101,208	*
Transportation, Information, Utilities	160,660	63,773	167,392	165,632	*
Wholesale Trade	225,298	255,046	247,848	246,913	*
Retail Trade	261,754	269,251	246,414	241,541	*
Finance, Insurance, Real Estate	123,701	122,873	121,449	118,556	*
Services	812,512	831,170	874,288	930,032	*
Government	311,214	318,605	320,817	332,193	*
Source: U.S. Department of Commerce, Bureau of Economic Analysis					
*Figures may be adjusted yearly by the Bureau of Economic Analysis					
[1] Data for this year did not include Utilities or Transportation					

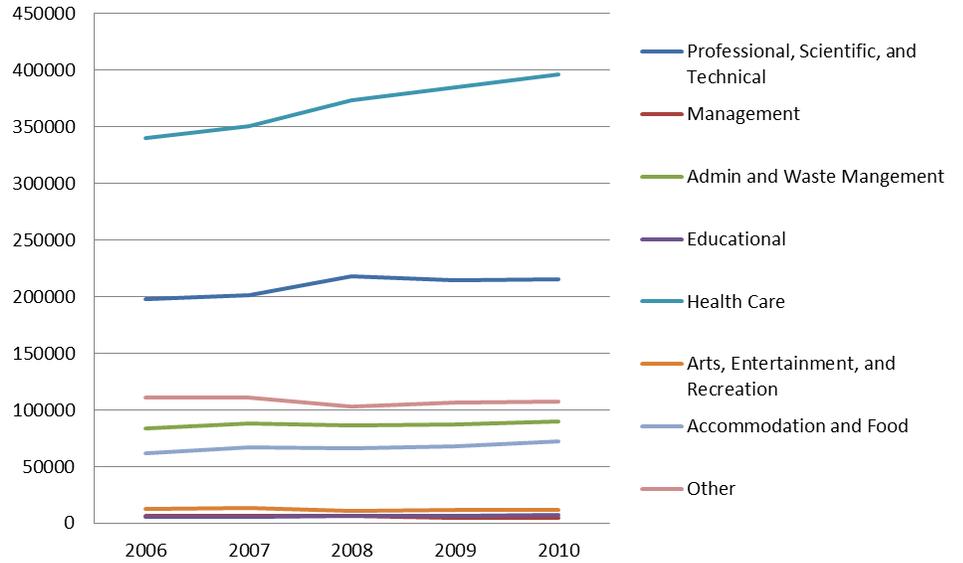
reporting methods of the Bureau of Economic Analysis break down the service industry into specific areas. Table 17 shows the income levels of these areas. The most significant finding in these numbers is that many service industries actually increased during the study period. Professional, scientific, and technical services decreased 66%; the major factor in bringing services' overall numbers down. This decline may be explained in part through downsizing and layoffs at the Idaho National Laboratory. As mentioned above, some of the losses were due to changes in reporting and were actually a part of the increase in Administrative and Waste Services, which experienced the biggest gains at 44%. Health Care and Social Services also saw tremendous growth with a 28% increase in income generated.

Table 17

**Bonneville County Incomes in the Service Industry 2006-2010
(Thousands of Dollars, Inflation Adjusted)**

	2006	2007	2008	2009	2010
Professional, Scientific, and Technical Services	187,131	201,434	218,142	214,095	*
Management of Companies and Enterprises	6,170	6,816	6,765	4,293	*
Administrative and Waste Management Services	87,651	88,235	86,110	86,894	*
Educational Services	5,229	5,561	6,351	6,746	*
Health Care and Social Assistance	339,020	350,519	373,113	385,098	*
Arts, Entertainment and Recreation	9,849	13,119	11,194	11,628	*
Accommodation and Food Services	62,902	67,392	65,918	67,589	*
Other Services, Except Public Administration	114,557	110,572	102,753	106,733	*
Source: U.S. Department of Commerce, Bureau of Economic Analysis					

Figure 4: Bonneville County Incomes in the Service Sector Industry 2010 (Inflation Adjusted)



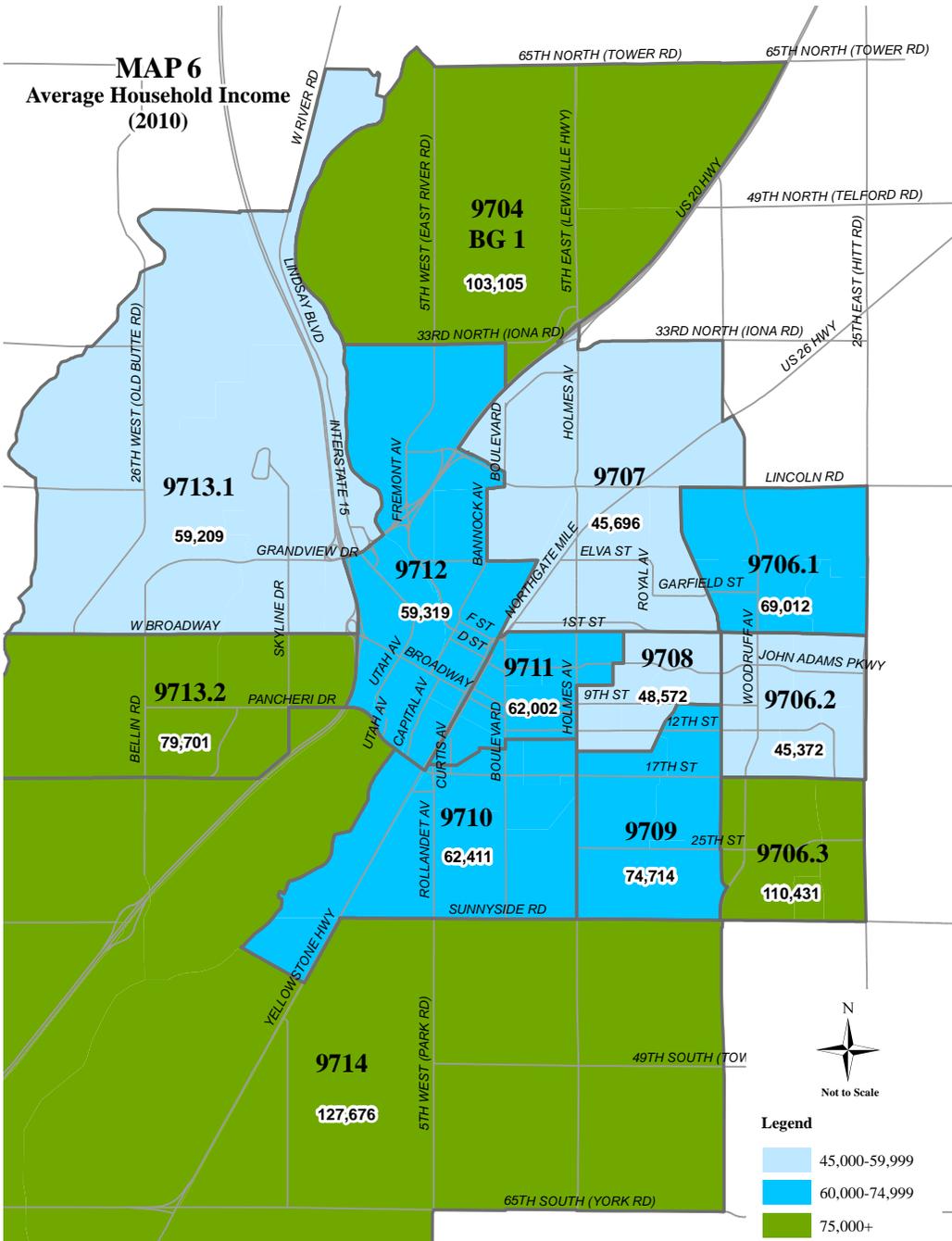
Effective Buying Income

Table 18 shows the 2009 total and median effective buying income (EBI) for Bonneville County households as estimated by Sales and Marketing Management. EBI is the estimated household income minus taxes and fees paid to government agencies. Both Idaho Falls and the County were higher than State levels. The County was slightly higher than the U.S. average.

Table 18			
Effective Buying Income 2009			
	Bonneville County	Idaho Falls	Idaho
Total EBI	\$1,860,732,500	\$1,030,732,500 (55% of County)	No data
Median Household EBI	\$43,106	\$39,907	No data
% State	110.20%	102%	No data
%. U.S.	101.80%	94.30%	No data
Households with EBI of:			
\$19,999 or less	17.8%	19.8%	19.6%
\$20,000-\$34,999	21.1%	22.7%	23.4%
\$35,000-\$49,999	21.2%	20.8%	22.4%
\$50,000 plus	39.9%	36.7%	34.6%
Source: Sales and Marketing Management			

Average Household Income

This section deals specifically with Idaho Falls' households rather than County per capita figures. Citywide, the average 2010 household income was \$65,088 based on figures from the American Community Survey 5-year estimates. This is a 60.6% increase from 1999, or 5.5% per year. The State of Idaho's median household income was \$59,560. According to data shown in Map 6 average household incomes in Idaho Falls were highest in the north and southeast areas of the City. The lowest average incomes are found in the central portion of the City.



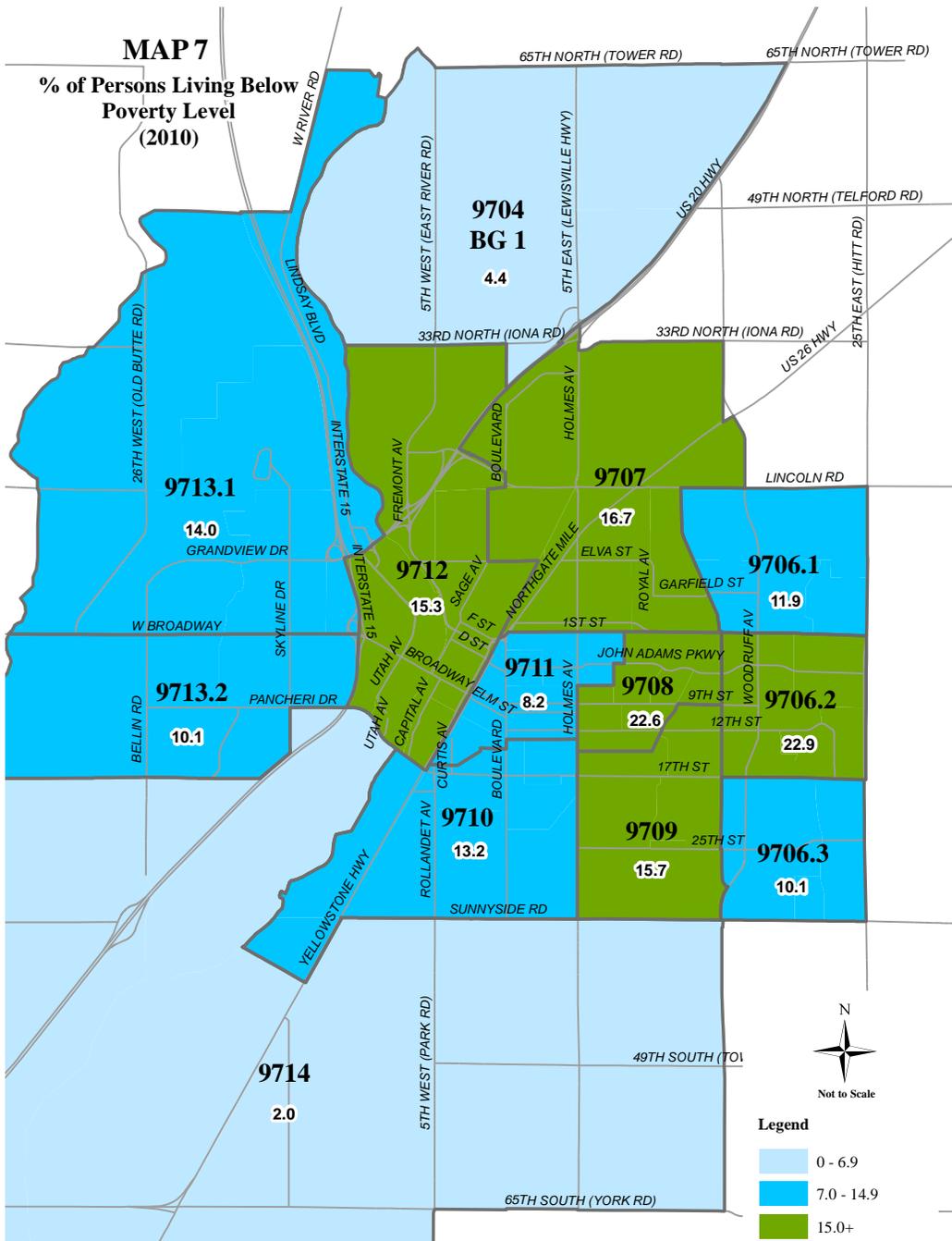
Poverty

Poverty is, in a general sense, the lack of an adequate income. The definition of poverty used by Federal agencies is based on an economy food budget planned by the U.S. Department of Agriculture. Persons in households with an income no more than three times the inflation-adjusted cost of that meal plan are counted as being in poverty. The 2010 percentage of persons with incomes below the poverty level in Bonneville County and its cities is shown in Table 19. The poverty level is higher in Idaho Falls and Ammon than in the County as a whole. The poverty levels in rural areas were less than the levels in the County as a whole.

Map 7 shows the percentages of people below the poverty level for Idaho Falls. Areas in the central and western portions of the city had the highest levels of poverty, climbing as high 22.9% of residents. These areas are the same as those with high concentrations of poverty in the 2000 census.

Table 19	
2010 Percent of Persons with Income Below the Poverty Level	
	Percent of Individuals with Incomes Below Poverty Level
United States	14.3%
Idaho	14.3%
Bonneville County	10.6%
Idaho Falls	13.5%
Ammon	10.6%
Iona	10.1%
Swan Valley	9.4%
Irwin	3.6%

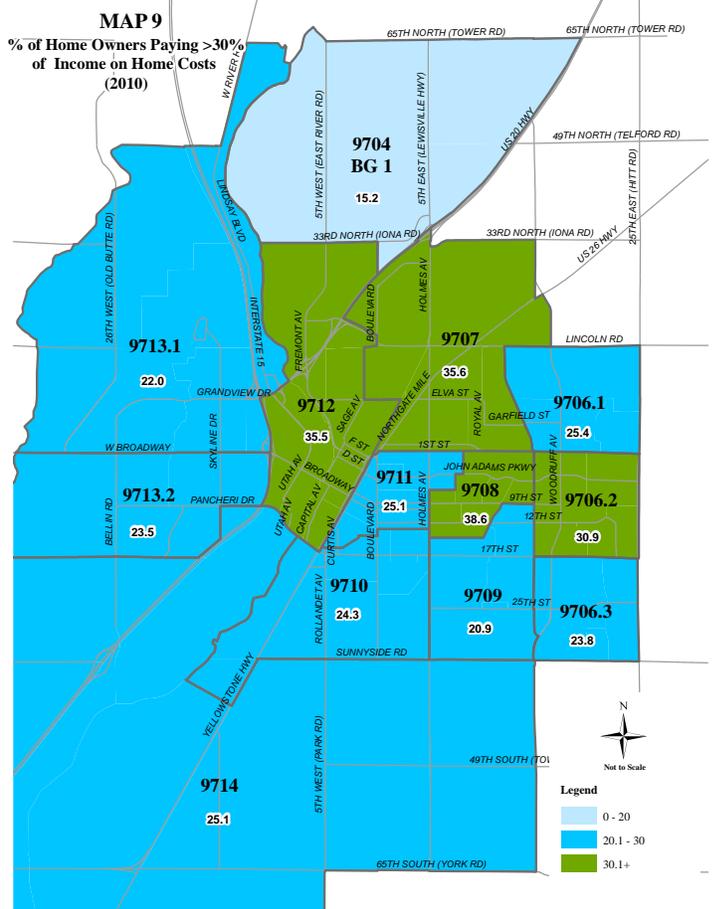
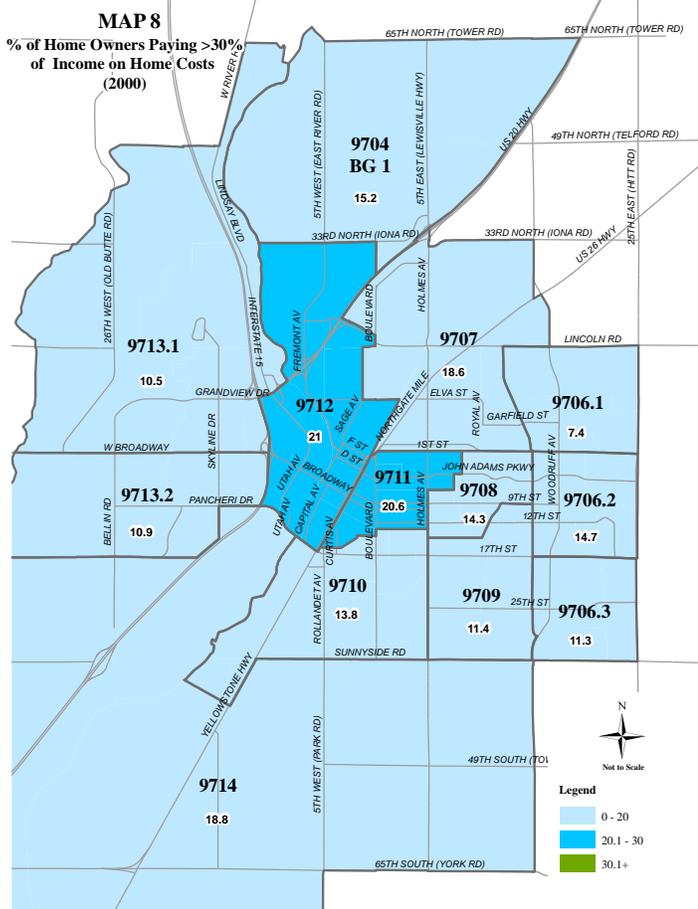
Source: U.S. Department of Commerce, Bureau of the Census



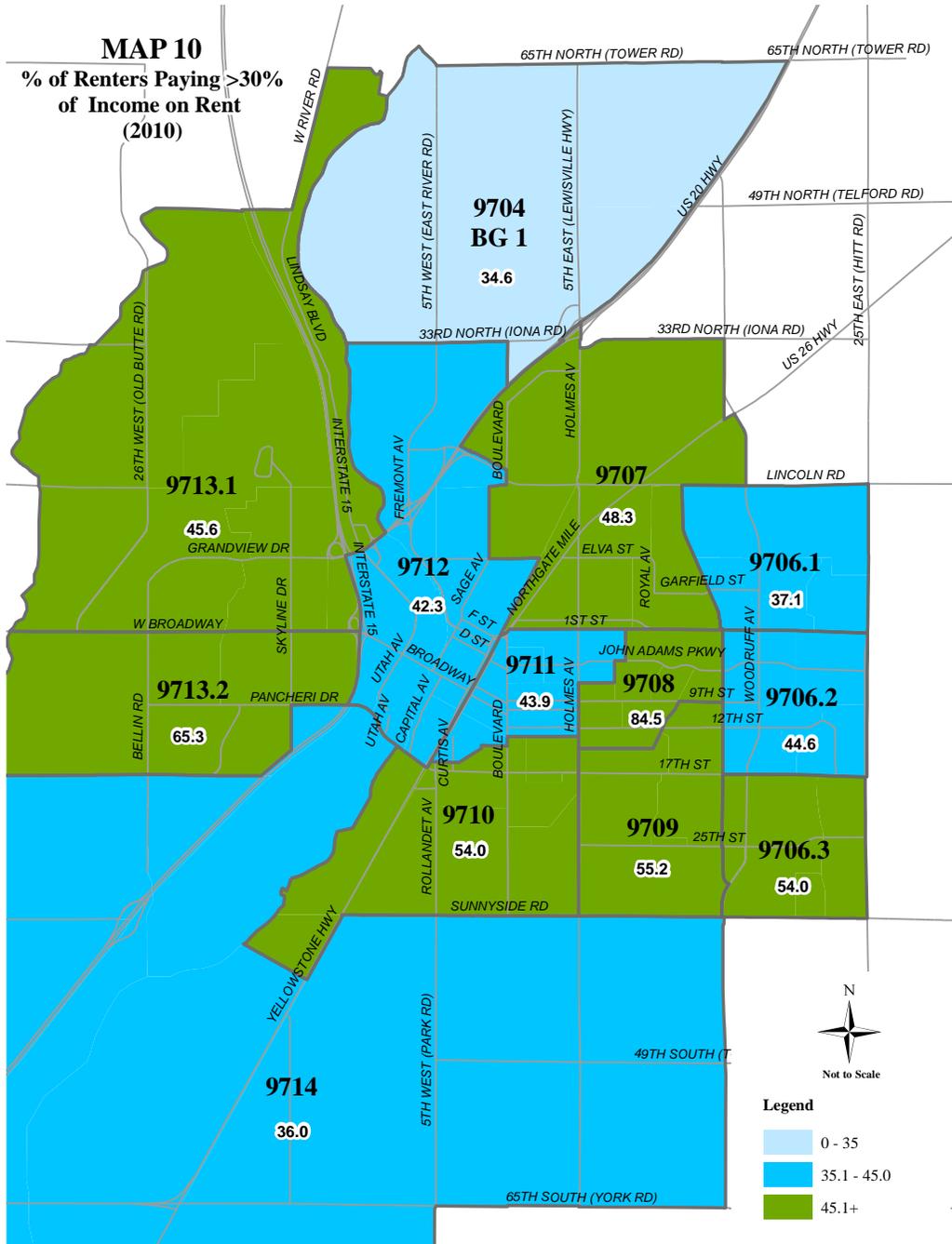
Cost of Housing

Lending institutions and the federal government use 28-30% of gross income for mortgage payments or rent as “not to exceed standards.” The 2010-2012 American Community Survey 3-Year Estimates data provides information on households who paid more than 30% for housing costs. Over all in Idaho Falls 25.3% of homeowners paid more than 30% of their gross income on home costs and 51.1% of renters paid more than 30% percent of their gross income on rent. Both of these percentages are significant increases from 2000. At that time, 15.7% of homeowners paid more than 30% of income on housing costs and 39.1% of renters paid more than 30% of income on rent. This represents increases of 9.6% and 12.0%, respectively. Maps 8-10 on the following pages outline percentage of homeowners and renters, respectively paying more than 30% of income on housing costs and rent.

Owner-occupied Housing. The Census tract (9708) with the highest percentage of homeowners paying more than 30% of their gross income on housing costs is the same tract with one of the highest percentage of people living below the poverty level, as well as a tract in the top three of unemployment rate in the city. It is located in the central area of the City. There was a general increase in 2000 of the percent of homeowners above the 30% standard. This increase was substantial thru 2010 with the highest percentage being 38.6 as compared with the 2000 highest percentage at 20.6. The tract with the lowest percentage was 15.2 (tract 9704.1), which was the only one that did not change from 2000. Of the 13 tracts within the city's limit only one was less than 20% as compared with the four tracts in 2000.



Renter-occupied housing. Citywide, nearly 52.8% of renters pay more than 30% of their gross income on rent up from 40.0% in 2000. Block Group 2 of Tract 9714 shows 67% of renters exceed this standard. Similar to the pattern described above in owner-occupied housing, the percentage of renters paying more than the 30% limit has increased substantially. However, in the north and south portions of the City, three Census tracts had zero percent of renters in this category. This may be based on reporting methods, but it is a positive change from 1990.



THE STRUCTURE OF THE BONNEVILLE COUNTY ECONOMY

This section analyzes the structure of the Bonneville County economy. It begins by making a distinction between basic and non-basic industries (or sectors) of the economy, then discusses the role and current performance of each sector in the County's economy. The sectorial sketches are not meant to be complete. Their purpose is to help identify important aspects of the County's economy and suggest appropriate planning strategies.

Much of this analysis is based on the population, employment, and income data presented in previous sections of the profile. It is subject to the limitations on that data. Some information from new sources, such as the Census of Agriculture, the Bureau of the Census' County Business Patterns, and Bureau of Economic Analysis, is also used. All references to incomes, sales, and other dollar amounts are in 2010 dollars adjusted for inflation.

Basic Economic Activity

The driving force of any local economy is the exchange of goods and services with other locales. Bonneville County "exports" fresh potatoes to other areas, while it "imports" diesel fuel, tractor tires, and most of the other inputs required to raise those potatoes. An industry that exports goods or services is considered to be basic because it generates the earnings needed to buy goods and services produced in other places. The identification of basic industries can be complicated, but local knowledge and the analysis explained in Appendix A indicate that the basic sectors of the Bonneville County economy in 2010 were:

Agriculture

The principal commodities produced by Bonneville County farmers and ranchers in 2007 were potatoes, wheat, barley, and cattle. Oilseed production is also increasing in the area as demand for canola oil grows. 2007 sales of agricultural products from the county's 926 farms were about \$189,277,000 (3.2% of Idaho's total). 2010 agricultural employment in

Bonneville County was 1,386, up 21.2% from 2001. Potatoes had long been the leading product in sales for the County, but in 2007 was surpassed by cattle sales. Based on the US Bureau of Economic Analysis, agricultural income in 2010 was \$71,963,000: 94.3% increase from 2001. Farm income varies considerably from year to year, depending on weather conditions and commodity markets.

Construction

Construction activity tends to reflect the health of other industries and can be highly variable. This section has changed dramatically as newer data is released, reflecting the global recession and slowdown in construction. \$199,285,000 of income for Bonneville County residents was generated by the construction sector in 2010, up 12.7% from 2001. There was a peak in 2007 with income of \$260,271,000. Construction employment in 2007 in Bonneville County was 6,426; a 59.8% increase from 2001. While this is a strong increase, as mentioned construction is much more susceptible to fluctuations in the economy. A slowdown in construction will affect not only buildings, but also a variety of other occupations including plumbers, electricians, painters, and others.

Wholesale Trade

According to the 2007 Economic Census, nondurable goods such as fresh fruit and vegetables remain the largest single item in wholesale trade in Bonneville County. Potatoes, grains, beans, oilseeds, and livestock are the strongest contributors to this sector. Other significant wholesale industries include motor vehicles, electrical goods, machinery equipment and supplies, and petroleum products. The wholesale industry employed 1,605 people in Bonneville County in 2010, a 10.5% decrease from 2001. Wholesaling generated \$265,277,000 of personal income in 2010, 21.1% more than in 2001.

Manufacturing

Manufacturing is a growing sector in Bonneville County. According to location quotient analysis explained in Appendix A, manufacturing does not qualify as an “export” industry. Local knowledge, however, shows many products manufactured in Bonneville County are consumed or used in other communities. Products exported from Bonneville County include: food products such as dehydrated potatoes and malt, newspapers and other printing, wood products, and toiletries. Manufacturing employment in Bonneville County in 2010 was 4,065, a 40.9% increase from 2001. Manufacturing generated \$103,207,000 of personal income in 2010, an 1.5% increase from 2001.

Retail Trade

Idaho Falls is the regional shopping center for eastern Idaho and neighboring areas in Montana and Wyoming. Retail trade has been one of Bonneville County’s fastest growing industries for over 20 years. Changes in employment categorization by reporting agencies make it difficult to compare figures from 2007 with years previous to 2001.

For example, retail trade employment in 2000 was 10,616 and dropped to 7,455 the next year. Adjusted data, however, shows the number swells to 11,820, an 11% increase from 2000. From 2001 to 2007 employment in retail trade increased by 19% to 14,124 assuming the same adjustments. Perhaps a more accurate account of the increase in retail trade can be taken from taxable sales figures. Although there are some limitations to this method because of sales tax reporting in Idaho, it still provides a good sense of the strength of retail trade in Bonneville County. Figure 5 shows changes in taxable sales from 2005 to 2008. Sales increased each year from 2005-2008 and experienced a slight drop in 2009. A third indicator of Bonneville County’s strength in retail trade is comparison of purchases to sales ratios. A report from the Regional Development Alliance with data for the Idaho Falls Metropolitan Statistical Area (MSA), which includes both Bonneville and Jefferson Counties,

Figure 5: Total Retail Sales FY 2005-2009



shows households in the study area spent \$1,760,200,000 on commodity purchases in 2006. Industries in the MSA received \$4,275,300,000 in commodity sales in the same year; a difference of \$2,515,100,000. This clearly demonstrates many retail sales dollars are received from outside Bonneville and Jefferson Counties.

Services

Bonneville County exports two main kinds of services: health care and research. This is an advantage to the County because these industries are less susceptible to the natural ebbs and flows of an economy than sectors such as construction and retail sales.

Health Care: The two hospitals in Bonneville County as well as the large number of local physicians and specialists serve as the health care hub for the surrounding region. In 2010 the U.S. Census Bureau found 8,627 employees in the health care and social services industry. This is a 22.5% increase in employment from 2001 and represents nearly 18.9% of all County workers. Personal income received from health care amounted to \$396,694,000 in 2010, up 43.3% from 2001.

Professional Services: The Idaho National Laboratory (INL) is operated by private contractors for the U.S. Department of Energy. INL employed nearly 8,016 people in 2010, nearly all of whom are classified as either professional services or waste and administrative services. Though the workforce at INL is smaller than 10 years ago due to layoffs, it remains the second largest employer in the State of Idaho. Overall, professional services and administrative and waste services accounted for 7,429 jobs in Bonneville County in 2010, up 12.1% from 2001.

Tourism

Idaho Falls is the largest city on the western approach to Yellowstone National Park, and Bonneville County offers outstanding scenic and recreational attractions of its own, including the South Fork of the Snake River. The role of tourism in a local economy is difficult to evaluate

Table 20					
Comparative Sales in Tourism Related Sectors in Bonneville County 2005-2009					
Industry	2005	2006	2007	2008	2009
Eating/Drinking Establishments	83,111,020	87,101,070	98,619,410	110,005,230	106,553,775
Lodging	24,355,950	27,396,780	26,551,620	30,846,120	29,178,356
Amusements and Recreational Facilities	7,410,073	8,584,457	12,130,560	14,424,480	13,712,676
Service Stations	65,265,100	77,681,135	81,667,240	87,987,330	83,767,662

Source: Service Corps of Retired Executives

because state and federal agencies do not treat it as a separate sector when collecting employment and income data. Location quotient analyses of tourism-related enterprises such as accommodation and food services show that as a percentage of employment, Bonneville County is slightly higher than the United States average. Also, sales in these areas have increased since 2005 as shown in Table 20. Tourism clearly does function as an export industry in parts of Idaho Falls' trade area (see the REGIONAL CONTEXT section), making it an indirect contributor to the local construction, wholesale trade, retail trade, and services sectors.

Structural Change

Table 21 provides a summary of the employment and income trends discussed in this section. This table, along with the material presented in Tables 12 and 15 and Appendix A, suggests the structure of the Bonneville County economy has been relatively stable. The largest shifts in the local economy have been the continued increase in health care and manufacturing, and solid increase in tourism related industries. Also positive was the increase in agriculture employment and income. During the last decade the construction and wholesale trade sectors have seen a drop in employment but at the same time have experienced an increase in income.

Comparative Trends in Bonneville County's Basic Sectors 2000-2010 *(Inflation Adjusted)				
		Bonneville County	Idaho	United States
Agriculture	Change in Employment	21.20%	6.40%	9.10%
	Change in Income*	94.30%		
Construction	Change in Employment	-21.10%	-4.00%	-1.30%
	Change in Income*	12.70%		
Manufacturing	Change in Employment	40.90%	-13.30%	-21.00%
	Change in Income*	1.50%		
Wholesale Trade	Change in Employment	-10.50%	-0.117	-15.60%
	Change in Income*	21.10%		
Retail Trade	Change in Employment	6.80%	13.80%	6.40%
	Change in Income*	9.00%		
Health Care	Change in Employment	22.50%	27.90%	25.00%
	Change in Income*	43.30%		
Professional Services	Change in Employment	12.10%	48.10%	23.00%
	Change in Income*	22.50%		
Tourism	Change in Employment	86.70%	18.90%	25.90%
	Change in Income*	11.10%		

REGIONAL CONTEXT OF BONNEVILLE COUNTY

No community can be understood in isolation. This section briefly discusses the economic connections between Bonneville County and its neighbors.

Commuting

The 2000 Census reported that 10.0% of all Bonneville County workers commuted to jobs outside the County. Table 22 compares commuting rates in Bonneville County with other counties in the region. The regional average is 26.8%. Although the 2010 Census does not report the number of commuters commuting outside the County, seventy-nine percent of Bonneville County workers drove to work alone in 2010, and 12 percent carpooled. Among those who commuted to work, it took them on average 19 minutes to get to work.

County	Workers Commuting to Another County
Bingham	32.5%
Butte	19.7%
Custer	16.2%
Jefferson	52.7%
Madison	18.5%
Bonneville	10%
Clark	20.9%
Fremont	47.5%
Lemhi	3.1%
Teton	40.7%

Source: U.S. Department of Commerce, Bureau of the Census

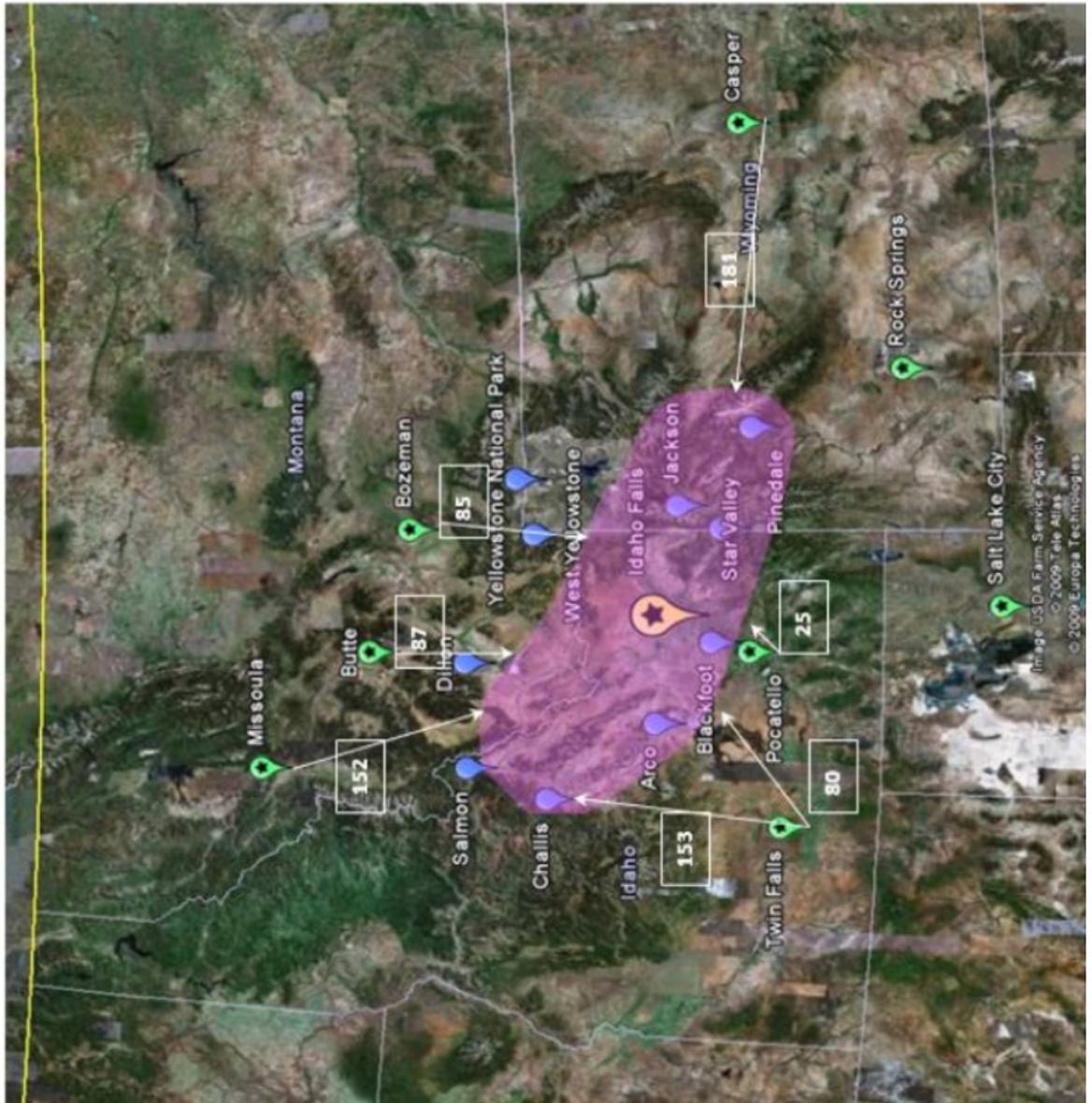
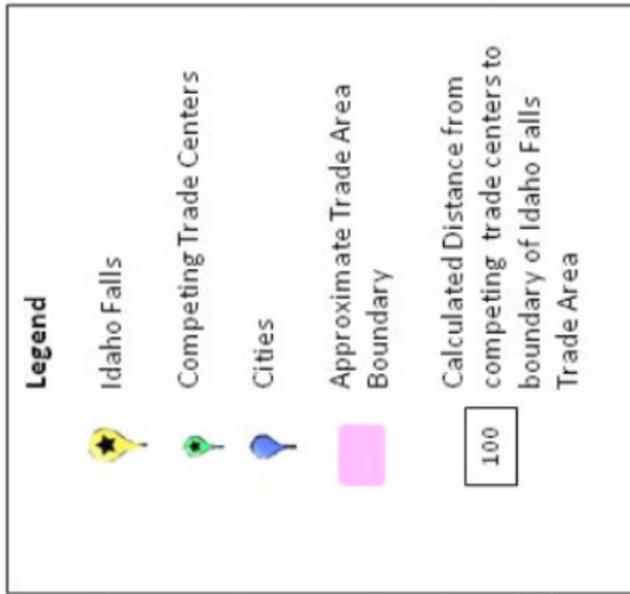
Idaho Falls Trade Area

Residents of eastern Idaho's smaller cities and rural areas often find the goods and services they need in Idaho Falls, which is the commercial and health care center of the approximately 26,000 square mile area outlined on Map 11. The trade area boundaries shown on that map are based on the method explained in Appendix B. The 2002 population of the Idaho Falls trade area, including Bonneville County, was approximately 241,978. This does not reflect the total population of all counties within the trade area; rather, for those counties who fall only partly into the trade area methods were used to calculate the population within the trade area.

Interdependence

Flows of commuters, shoppers, and goods and services bind the communities of eastern Idaho together, and Bonneville County's economic health will reflect, to at least some degree, the fortunes of its neighbors. Bonneville County continues to be the regional center for retail trade and health services. According to data from the 2002 Economic Census, Bonneville County captured approximately 48% of potential retail sales for the entire trade area. This is significant considering that in the State of Idaho on average 30-40 percent of all retail sales reported to the Idaho Tax Commission cannot be attributed to a specific county. Given the regional draw of Bonneville County it is realistic to assume they captured an even greater amount of retail sales from the trade area than the 48% calculated here. Data provided in Appendix A shows health care is also a strong "export" sector in Bonneville County, drawing customers from outside its boundaries. Unfortunately, the 2002 Economic Census did not report financial figures for health care services in Bonneville County.

MAP 11: Idaho Falls Trade Area



APPENDICES

APPENDIX A

THE ANALYSIS OF ECONOMIC SECTORS

The purpose of this Appendix is to explain the method used to determine which sectors of the Bonneville County economy are basic. A basic sector is, to repeat the main text, one that brings money into an area by exporting goods or services to other locales. The basic sectors are not the same in all local economies. In rural communities, for example, retail trade usually relies on incomes generated by agriculture, mining, or other industries that sell products outside the area. Stores in larger cities, like Idaho Falls, often draw enough shoppers from surrounding rural areas to support some retailing with “exports.” Sectors may, as in the case of retailing, be partially basic, to some extent serving local needs and to some extent bringing dollars in from outside the community. Basic sectors may also change, indicating shifts in the structure of a local economy, but there has been little change in the fundamental structure of the Bonneville County economy in recent years.

Methods

The basic sectors of the Bonneville County economy were identified using two methods. The first is location quotient analysis, which compares sectors on the basis of their shares of local and national employment or income. If the local share is greater than the national, it is assumed that sector is “exporting” goods or services rather than satisfying local needs. In Bonneville County, for example, retail trade accounted for 17.89% of all 2008 employment, while in the U.S. it accounted for only 13.52% of all employment. Analyzing comparative incomes from retail trade leads to similar results: it provided 12.1% of the incomes generated in Bonneville County in 2007, but only 4.7% of total personal income in the U.S.

Location quotient analysis is not entirely reliable when used without the second method of identifying basic sectors, which is local knowledge. Local knowledge confirms the location quotient analysis of in Bonneville County. For example, most local farm products are exported for consumption in other areas. As Table A-1 shows, location quotient analysis does not identify manufacturing as a basic industry in Bonneville County. Local knowledge suggests, however, that much of what is manufactured in the County is, in fact, exported for consumption or use in other areas.

Results

The Bureau of Labor Statistics (BLS) now provides location quotient analyses on their website. Table A-1 shows the results of an analysis of the Bonneville County economy provided by the BLS. It includes changes in employment and location quotients for both Bonneville County and the United States. The reader will note that not all highlighted sectors have a location quotient greater than one. This is because local knowledge was considered when determining which sectors are basic. In evaluating the information presented in Table A-1 it is important to recall that the location quotient method is a rough, “rule of thumb” approach. An input-output study might reveal different results.

Table A-1

Employment and Location Quotient (LQ) Changes

Industry	2001		2010		LQ		Basic
	U.S.%	Bonneville County %	U.S.%	Bonneville County%	2001	2010	
Agriculture	1.07	1.85	1.08	ND	1.73	ND	Yes
Mining	0.49	0.07	0.61	ND	0.15	ND	No
Utilities	0.55	ND	0.52	0.12	ND	0.23	No
Construction	6.2	7.59	5.17	7.19	1.23	1.39	Yes
Manufacturing	14.99	6.35	10.82	5.59	0.42	0.52	Yes
Wholesale Trade	5.24	9.15	5.15	9.01	1.75	1.75	Yes
Retail Trade	13.89	16.57	13.64	17.76	1.19	1.3	Yes
Transportation/Warehousing	3.79	ND	3.71	3.61	ND	0.97	Yes
Information	3.29	2.52	2.55	3.19	0.77	1.25	Yes
Educational Serv.	1.72	0.21	2.32	0.47	0.12	0.2	No
Health Care	11.86	13.61	15.25	19.5	1.15	1.28	Yes
Arts/Entertainment/Recreation	1.63	0.89	1.79	1.08	0.55	0.61	No
Finance/Insurance	5.16	3.19	5.17	3.44	0.62	0.67	No
Real Estate Rental/Leasing	1.86	1.23	1.8	1.36	0.66	0.75	No
Professional & Technical Services	6.29	13.28	15.74	12.24	2.11	0.78	Yes
Management of Companies	1.57	0.15	1.75	0.16	0.1	0.09	No
Administrative/Waste Services	7.08	6.36	6.97	6.05	0.9	0.87	No
Accommodation/Food Services	9.24	9.78	10.45	10.7	1.06	1.02	Yes
Other services	3.85	3.67	4.1	3.34	0.95	0.81	No
Unclassified	0.23	NC	0.14	0.01	NC	0.04	No

APPENDIX B

ESTIMATING RETAIL TRADE CAPTURE

The retail trade “capture” of Bonneville County was estimated using trade area capture analysis, a technique that is further explained in Community Economic Analysis: A How to Manual by Hustedde, Shaffer, and Pulver. It is expressed in this formula:

$$\text{Trade area capture} = \frac{\text{Total Retail Sales in the Community}}{\text{State per Capita Sales} \times \text{Income Factor}}$$

$$\text{Where: State per Capita Sales} = \frac{\text{Total State Sales}}{\text{State Population}}$$

$$\text{Income Factor} = \frac{\text{Community per Capita Income}}{\text{State per Capita Income}}$$

As the formulas indicate, trade area capture analysis estimates retail trade capture (or leakage) by converting the State’s total retail sales into per capita sales, adjusting that figure for any difference in income between the State and community being analyzed, then calculating “customer equivalents” by dividing total sales in the community by the adjusted State per capita sales figure. If the number of customer equivalents is greater than the community’s population, it is capturing enough sales from other places to cancel its own, inevitable leakage. Dividing the community’s population by the number of customer equivalents yields a “pull factor.” That factor will be greater than 1.0 for places, like Bonneville County, that are capturing sales from other areas and less than 1.0 where there is net leakage. Trade area capture analysis can be carried over time to show how the strength of a community’s retail sector is changing. In fact, the numbers presented in this section should only be viewed in conjunction with data from previous years. There is really no way to determine what is a “good” or “bad” pull factor. It is only useful to see if that factor is increasing or decreasing over time.

Results

The application of trade area capture analysis to Bonneville County confirms the status of Idaho Falls as a regional trade center and suggests that the strength of its retail sector is growing. The County’s FY 2002 pull factor was 1.37. By FY 2007, it had increased to approximately 2.25

Limitations

Trade area capture analysis does not directly measure the flow of retail trade between communities. It is an estimation technique and the results it produces should be clearly identified as estimates. It also has unique limitations for an area like Bonneville County and Idaho Falls which draw consumers from other states. The formula assumes a community is attracting customers from within state boundaries.

Limitations in Idaho

Trade area capture analysis requires very little data: populations, per capita incomes, and retail sales. Unfortunately, the State of Idaho does not require that sales tax collections be reported by location. Retail enterprises with more than one store report their total sales in the State, not for each city. This means that a large (40% in FY 2007) share of the sales made in Idaho cannot be traced to a specific community. The Idaho Department of Revenue and Taxation sales data used for the calculations described here do report the total sales that are not specifically attributed to a location. In order to make this analysis possible, it was assumed that a county’s share of those non-attributed sales was directly proportional to its share of the sales that can be traced to a location. Using this assumption produces reasonable results, but may overestimate sales in smaller counties where there are few, if any, chain stores.

APENDIX C

BIBLIOGRAPHY

Note: A bibliography for this type of work is challenging. First, most of the data sources, such as the U.S. Census of Population, formerly published in printed volumes are now available nearly exclusively on the Internet. Many of the sources consulted for this work are web based. Also, as websites for data producing agencies become more sophisticated, they include interactive tables and charts allowing the user to compare data from multiple years. Many such tables were used for this profile. Styles for citing these types of references are not entirely clear. For interactive tables used multiple times (such as the location quotient calculator from the Bureau of Labor Statistics), one citation is mentioned for the calculator. Data can be entered in a number of ways for a variety of geographies. The citation of only the calculator seems appropriate. Further, in some cases, tables for specific block groups, income levels, races, etc., were utilized while in others compilations and summaries from the Census Bureau were used. Citing each table for each block group is both onerous and unnecessary. Instead, the entire Census is cited. The compilations and summaries, however, were viewed as specific publications and are cited individually.

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