

The Comprehensive Plan for the City of Horseshoe Bend, Idaho 2020-2025



Horseshoe Bend - City Council

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Forward

The Comprehensive Plan is the official document used to identify and guide future development and land use within the City limits of Horseshoe Bend, the Area of City Impact and the Planning Area for a period of five consecutive years. The plan is updated every two years with yearly reporting on the achievements that have been accomplished for the previous two years.

The Local Land Use Planning Act (LLUPA), which was first adopted in 1975, described the purpose of the Act and mandated that all cities and counties develop a Comprehensive Plan and described the sections to be addressed in the plan. The thirteen chapters of the Comprehensive Plan work as one, but in order for the reader to focus on similar subject matter, subsections were established.

This Comprehensive Plan has thirteen chapters and is divided into five subsections:

Property Rights	Property Rights
Growth Management	Population, Housing and Economic Development
Built Environment	Land Use, Transportation, Public Services and Facilities
Community Resources	Community Design, Parks, Recreations, School Facilities, Transportation, Cultural and Historical Sites
Environment	Natural Resources and Hazardous Areas

Introduction

The act of comprehensive planning is an involved process which is designed to reflect the needs and desires of the community it is to benefit. A plan should give the public, businesses and governmental agencies a clear understanding of the City's intentions and desires regarding its future development which will lead to greater cooperation and minimize potential conflicts. The plan is intended to be a set of positive, rather than restrictive statements concerning what the City of Horseshoe Bend wishes to be and to accomplish. The goal of the plan is to introduce long-range consideration into the determination of short-range actions.

The comprehensive plan should not be viewed as a final statement of the City's vision. With time the population will change, thus, the goals may be redefined and the physical environment in which its residents live and work will be altered. This plan simply represents a consensus at a particular time on planning issues and policies. As a result, it is recommended that the plan be periodically revised to reflect changing conditions. Accordingly, the plan will be reviewed and updated every two years.

The Comprehensive Plan contains a narrative representing thirteen planning components each with goal(s), objectives and policies and implementation statements and a graphic element of plan maps depicting land use and vehicular circulation. This plan is intended to facilitate the land use decision-making process by covering the major categories of physical development in relation to the needs of the citizens. Each comprehensive plan element contains the following subsections:

Goals, Objectives, Implementation (Policies) and Strategy

GOALS: Goals are usually stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. It provides the community a direction in which to travel, not a location to reach.

OBJECTIVES: The objectives statement defines the meaning of the goal, describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

IMPLEMENTATION (POLICIES) STRATEGIES: Policies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are, however, flexible rules that can be adapted to different situations and circumstances.

THIRTEEN ELEMENTS OF THE COMPREHENSIVE PLAN:

IDAHO CODE SECTION 67-6508. PLANNING DUTIES. It shall be the duty of the planning department or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

- A. Property Rights** - An analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.
- B. Population** - A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.
- C. School Facilities and Transportation** - An analysis of public-school capacity and transportation considerations associated with future development.
- D. Economic Development** – An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.
- E. Land Use** - An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.
- F. Natural Resources** – An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

- G. Hazardous Areas** – An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides, mudslides, avalanche hazards resulting from development in the known or probable path of snow slides and avalanches and floodplain hazards.
- H. Public Services, Facilities and Utilities** – An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire-fighting equipment, health and welfare facilities libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.
- I. Transportation** – An analysis prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include harbors and other related transportation facilities.
- J. Recreations** – An analysis showing a system of recreation areas, including parks, parkways, trailways, riverbank greenbelts, beaches, playgrounds, recreation areas and programs
- K. Special Areas or Sites** - An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife or scenic significance.
- L. Housing** - An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary and adequate housing, including the provisions for low-costs housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.
- M. Community Design** - An analysis of needs for governing landscaping, building design, tree planting, signs and suggested patterns and standards for community design, development and beautification
- N. Agricultural** – An analysis of the agricultural base of the area including agricultural lands, farming activities, farming related businesses and the role of agriculture and agricultural uses in the community
- O. Implementation** – An analysis to determine actions, programs budgets, ordinances, or other methods including scheduling of public expenditure to provide for the timely execution of the various components of the plan
- P. National Interest Electric Transmission Corridors** – Not Required
- Q. Public Airport Facilities** – An analysis prepared with assistance from the Idaho Transportation Department Division of Aeronautics, if requested by planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to facility locations the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community. Nothing herein shall preclude the consideration or additional planning components or subject matter

CITY OF HORSESHOE BEND STATEMENT OF PURPOSE

The purpose of the Horseshoe Bend Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Horseshoe Bend and its Impact Area as stated in Idaho Code § 67-6502:

- (a) To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
- (b) To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- (c) To ensure that the economy of the state and Horseshoe Bend is protected.
- (d) To ensure that the important environmental features of the state and City are protected.
- (e) To encourage the protection of prime agricultural, forestry and mining lands and land uses for production of food, fiber and minerals, as well as the economic benefits they provide to the community.
- (f) To encourage urban and urban-type development within Horseshoe Bend.
- (g) To avoid undue concentration of population and overcrowding of land.
- (h) To ensure that the development on land is commensurate with the physical characteristics of the land.
- (i) To protect life and property in areas subject to natural hazards and disasters.
- (j) To protect fish, wildlife and recreation resources.
- (k) To avoid undue water and air pollution.
- (l) To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.
- (m) To protect public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state.

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Planning Act

CHAPTER ONE – PROPERTY RIGHTS

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

Previous and Existing Conditions- The Fifth amendment to the US Constitution prohibits the taking of private property without due process of law. To the extent that limitations, restrictions, or prohibitions of property use may potentially constitute ‘takings,’ due process provisions exist in Federal, State, County, and City laws and ordinances to provide property owners the ability to exercise their rights while allowing the governing body to protect the interests of the community as a whole.

The Idaho Regulatory Takings Act provides a framework within which property owners can resolve possible taking issues. The Idaho Attorney General’s office provides a Regulatory Takings Act Guideline Booklet as a resource for governing bodies and citizens to ensure actions comply with the Constitution and law.

GOALS: Preserve and protect private property rights as required per the provision of Idaho Code §67-6508A and Idaho Code §67-8003(2).

OBJECTIVES: Ensure that all land use regulations and application and approval procedures follow notice and hearing requirements in Idaho Code.

POLICIES:

- 1.The City will conduct a periodic review of all applicable land use regulations.
- 2.Incorporate the Idaho Attorney General’s Regulatory Takings Checklist as a part of the process of evaluating, revising, and implementing regulatory actions by the governing body.

CHAPTER TWO - POPULATION AND GROWTH

A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

Population History

According to the estimates of the US Census Bureau the latest population figures show that Horseshoe Bend has increased from 707 people in 2009 to an estimated 754 in 2019. Horseshoe Bend is the 103rd largest city in Idaho based on official 2017 estimates from the US Census Bureau.

The population density is 701.91 people/mi-2 (271.01 people/km-2)

The overall median age is 48.4 years, 44.5 for males, and 55.3 years for females. For every 100 females there are 110.7 males.

Based on data from the American Community Survey, in 2017 there were 704 households in the city with an average size of 2.36 people per household.

Median income for households in Horseshoe Bend, Idaho is \$35,667 while the mean household income is \$47,744.

POPULATION HISTORY

Year	1990 Population	2000 Population	2010 Population	2014 Population	2018 Population	Average Percentage Change
Horseshoe Bend	643	770	707	858	716	89.83%

Sources: World Population Review/US Cities 2019

POPULATION CHANGE PERCENT

According to the Facts by City there has been an increase of 4.29% from the population listed in 2009 of 704 persons

Population Projections

Horseshoe Bend is the largest city in the county. It is part of the Boise – Nampa Metropolitan Area. With past improvements to Highway 55, it has resulted in easier accessibility to and from the Treasure Valley Area. The increased cost of housing in the Treasure Valley has provided Horseshoe Bend an opportunity for population increases and residential growth.

With additional business development in the city, people will notice how close Horseshoe Bend is to the Treasure Valley and admire its rural life style. With the types of shops and business coming into the city there will be a faster rate of growth over the next 10 years, with tourism having a major impact to the community.

POPULATION LIVING IN HORSESHOE BEND 2017

Males: 376 (52.7%)

Females: 340 (47.3%)

Median resident age: 48.9 years

Median age: 36.3 years

MEDIAN AGE FOR WHITE RESIDENTS

- MALES 45.7%
- FEMALES 54.3%

HOUSEHOLD AND HOUSEHOLD SIZE, 2019

	Number of Households	Persons per Household
Horseshoe Bend	234	2.75
Boise County	1,354	2.59

Summary

It is recommended that the demographic data be revised every 2-years. Because the City of Horseshoe Bend is a rural City, the U.S. Census Bureau does not annually update its demographic data for the City. Therefore, other sources must be utilized to update the City's demographic data. Based on population forecasts, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

GOAL: Manage population growth, consistent with community goals and objectives as expressed in the comprehensive plan and enhance the quality and character of the community while providing and improving amenities and services.

OBJECTIVES:

1. The City of Horseshoe Bend will coordinate with Boise County in updating the Area of City Impact in order to determine future growth patterns
2. The city will review growth patterns within the City limits, the Area of City Impact in order to manage urban sprawl and protect existing agricultural lands from unnecessary encroachment.
3. The next annual census will be in April 2020, which will be conducted by the US Department of the Census. As the City acquires this new database, the City will partner with the Idaho Department of Labor demographers to assist in population growth projections.

POLICY: Monitor changes in population demographics by regularly reviewing relevant Indicators (building permits, census data) and providing an annual report in order to determine future impact of City services. In addition, the community should review housing data from local REAL ESTATE organizations, the school district and other organizations to develop annual population reviews.

CHAPTER THREE - HOUSING

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

Background

The growth in the Treasure Valley has heavily impacted every city and county within the Boise-Nampa Metropolitan Statistical Area (MSA). These counties and cities have in turn been faced with growth pressures and have had to adopt, in some instances, more effective ordinances to regulate the new demands. It is important to design, adopt, update, and enforce planning and zoning ordinances to reduce conflicts, ensure safety, and maintain the current lifestyle of Horseshoe Bend. Such ordinances should also ensure ease of installation and maintenance of utilities and the provision of fire and police protection.

The City of Horseshoe Bend is on Highway 55 in Boise County approximately 23 miles north of Boise. The 2010 census records indicate that there were 707 residents, more recently an estimated number of residents is 803 in 2018. ***(Facts by City – Research Stats About All USA Cities)***

The basic human need for shelter is satisfied by adequate, affordable, safe and sanitary housing. Home ownership encourages personal pride and a bond with the local community.

The provision of housing is closely related to the local economy. The lack of diverse housing can lead to negative behavior and diminished opportunity that is unacceptable to the community. Stress, due to excessive housing costs, can cause social, economic and health-related problems.

Housing is the dominant physical feature and principal land use in the City of Horseshoe Bend. Land use patterns include single-family dwellings, manufactured and mobile homes and residential rentals, but affordable housing options that are safe and sanitary are becoming challenging for some residents in regards to affordability.

The development of housing units depends on many factors:

1. One identifiable impediment to housing development is the condition of the city itself. Many landowners have utilized their properties to store debris, old cars, campers and tires thus causing an economic devaluation of surrounding properties and health and safety hazards.
2. Land costs can be a factor for the type of housing development due to the value of land, land availability, and its relationship to the cost necessary for the development of each housing unit. The extremely high cost of development has not hit the Horseshoe Bend area yet which is a factor for encouraging the land currently available for development
3. Market factors and current population needs can determine if the developer chooses to develop a typical subdivision, a planned unit development, a planned community or a mixed-use development.
4. There is a current need for a live-work community which encourages the mixed use with walkable streets and affordable rental units above businesses.
5. Housing choices will include the construction of single-family dwellings, townhomes', condominiums', accessory units and/or tiny homes, generational housing, retirement communities, manufactured housing communities which allow land ownership as well as an option to lease land. Additionally, to relieve the need for storing recreational vehicles on city streets and in yards a public storage area with RV storage will be an option. Zoning regulations can be modified to accommodate these changes in land uses. The land use plan and Comprehensive Plan will direct the types of units the developers will build.
6. Zoning and subdivision ordinances should be modified to allow innovation.
7. To support designs that promote pedestrian traffic through the inclusion of sidewalks, pathways and crosswalks, builders will need to be adaptable to the housing of the community.

The following is a description of the City of Horseshoe Bend's housing stock:

As noted above, 49.1 percent of the homes in the City of Horseshoe Bend were single-family detached dwelling units.

As shown in Table 9, only 13 housing units or 15.5 percent of the homes in Horseshoe Bend were built before 1970. Two of these housing units built before 1939 may be considered as historic in nature due to the age of these structures. Some could be lacking necessary resources such as direct heat, electricity or plumbing and the structure may be in disrepair.

If these units are still vital housing units, it is suggested that it would be important to relocate or rehabilitate these housing units instead of razing them for new development.

DETAILED HOUSING CHARACTERISTICS – TYPES OF STRUCTURES, 2019

MEDIAN AGE OF HOMES IN HSB IS 39.0 YEARS

HOMES OWNED IS 59%

HOMES RENTED 14%

HOMES VACANT 28%

RENTAL FACTS

- FROM 2009 TO 2019 RENTAL UNITS HAVE INCREASED FROM \$700.00 MONTHLY TO \$1,200
- FROM 1990 TO 2017 THE PERCENTAGES OF HOMES RENTED DROPPED FROM 20% TO 15%

HOMEOWNERSHIP FACTS

- FROM 1990 TO 2019 THE PERCENTAGES OF HOMES OWNED DROPPED FROM 80% TO 60% WITH THE BIGGEST DROP COMING IN 2008-2010

HOUSING STATISTICS

- THERE IS CURRENTLY 59% HOMEOWNERSHIP, 27% VACANT AND 14% RENTED
- MEDIAN AGE OF HOUSING IS 40 YEARS OLD
- MEDIAN SALES PRICE FROM 2009 \$100,000 TO \$233,016 IN 2019

HOUSING TENURE, 2000 INFORMATION TO BE UPDATED AFTER THE 2020 CENSUS

Housing Tenure	Housing Tenure	Percent of Units	Housing Tenure Person's Per Household
Owner-Occupied housing units	210	80.5	2.78
Renter-Occupied housing units	51	19.5	2.82
Total Housing Occupancy	261	100	(X)

Source: U.S. Department of Commerce, City of Horseshoe Bend, 2000 Census

HOUSING OCCUPANCY, 2000 INFORMATION TO BE UPDATED AFTER THE 2020 CENSUS

Type of Units	Number of units	Percent of Units
Total housing units occupied	261	90.0
Vacant units	29	10.0
Seasonal, recreation, or occasional use	5	1.7 of vacant units
Total	290	100

Source: U.S. Department of Commerce, City of Horseshoe Bend, 2000 Census

Manufactured Homes and Manufactured Homes Communities

Idaho Code 67-6502 states the purpose of the Local Planning Act. It states the purpose of this “act shall be to promote the health, safety, and general welfare of the people of the State of Idaho as follows:

- (a) To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.”

In regards “Manufactured Housing Community” Idaho Code 67-6509B states that a City or a County shall not adopt or enforce zoning, community development or subdivision ordinance provisions, which disallow the plans and specifications of a manufactured housing community solely because the housing within the community will be manufactured housing. Applications for development of manufactured home communities shall be treated the same as those for site-built homes. Manufactured home communities should meet the same requirements as a typical housing development or subdivision.

Manufactured homes will meet certain construction and siting criteria as allowed by the State of Idaho. Manufactured homes design features should be no different from a single-family stick-built home. According to state law, manufactured homes should be allowed in the city in the same locations as a stick-built home unless prohibited in an HOA rules and regulations. Design features that should be considered include placing the manufactured home on a permanent foundation, having pitched roofs rather than flat roofs, siding and other housing standards such as a traditional single-family dwelling unit.

Mobile homes are regulated by the United States Department of Housing and Urban Development (HUD), via the Federal National Mfd. Housing Construction and Safety Standards Act of 1974. Mobile homes, which were constructed prior to 1974, should comply with the uniform building codes. Mobile homes that do not comply with the uniform building can be a public hazard, due to building code standards. There are four established mobile home parks with approximately 100 homes within the City limits

The following table provides a view of housing building permits from 2010-2019:

CITY OF HORSESHOE BEND, BUILDING UNITS, 2008 THRU 2019

Year Permit Issued	Single-Family Units	Manufactured Homes	Multi-Family Dwelling Units	Total Units
2008	1	0	0	1
2009	5	0	0	5
2010	7	0	0	7
2011	1	2	0	3
2012	1	0	0	1
2013	2	1	0	3
2014	3	2	0	5
2015	0	2	0	2
2016	5	4	0	9
2017	3	0	1-D	4
2018	4	4	2-D	10
2019	6	6	1-D	13
Total	38	21	4	63

Source: Horseshoe Bend Building Permit Records, (December 2008-December 2019.) (D=Duplex)

Subdivisions

Idaho Statute defines a subdivision to be a parcel of land divided into five (5) or more lots for the purpose of sale or development. However, the City recognizes a subdivision as more than two homes and allows the property to only be split once. The subdivision review regulations control how land is divided into smaller parcels, the key factor in the overall future growth and development of a community. While the simple division of land may not appear to be important, that action may spur development, trigger the need for additional municipal infrastructure, or possibly produce demands for rezoning of an area. At a minimum, most subdivision regulations are intended to ensure that when development occurs the street, lots, infrastructure and open spaces are properly and safely designed. Subdivision regulations should focus on the land use objectives of the Comprehensive Plan. Subdivisions regulations can be used to promote a community's land development pattern that encourages preservation of open space, encourages an interconnected street network, support an efficient provision of public services and discourages strip development along roadways. Cities may require the location of park sites and school district may request school sites. Subdivisions may be surrounded with general shopping, strip and/or commercial centers.

Planned Unit Development

A Planned Unit Developments (PUD) is a form of development that usually includes a mix of housing units and can include nonresidential uses in one unified site design. A PUD may include provisions to encourage clustering of buildings, designation of common open space, and incorporation of a variety of building types and land uses. A PUD can encourage development that is creative in site design and a mix of uses by incorporating flexibility into the zoning and subdivision ordinances; especially with regard to use, setbacks and minimum lot sizes. A PUD can help developers build projects that otherwise would fail to meet traditional zoning standards while giving local governments valuable design oversight.

Planned Communities

A Planned Community can be a mixed-use land development project, which typically has a housing build out of 10 to 30 years. Planned Communities will be required to develop an economic analysis of their future development to determine if the project is feasible. Planned communities are required to have a number of amenities and conveniences such as lakes, golf courses, expansive parks, bike paths, jogging trails and office uses, commercial development and a variety of residential units from rental units to home ownership. All of the amenities are planned and are included in the initial planning stages by the City and developers. The developer may be encouraged to donate lands for schools and parks as part of the development.

Affordable, Safe and Sanitary Housing

As a general rule the total annual sum for rent and other housing payments (including utilities) should not exceed 30% of gross household income.

Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner; that is, the total annual payment (principal, interest, taxes, and insurance) should not exceed 26-28% of the homeowner's gross annual income. Lending institutions also consider the homeowner's total indebtedness, determining that housing costs plus all other indebtedness should not exceed 33-36% of the homeowner's income. There are many people who pay more than the 36% monthly as rent, but they cannot meet the minimum requirements for home ownership.

Housing and Urban Development identifies affordability as a household should not be paying more than 30% of their income on housing. Lenders base the 30% rule on affordability after other debts has been subtracted from a person (s) income such as car payments and credit cards, cost of living is not included. It is not uncommon to see individual at 53%-60% of their debt-to-income ratios.

One way to provide for diversity and affordability in housing is to engage in regional planning and cooperative agreements. In order to serve the local population, it is important to look at housing needs, especially those of low- and moderate-income residents on a broad-scale to ensure that a wide array of housing options is available throughout a municipality.

Planning is a way to address the potential costs to localities of providing affordable housing and to work toward equitable distribution of the costs of providing necessary services to the residents of a community.

In recent years, new design techniques and tools have been developed to address the issue of adding density to neighborhoods composed of single-family homes. These techniques strive to maintain the character of a neighborhood while using land efficiently and keeping housing affordable. Communities can enact laws that promote these new housing forms. For instance, owners of existing houses can be encouraged to add a second living space, but only permit a single front entrance to help maintain the appearance of a single-family dwelling. For long term affordability, a city may choose to lower the costs of permits as well as grant writing to help cover the costs of development. These homes are typically kept affordable for a length of time to assure the affordability for renters and/or homebuyers.

Another strategy for increasing density is to allow accessory apartments, tiny homes or "granny flats," which can be either attached or detached from the primary residential unit on a single-family lot. Not only does this technique increase housing options, but it also potentially makes it more affordable for homeowners to live there, as rental income can serve as a source of supplementary income for property owners.

Workforce Housing

Hard-working families struggle to find homes and apartments within their budgets. They are often forced to commute long distances, live in sub-standard housing, or live in over-crowded conditions due to exclusionary, discriminatory, and /or unnecessary regulations that drive up costs that are eventually passed on to the consumer.

For the families looking to buy a home, they must drive to qualify, meaning that they will become commuters in order to find that housing unit, but would have to spend more money for an auto, auto maintenance, gasoline and time. In addition, it takes a toll on the family unit, the environment with health and stress as side effects.

Over the years, some communities have found that out-of-date building codes, duplicative or time-consuming design review or approval processes, burdensome rehabilitation codes, restrictive or exclusionary zoning ordinances, unnecessary or excessive fees and taxes, extreme environmental restrictions and excessive land development standards all contribute to housing cost and production delays.

For middle-income individuals such as teachers, firefighters, police officers, nurses, service sector employees and others, barrier removal is an integral component of meeting their housing needs. By reducing development cost by as much as 35% through the removal of affordable housing barriers, families would be able to buy or rent suitable housing that they otherwise could not afford. For individuals of lower incomes, it is imperative to develop affordable apartments, include the use of accessory units, granny flats and tiny homes.

Housing Density

Many cities seem to focus on density to determine the right housing mix in a community. As identified above, land can be developed through three processes in the City: a subdivision, a planned unit development or a planned community. What will each development have in common in the overall design concepts? Will the development consist of single-family (attached or detached) residential, townhouses or condominiums? Will the developer construct mansion style housing, zero-lot line patio homes, single-family dwelling units or apartments? Is there adequate open space? What amenities does the developer offer for the residents? Will office and commercial development be provided, and where will it be located? What public services will be provided, and how does this development fit in the overall Comprehensive Plan or Capital Facility Plan of the City. These important questions need to be answered. The number of housing units per acres is important as well as any commercial impact needs to be identified. These and other questions have similar impacts on the City.

Zero-Lot Lines Zero-lot line development is a strategy that increases density in a single-family detached housing development. Zero-lot line developments allow homes to be constructed without a side yard setback from the edge of the property line of one side of the lot. This strategy increases the number of housing units per acre without appearing overcrowded. Communities may also create provisions for building two single-family dwellings on a single lot. Townhomes, duplexes and triplex are a form of zero lot line housing.

Patio Homes

Patio homes can be 1-story or 2-story homes that share at least one common or more than one common wall. Some may have a back patio but not necessarily a backyard. Patio homes may be only one unit or developed in clusters.

Townhomes

A townhome is a one-family dwelling unit with a private entrance which is part of a structure whose dwelling units are typically attached horizontally in a linear arrangement and have a totally exposed front and rear wall to be used for access, light and ventilation. Many town homes are in a series of units, in Mid-western and Eastern cities they may be call “brownstones”. Some designs include balconies and front porches. In some instances, garages are rear alley-loaded. Typically, the resident owns the housing unit and the land it sits on, but units have common walls.

Condominiums

A condominium can be described as the ownership of an individual dwelling unit located on a lot or lots which are owned in common by individual unit owners, or any division of the interest in real property. Some of the advantages of condominiums are that the owner’s size of unit can depend on their particular needs, such as lofts to penthouses. In a condominium the units are owned individually and the structure, common areas and facilities are maintained by the Home Owners Association (HOA). In addition, all condominium owners pay the maintenance and improvements of the property through the HOA. It should be noted that commercial developments could also be developed as condominiums.

Mixed-Use

A mixed-use development may be defined as properties in which various uses such as office, commercial, institutional and/or residential are combined in a single building or on a single site. The integrated development has significant functional inter-relationships with a coherent physical design.

GOAL: Residents of the City of Horseshoe Bend and the City's Area of Impact should have the opportunity to seek housing in a neighborhood of their choice.

OBJECTIVES:

1. Maintain and/or improve the quality of existing housing stock and encourage the building of new residential mixed developments.
2. Provide for areas of different residential densities and uses.
3. Encourage new residential developments that are well planned and support a work-live community.
4. Support diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in housing of their choice. This is accomplished by developing an array of mixed income housing opportunities.
5. Create an environment for housing that allows for adequate and acceptable shelter for all segments of the population without regard or prejudice to age, disability, familial status, race, color, religion, sex or national origin.
6. Develop manufactured housing sub-divisions as an alternative for more affordable units. All manufactured Housing building regulations will meet the standards as set forth by Housing and Urban Development (HUD) and the State of Idaho.
7. Develop design criteria for a variety of multi-family dwelling units.
8. Enhance the quality of community housing by improving the character of the built environment including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction and promote public safety.

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9. Preserve existing housing stock where possible, provide opportunity for infill projects for properties that cannot be safely rehabilitated
10. Whereupon an unsafe trailer house will be replaced; consider a moratorium on any updated home be no older than ten (10) years and meets building codes set forth by HUD and the State of Idaho.
11. Encourage and maintain pride of homeownership
12. The national trend in housing is create a walk-able, work-live community where citizens work and live in their community. This is environmentally friendly, cuts down on driving, helps family relationships and relieves stress by not having to commute long distances.
13. Encourage diverse housing developments that provide a mix of housing types, include and assortment of amenities withing walking distance between residential developments. This will be accomplished by reviewing current zoning and making changes as needed.
14. Support the development of a Manufactured Housing Community that allows for ownership and/or leased land. A separate area for recreational vehicles or an RV Park should be developed separately.

Policies:

1. Decent and suitable housing will be available to everyone in cooperation with private efforts to provide adequate housing opportunities.
2. Housing policies will be developed to encourage upgrading and rehabilitation of existing homes to meet current codes. City ordinances governing housing policies will be reviewed and updated as needed. There will be an effort to enforce the ordinances to clean up the town and change ordinances that would better fit the growing needs of the city.
3. Multi-family dwellings being located adjacent to single-family dwellings should have a green space between the two different uses, thus giving consideration to amenities of the single-family uses so that the higher densities will not adversely affect the existing usage.
4. Establish criteria concerning the placing/replacing of older sub-standard manufactured homes within the city.
5. Manufactured homes proposed for siting will comply with the applicable Federal Manufactured housing Standards and the International Building and fire codes. Siting a home in the City of Horseshoe Bend must have a 40-pound weight load for snow.
6. The costs of new streets, water, sewer, curbs and sidewalks may be borne by the developer, recaptured through the sale of the house and then deeded back to the city for maintenance and upkeep.
7. On-site construction will be provided by developers for connection to municipal water and sewer systems, as well as providing other utilities such as power, (solar power is encouraged as an alternative source), gas, telephone, cable/satellite TV and streetlights. In the development of new homes or the rehabilitation of existing structures the use of smart technology such as tankless water heaters, smart heating system technology and security systems should be an option.
8. Develop multi-family housing or green areas as a transition between single-family housing and adjacent commercial districts
9. Consider the expansion of the zoning and subdivision ordinances to allow the development of Planned Unit Developments, Housing with zero lot lines, open subdivision, and cluster development with appropriate utility and street design.

10. Support the development of affordable and workforce housing.
 - a. Provide an array of housing for seniors either in existing communities and/or senior housing projects. Include generational developments as an option for seniors, returning military and young families.
 - b. Work with the development community to provide workforce housing in the City.
 - c. Work with Boise County to establish a housing authority to assist in the development of workforce and affordable housing or gain access to the housing authority in Canyon, Gem and Boise Counties'
11. Encourage flexibility in development regulations, which will allow for a greater variety of housing types.
12. Adopt rehabilitation-building codes to guide renovation of existing structures.
13. Develop design standards to mitigate impacts of different land uses.
14. All new streets and roads which are reconstructed should be designed and built in accordance with adopted standards such as landscape design, citizen safety and applicable set-backs and zoning standards

CHAPTER FOUR - ECONOMIC DEVELOPMENT

An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

Economic development plays an important role in creating and maintaining the living standards within a community. A strong economy provides economic opportunities to all citizens through the creation of jobs and business opportunities. Economic opportunities create a tax base that supports schools, police, fire protection, parks and other community facilities, services and amenities. In a city the size of Horseshoe Bend, a positive impact can best be made by focusing economic development efforts on the enhancement of the business climate for entrepreneurs, home based and small businesses.

Growth is an issue for many Idaho communities. As the City prepares for growth, it is updating its Comprehensive Plan, Zoning and Subdivisions Ordinances. The City of Horseshoe Bend recognizes that to manage growth is a countywide issue and not just a City of Horseshoe Bend issue.

Background

The economic development of Horseshoe Bend was primarily natural resource industries such as forest projects and agriculture. The Boise Cascade Sawmill within the City limits was once one of the largest employers in Boise County. All of the natural resource industries have suffered from the great recession of 2008 and the ever-changing policies of the Federal and State Governmental Agencies leaving the City with mainly education and the service industry as the main sources of employment.

The school district currently employs 42 people during the school year and has year-round employees also. The local stores, restaurants, private contractors and other small businesses provide both seasonal and year-round employment.

Existing Businesses As of 01/03/2020 INCLUDES NEW BUSINESSES City of Horseshoe Bend, City Hall 2020

Name of Employers	Type of Business
HORSESHOE BEND SCHOOL DISTRICT (73)	GOVERNMENT
CITY OF HORSESHOE BEND	GOVERNMENT
CASCADE RAFT AND KAYAK	RECREATION
ACHIEVE PHYSICAL THERAPY	MEDICAL
ALL STATE DRILLING	CONTRACTOR
BARRETO	INDUSTRIAL
DL WALLACE TRUCKING	TRANSPORTATION
CASCADE INDUSTRIES	INDUSTRIAL
CORNER CAFE	RESTAURANT/RETAIL
DIRTWERKS	CONSTRUCTION
DOBSON GRAVEL, LLC	CONSTRUCTION
G.R. PETERSON ENTERPRISES	COMMERCIAL
GARDEN VALLEY FAMILY MEDICAL	MEDICAL
GARDEN VALLEY DENTISTRY	DENTAL
GOFF'S INTERNET & TECHNICAL SERVICE	TELECOMMUNICATIONS
GOFFS MUSTANG GRILL	RESTAURANT
HEARING & COMMUNICATION TECHNOLOGY	MEDICAL
HEARTLAND POST AND POLE	FENCING
HORSESHOE BEND HYDROELECTTR	ENERGY
HORSESHOE BEND HARDWARE	RETAIL
IDAHO TIMBER PRODUCTS	INDUSTRIAL
J&J BARNES	Log Homes Building
JERRY RENFRO TRUCKING	TRANSPORTATION
JIM JARDINE	COMMERCIAL
KEN RENFRO TRUCKING	TRANSPORTATION
LOCKING HORNS RIVERSIDE RESTAURANT	RESTAURANT
LONGBRANCH SALOON/CAFE	RESTAURANT/SPIRITS
LUST 4 RUST	RETAIL
M&W RENFRO AND SONS, INC	COMMERCIAL
MOUNTAIN VIEW	COMMERCIAL
MOUNTAIN PROPERTIES GROUP	REAL ESTATE
MUSTANG TOWING	TOWING
OLD DEPOT INN	BED AND BREAKFAST
RAY'S CORNER MARKET	RETAIL/GAS
RENEE'S GIFT GALLERY/HSB NUTRITION	HOME BUSINESS RETAIL
RENFRO TIMBER & LIVESTOCK	INDUSTRIAL
ROYALTY MASSAGE	HEALTH
SONORA MEXICAN RESTAURANT	RESTAURANT
SUBWAY SHOP	RESTAURANT
THE HAIR STATION	SALON
TM COOPER	COMMERCIAL
TERESA'S TORTILLAS	RESTAURANT
TODDLER TOWN	DAY CARE
TREASURE VALLEY STRUCTURES	COMMERCIAL
VALLEY VIEW CHEVRON STATION	RETAIL AND GAS
VOLCANIC FARMS	RETAILCOMMERCIAL
WHITEHORSE GROCERY	RETAIL
WIRED BEAN	RESTAURANT
WINDERMERE REAL ESTATE	REAL ESTATE
WOODS COIN OP	COMMERCIAL
ZIP IDAHO	RECREATION

Horseshoe Bend Salary by Occupation

Average Salary by Occupation	Horseshoe Bend, ID	Average
Management	31,250	65,643
Business, Financial		55,431
Computer, Math		73,554
Architecture, Engineering		74,001
Sciences		55,336
Social Services		38,592
Legal		74,396
Education	23,333	39,450
Arts, Entertainment		36,374
Health Practitioners	49,167	64,417
Health Care Support		22,334
Fire Fighters		29,766
Law Enforcement		55,397
Food Preparations, Serving		13,351
Cleaning, Maintenance	10,833	18,423
Personal Care		15,351
Sales Related	22,143	26,485
Office, Administration, Support	22,500	29,268
Farming, Fishing, Forestry		19,254
Construction, Extraction	33,750	32,468
Maintenance, Repair		40,948
Production	50,750	31,479
Transportation	44,210	32,663
Material Moving		22,126

Population by Occupation:

Occupation	Percentage
Agriculture, forestry, fishing, hunting	12.1%
Mining, quarrying, oil and gas extraction	0.0%
Construction	6.6%
Manufacturing	19.9%
Transportation and Warehousing	10.0%
Utilities	0.0%
Finance and Insurance	5.5%
Real Estate, Rental and Leasing	0.0%
Professional, Scientific, Technical Services	0.0%
Management of Companies	0.0%
Administrative Support, Waste Mgmt.	6.2%
Educational Services	6.9%
Health Care and Social Services	9.0%
Arts, Entertainment, Recreation	2.8%
Accommodation, Food Services	1.7%
Publication Administration	5.5%

Horseshoe Bend Trade Area

Consumers tend to travel to the Treasure Valley for the majority of their shopping needs. Horseshoe Bend retail businesses offers basic amenities such as local groceries and smaller goods. The Horseshoe Bend trade area extends north to the Banks, south to the City of Eagle, and east to Placerville and west to Emmett.

Potential sales are lost (shrinkage) due to customers going outside of the Horseshoe Bend Trade Area to the Treasure Valley to make purchases. In particular, Home Depot, Walmart, Winco and other retail businesses located on the corner of old Horseshoe Bend Road and State Street, which is an approximate 34 miles round trip from Horseshoe Bend. More upscale retailers and department stores are more distant. For persons without transport, getting basic goods and services is difficult. There are no daily services going into the Treasure Valley, for the elderly this is particularly difficult. For some, buying a pair of shoes, getting groceries, medical treatment other than basic care is difficult as there is no transportation to assist the elderly and poor. In recent discussion with the citizens and business owners of the City of Horseshoe Bend the following establishments have been identified as potential businesses they would like to see in the city.

Retail	Restaurants	Commercial	Medical	Recreation
Christmas Shop	Pizza Parlor	Attorney	Drug Store	Festivals
Linens n' Things	Drive Thru	CPA's	Medical Prof	Ice Skating
Western Wear		Real Estate	MH Counselor	Baseball Team
Art Barn		Bank Kiosks		Flea Markets
Boot/Shoe Shop		Mechanic		KOA Camp
Barber/Salon		RV Park		Hiking Trails
Fish/Tackle Shop		Nursery		
Antique Store		Hardware (larger)		
English Tea Shop		High Tech Offices		
Stationary/Cards		Bed and Breakfast		
Bakery/Pastry		Motel/Hotel		
Wine tasting		INN		
		Engineering		

GOAL: The City will guide the future planned growth and enhance the character of the community, while providing and improving the social and economic conditions, tourism and amenities of Horseshoe Bend.

OBJECTIVES:

1. Create an environment that is conducive to business retention and expansion with a range of business types, which will establish a broad economic base for the City.
2. To encourage business and industry that has minimal environmental impact
3. To urge an economic base complementary to Horseshoe Bend's identity.
4. Encourage educational and workforce opportunities in Horseshoe Bend.
5. Through the Department of Employment encourage worker training programs for misplaced workers.
7. Partner with the public and private sectors of Horseshoe Bend by establishing an economic program, which would assist in diversifying the economy and increase the tax base.
8. Partner with the Horseshoe Bend School District No. 73 to acquire high school interns to develop a marketing plan and web site for the city.
9. Identify a build a business corridor along Highway 52 and 55.
10. Work with the community and the development a community calendar of events.

POLICIES:

1. Continue to expand the variety and quality of business enterprises within the community.
2. Encourage industries and commercial endeavors that will create new jobs.
3. Assist in the creation of a new Horseshoe Bend Chamber of Commerce.

4. Older structures on Highway 55 where possible will be rehabilitated to coordinate with the theme for the city. For structures that cannot be rehabilitated raze and replace with buildings that support the theme of the community.
5. Partner with the Idaho Division of Tourism, and other stakeholder groups to promote the City of Horseshoe Bend as a tourist destination, especially as reflected in the development and promotion of showcase events.
6. Consider establishing policies that support an entrepreneurial environment that promotes the creation of start-up businesses in Horseshoe Bend.
7. Promote satellite education programs in Horseshoe Bend.
8. Support the establishment of a trade school program for this region.
9. Assist in the development of a business resource center at the library
10. Consider the development of a Highway 55 Corridor redevelopment plan.

CHAPTER FIVE - LAND USE

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

Land Use Overview

The policies of the Comprehensive Plan establish a framework for the zoning and subdivision ordinances and zoning map. Idaho State law requires that all zoning districts be in accordance with the adopted Comprehensive Plan. Existing zoning may be able to adequately implement some components of the Comprehensive Plan. New zoning categories need to be considered in areas where the City's existing zoning is inadequate. The ordinances establish the conditions under which land may be used and future land use development patterns for the City of Horseshoe Bend. Existing uses of land and buildings are permitted to continue even if they are not in conformance with the plan policies, and the associated land use ordinances.

It is the responsibility of the Mayor and City Council to review new development proposals to ensure compatibility with the zoning and development ordinances and the Comprehensive Plan, and then make the final decision on a particular development issue. Subdivision regulations establish various standards for the subdivision of property in conformance with the Comprehensive Plan.

The purpose of land use planning is to reduce land use conflicts, reduce costs of providing services, and have control of development in and around city limits. Managing growth and channeling it into orderly community development is the key element of land use planning.

ESTIMATED ACREAGE AND PERCENTAGE OF LAND

Estimated Acreage and Percentage of Land Use Within the City of Horseshoe Bend and the Area of City Impact Coming After 2020 Census				
<u>Category</u>	<u>City Limits</u>		<u>Area of City Impact</u>	
	Acreage	Percentage	Acreage	Percentage
Agricultural	-0-	0%	9,799	92%
Residential	426	61%	262	2%
Commercial	200	29%	319	3%
Industrial	6	1%	-0-	0%
Public/Park	64	9%	28	0%
BLM	-0-	0%	-0-	0%
State of Idaho ID Department of Lands	-0-	0%	-0-	0%
Other*	-0-	0%	256	2%
Total	696	100%	10,664	100%

* Payette River Source: Sunrise Engineering

Current Land Use Patterns

Land uses in Horseshoe Bend include residential, commercial and governmental uses, while land is primarily owned by private individuals, the city and county government. Land uses make a major impact to the development of the city in the following ways:

Residential Land Uses

Even though the majority of residential dwelling units are located away from the Highway 55 corridor, single family, mobile home, manufacture housing and multifamily dwelling units have access or border the corridor. Residential land use patterns in the City limits include existing parcels of single-family lots and single-family subdivisions.

Public Land and Civic Uses

The City of Horseshoe Bend City Hall, the District Library, District Fire Station, and City Park, Horseshoe Bend schools and Boise County Annex are the only public lands uses. They are located along the Highway 55 corridor, while the Senior Citizen Center is located on S. Riverside Drive.

Commercial

Highway 55 divides the city in half with various commercial, civic, religious and residential land uses. The Highway 55 corridor also defines the city's business district, where there is also a mixture of vacant land and buildings. With limited loop streets in the city, road ingress and egress generate from Highway 55, which causes concerns regarding traffic movement.

The orderly development and expansion of land for agricultural, residential, commercial, and recreational uses necessary to maintain a stable and diverse economy is important to the City of Horseshoe Bend. As the Treasure Valley and surrounding urban areas become denser, congested, polluted, and have higher crime, people seek the simpler life style. With inexpensive land, lower taxes, and an easy commute to Treasure Valley, Horseshoe Bend will grow.

Industrial

Industrial - Old Mill Site

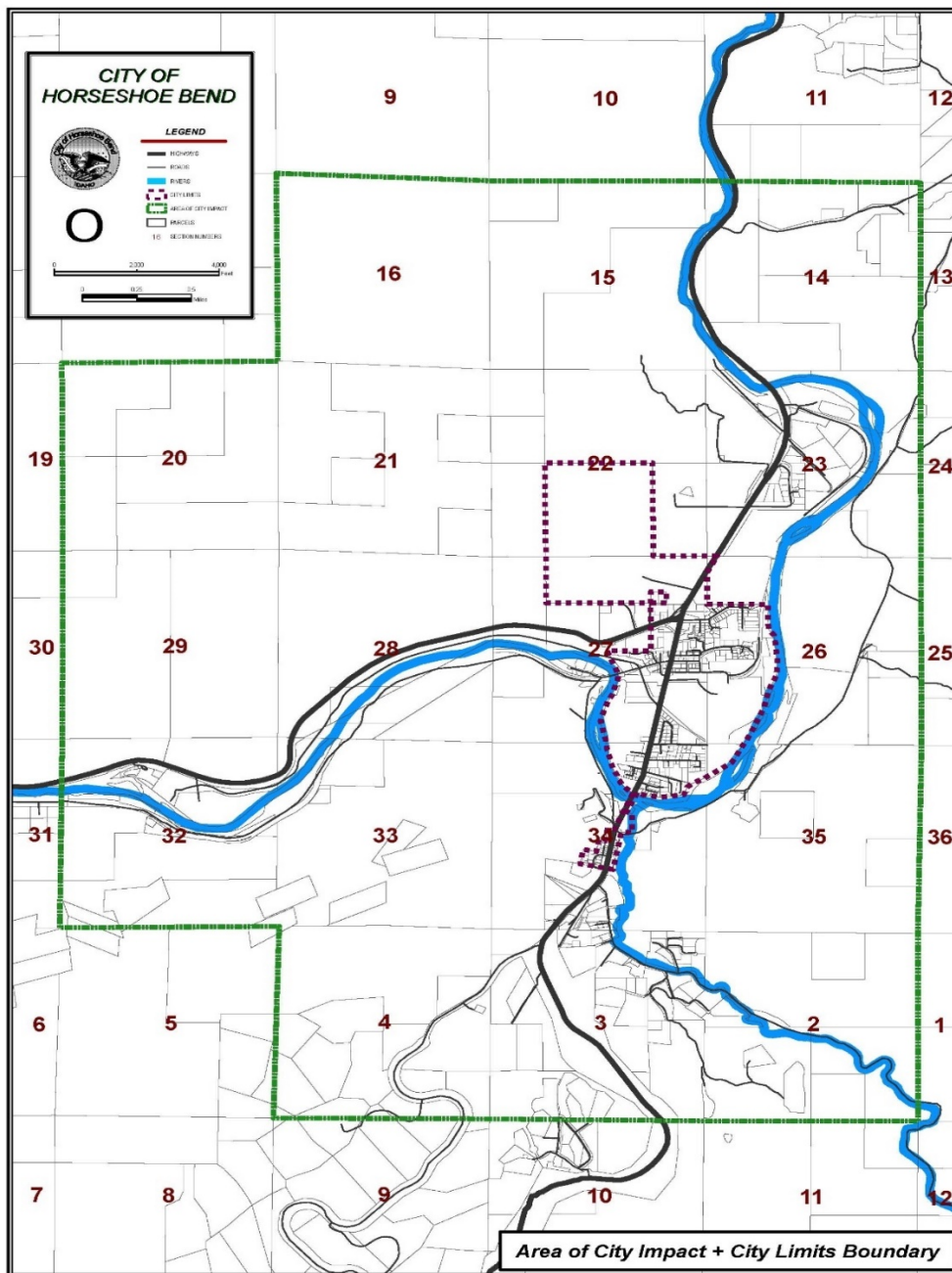
The old Mill Site has recently been purchased by Barreto Manufacturing from La Grande, Oregon, the old mill site will manufacture wheeled trenchers, track trenchers and tillers to sell to companies that rent the product to the public. They anticipate a work force of about 50 people when they are completed with their building.

Open Spaces

There are no designated open spaces in Horseshoe Bend, identify areas that could be designated as open space and/or green belts however, the city is interested in developing a green belt by the old rail road tracks that have been abandoned. Additional space may be a green belt along the Payette River. The Department of Parks and Recreation provide grants for such improvement.

Area of City Impact

The Area of City Impact is the area that the City expects to grow within a designated time frame based upon City policy. The City of Horseshoe Bend will have an agreement in place with Boise County for land use decisions in pre-defined impact areas surrounding the City. The boundaries of the Area of City Impact should be contingent upon negotiations with Boise County and should be developed in a timely fashion. In some cases, as requested by a landowner, the City may annex outside its Area of City Impact.



Future Land Use Patterns

The City has taken the initiative to develop the necessary plans, ordinances and policies to implement a strategy to manage future growth. In addition, the development of lands use patterns for the City of Horseshoe Bend is essential for the City's future growth. As the City plans for the future, they will need to identify the type of land uses that will be appropriate for the City. The City to consider include the following:

- Agricultural: will include lands that are used for crop cultivation, irrigation, livestock grazing, food and feed production, hydroculture and horse stables;
- Residential: will include single family residential low, medium and high densities in appropriate areas;
- Public land uses: Public lands include parks, city hall, police, fire and EMS facilities, utility facilities and other public land uses;
- Commercial: Consider the proper location of retail establishments, such as food markets, restaurants and other business;
- Light industrial: Small high-tech business, machine shop, warehouse and small clean industries.
- Heavy industrial: Land uses such as gravel pits, lumber mills and other uses which create potential hazardous impacts to the community.
- Open Space: Conservation areas for wildlife reserve, scenic vistas and recreational uses

Residential Land Uses

Residential

Residential allows a full range of housing types in areas where municipal services are provided. Uses may include residential development at densities higher than one dwelling unit per acre. The City should consider low, medium-low, medium and high-density development categories, which with special consideration will allow a diversity of building types and size to accommodate a diverse population. Service commercial and public uses may be considered as an allowed use to encourage mixed-use development near the downtown core or by special use permit under special circumstances and when it is compatible with existing and potential residential uses. It would also be advantageous to allow accessory units where applicable, granny flats, tiny homes of which such uses can be used by a mix of citizens ranging from young to old

Commercial Land Uses

- Within this category, specific zones may be created to focus commercial activities unique to their location. These zones might include a neighborhood district focusing on specialized retail, restaurant, and service retail for surrounding residences, highway commercial focusing on service retail for travelers including restaurant, lodging, and office due to the access to transportation corridors. Standards for signs, screening, landscaping, parking, and access will need to be developed and implemented.

GOAL: Manage land uses by making sound land use decisions based upon this plan and other land use ordinances, which will establish proper relationships between residential, office, commercial, industrial, public, and high-tech land uses and fostering a development pattern that is compact rather than scattered in order to discourage sprawl, reduce the extent and cost of public services and preserve open space surrounding and within the city.

OBJECTIVES:

- The land use map and comprehensive plan will be a guide for development of planning area implemented through zoning, subdivision and other development ordinances.
- Provide for planned and orderly development of land within Horseshoe Bend and its impact area.
- Encourage the preservation of prime agricultural land.
- Maintain, enhance and develop diverse building types and land uses along Highway 55 main street/downtown corridor.
- Encourage the development of commercial and industrial land uses which is not averse to neighboring land uses and which will have minimal adverse effects on the physical and social environment.
- Enhance the quality of communities by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction, and promote public safety.
- Manage urban sprawl in order to protect outlying rural areas.
- Encourage land use development that is in harmony with existing community resources, scenic areas, natural wildlife areas, and surrounding land uses.
- Ensure that an adequate inventory of land is available so that the City is able to recruit new businesses and provide space for locally expanding companies.
- Encourage the maintenance and development of convenient access and opportunities for shopping and employment activities.
- Encourage the development of an open space master plan.

POLICIES:

- Encourage orderly and logical development of land which is adequate for expansion of residential, commercial, agricultural, and recreational uses necessary to maintain a stable and diverse economy.
- Encourage mixed-use development including housing, office and commercial development to assist in reducing traffic.
- Prepare for orderly, logical development of subdivisions.
- Actively coordinate planning and development within Horseshoe Bend and its impact area.
- Encourage public participation in the planning process.
 - a. Develop materials that describe the development and public hearing process.
 - b. Educate landowners regarding conservation easements for maintenance of open space.

- Develop a harmonious blend of opportunities for living, working, recreation, education, shopping and cultural activities.
- Ensure that buffering and transitional development occurs between conflicting types of land use.
- Support well-planned, pedestrian-friendly commercial development.
- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of structures and parking areas.
- Locate neighborhood services within walking distance of residential development.
- Review and evaluate application with respect to traffic impacts, visual impacts/landscaping/screening and buffering and adjacent land use.
- Encourage the location of clean light industrial uses in the city.
- Develop an industrial park
- Buffer areas should be placed between commercial and residential zones to reduce noise, lights and traffic caused by commercial activity.
- Develop a downtown revitalization plan.
- Encourage the City and county to meet on a regular basis to discuss common land.
 - a. Review, monitor and update land uses within the Area of City Impact.
 - b. Renegotiate area of city impact agreement with Boise County.
- Regularly update all development regulatory ordinances.
 - a. Continue to update the zoning ordinance and subdivision ordinance and establish appropriate development standards.
 - b. Update the zoning and subdivision ordinances to be in conformance with the adopted Comprehensive Plan as required by state law.

CHAPTER SIX- TRANSPORTATION

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

Background

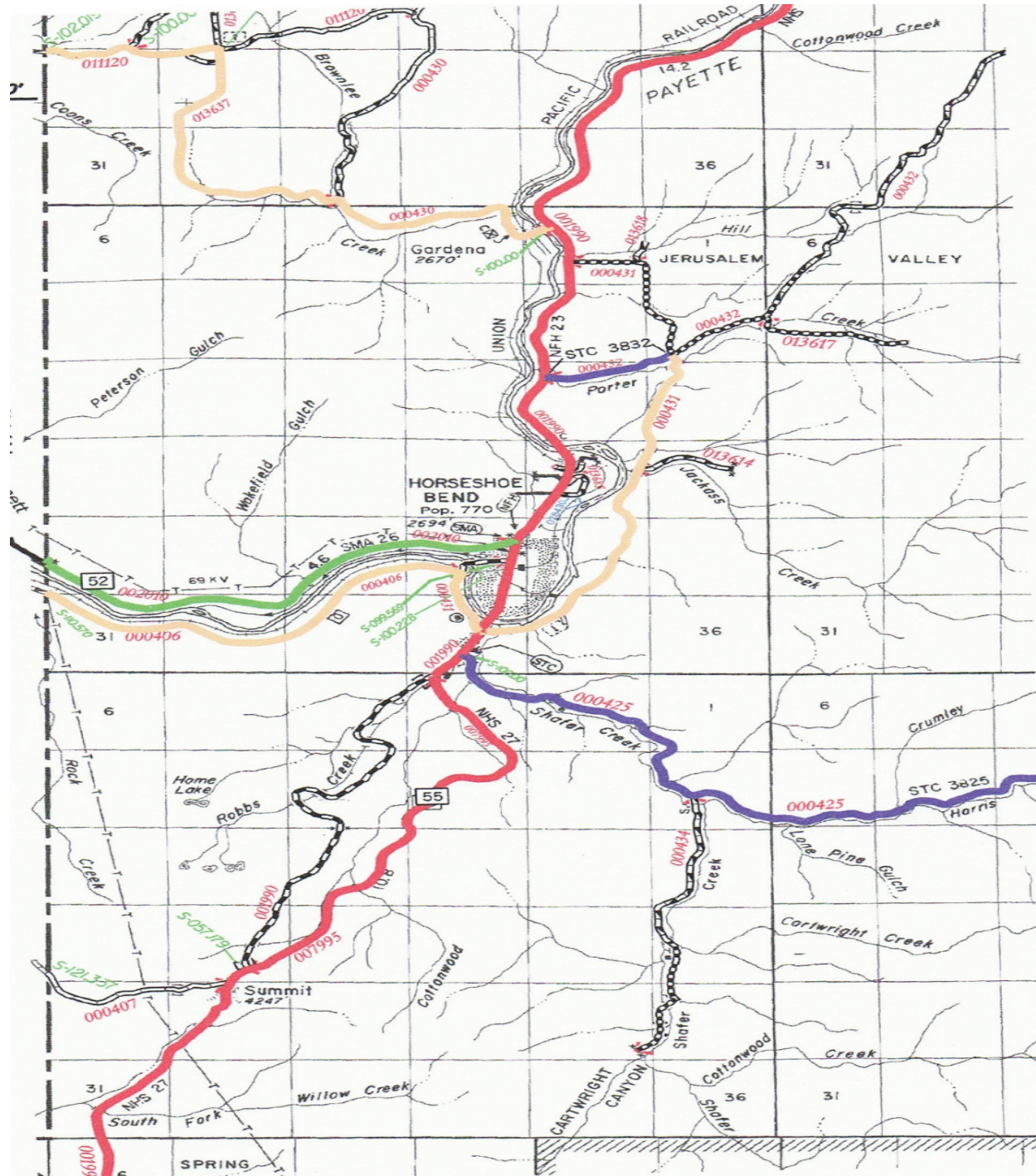
The fall of 2019 saw the beginning of a new Highway 55 south bridge for Horseshoe Bend being built by the Idaho Transportation Department. The old bridge is in a current state of deterioration and the new bridge will have improvements for motorists and pedestrians. The new bridge will feature two travel lanes, one in each direction with a median lane. Wide shoulders will improve safety and offer bicyclists another option. Sidewalks on both sides of the road will improve pedestrian connectivity in the city. The bridge is expected to be completed in the fall of 2021.

Highway 55 is the main north-south route between Northern and Southern Idaho. Highway 55 splits Horseshoe Bend in half and is the City's "Main Street". There are an estimated 10,000 vehicles a day traveling through Horseshoe Bend. With new developments happening south of Horseshoe Bend and potential developments north of the city these numbers will continue to increase yearly.

The City will continue to monitor the resurfacing needs of the current Main Street through the city and work closely with Idaho Transportation Department to maintain the condition of the road often and seek to provide as much safety measures as possible. Alternative modes of transportation, such as pedestrian and bicycle is important. Internal circulation refers to the transportation and mobility of people and goods within the city, while external circulation refers to transportation between Horseshoe Bend and other locales.

A current Transportation Plan will assess existing traffic and forecast future traffic conditions. As the city grows, it is important to develop and adopt standards for road improvements. A future roadway inventory and pavement management program will also be prepared. This plan will assist in prioritizing projects and assist in developing a complete maintenance program.

A transportation plan identifies projects and provides recommendations for future improvements. In order for Horseshoe Bend to develop and improve transportation within the city, the recommendations outlined in the plan should be pursued.



Movement of Goods and Services

The safe and efficient movement of goods by its road network is an important component of the City of Horseshoe Bend's economic strategy. Highway 55, which divides the City of Horseshoe Bend in half, provides access from McCall to the Treasure Valley. From Thursday - Monday access through Horseshoe Bend becomes difficult. In some cases, depending the time of day it is difficult to enter the street. The addition of a center turn lane in 2006 has made access to Highway 55 somewhat better. An additional access on Highway 52 has not been impacted.

Public Sidewalks/Walkways/Pathways/Greenbelts

The only public sidewalks are north of the city near the Chevron station, the entrance to the Old Mill site and the location of two new subdivisions. Even though the automobile may continue to be the major source of transportation, walkways/pathways are important to movement of its citizen and visitors. As the City continues to grow, the City may wish to provide options.

- Walkways/pathways should be safe and convenient for the public.
- Sidewalk at entries of business should have a cover/canopy to get people out of the elements as they enter into a structure.
- Recreational walking paths and trails should be considered along the Payette River and provide inter connectivity to the foothills.

Bus Service

Bus services are limited to the Northwestern Stages which offers service for residents in the community going north or south on trips.

Rail Service

There are no current rail services in the area; Thunder Mountain Railroad closed their excursion operations and the railroad is not being used.

Taxi Services

There are no current taxi services, however, with the coming Avimore development Uber and Lyft may choose to add Horseshoe Bend as an additional site for services

Senior Transportation

The senior center provides a van for senior transportation to the Treasure Valley.

Truck Routes

Highways 52 and 55 are unofficial truck routes.

Other Transportation Services

Cars, trucks, buses, pedestrians and bicyclists all use the roads. With an increase in population, traffic congestion is often the result. One solution to the congestion is to either expand existing roads or to build new roads. Another solution is to decrease use of roads by encouraging alternate routes and modes of travel. It is often difficult to construct new roads or widen existing roads within the city limits.

Many of the current rights-of-way do not allow for expansion of many of the existing roads. The timing, location and expansion of the transportation system are important factors affecting urban development.

Future Development and Transportation Needs

Large development proposals that are likely to generate significant traffic should be required to prepare a transportation study to assess their impact on the transportation system and surrounding land uses. In addition, the study should examine ways of encouraging all forms of transportation such as transit, walking and cycling.

Increases in population and related commercial and industrial expansion bring about demands for better transportation planning and implementation. Improvements required for the transportation network places a heavy burden on the county highway district's budget as they attempt to meet these demands.

GOAL: Provide and encourage a safe, convenient, aesthetic and economical transportation system that encompass pedestrians, bicycles, automobiles, trains and trucks for the safe, efficient movement of people, goods and services.

OBJECTIVES:

1. Improve the city's circulation plan.
2. Require developers to provide sufficient space for off-street parking and good traffic circulation for both commercial and private vehicles.
3. Designs of roadways and parking areas should provide for the storage of snow and have adequate means of handling runoff.
4. Promote ease of access in and through all portions of the City.
5. Provide for the development of sidewalks and pathways and bike lanes throughout the City.
6. Promote various modes of alternative transportation, which will reduce air pollution, noise and fuel consumption.
7. Pedestrians and bicycles should be accommodated with special facilities to keep them away from automobiles.

POLICIES:

1. Require developers to provide sufficient space for off-street parking of both commercial and private vehicles.
 - a. Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourage dependence on driving.
 - b. Designs of parking areas should provide for snow storage and adequate means of handling runoff.
 - c. Minimize traffic congestion by providing proper ingress and egress and by including provisions for internal traffic circulation and parking.
2. Encourage the management of private roadways for public safety.
3. Prepare and maintain an operations maintenance program.
4. Work with the Idaho Transportation Department (ITD) to:
 - a. Reduce the number of curb cuts along Highway 55.
 - b. The redesign of Highway 55.

- c. Coordination with ITD on the reconstruction of the south bridge is in progress with completion expected in the fall of 2021.
 - d. Place sidewalks and bicycle paths along Highway 55.
 - e. On maintenance and movement of traffic on Highway 55.
 - f. Develop turn lanes/pedestrian crossings on Highway system.
 - g. Maintain and guide traffic movement along Highway 55.
5. Develop an on and off-street parking plan
6. Review, monitor and analyze local and regional transportation systems.
 - a. Coordinate public transportation options to Treasure Valley.
 - b. Ensure pedestrian safety by providing safe walkways from parking stalls to building entrances, with crosswalks at driving lanes, illuminating high-volume walkways and making pathways visible from people areas and buildings.
7. Land development that is likely to generate significant traffic as identified in IDAPA rules should be required to prepare a transportation study.
8. Walkways and bike paths should be designed to connect to greenbelts and other recreational facilities.
9. Upgrade and pave local streets.
10. Adopt and implement a Horseshoe Bend Transportation plan which:
 - a. Develops a transportation/roadway master plan.
 - b. Plan, develop and construct road loop system.
 - c. Develop a street circulation master plan.

CHAPTER SEVEN - PUBLIC SERVICES, FACILITIES AND UTILITIES

An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

Existing Services and Conditions

Administration The City of Horseshoe Bend has been established with a mayor-council form of government. The executive branch is the Mayor, while the City Council is the legislative and the judicial branch in City matters. Growth in Horseshoe Bend and its impact area will require expansion of public facilities and services. All land use planning decisions should evaluate the effects of new development on the delivery of public services. Policies concerning the manner in which public utilities and services are expanded play an important role in the location and intensity of future housing, commercial and industrial development. Horseshoe Bend City provides residents with water, sewer, police protection, and emergency medical service. The local fire district provides fire protection in and outside of the City limits.

Public Safety – Police

The City of Horseshoe Bend contracts with the Boise County Sheriff for Police Services. Response times for law enforcement vary depending upon the location of a chief and when the call comes in. The city has a Mutual Aid Agreement with the Boise County Sheriff.

Demographic and economic conditions will have tremendous influence on the demand for police services. A growing population, additional recreational attractions and promotion, increased traffic volumes, expanded city limits, and new businesses all increase the importance of maintaining and supporting law enforcement services. Smaller communities generally have a City Police department which normally consists of one full time Chief of Police augmented with volunteers or reserve officers. Currently, the City of Horseshoe Bend has reciprocal agreement with the Boise County Sheriff and the State Police.

Emergency Medical Service and Health Facilities

Emergency medical service is provided by five trained volunteers from the community, the primary source of funding comes from billing of services, State Motor Vehicle Fund, ride share fund, private donations and fund raising. Through the EMS general budget supplies, equipment and vehicle maintenance are purchased.

EMS services are provided to the citizens of Horseshoe Bend as well as the surrounding area. The Emergency Medical Service Team supports 55 square miles with a service area which includes north to the mile post 74 on Highway 55, west to Gem county line, east six (6) miles up to top of ridge line in the area of Jerusalem Valley and south to the Boise/Ada County line. Within the next 24 months it will also include the new community of Avimore and the expanding population of Horseshoe Bend.

Horseshoe Bend EMS provides ambulatory service and St. Alphonsus Hospital and St. Luke's Hospital provides Air Ambulance Service.

St Alphonsus and St. Luke's both have medical facilities in Eagle, which is approximately 20 miles to the south of the city.

The Horseshoe Bend Medical Clinic located on Ada Street serves the City of Horseshoe Bend and area residents. On site services include a physician, nurse, physical therapist and a dentist. The medical team normally provides services three days a week. There is currently no pharmacy available for the citizens or HSB or surrounding communities. The nearest pharmacy would be 19 miles south to Garden City or Eagle

Public Works – Horseshoe Bend Water and Wastewater Systems

The City Engineer is currently developing water and wastewater facilities study for the city. As development occurs the development community will be expected to pay their share of development cost for expansion of water, sewer and future storm water facilities. The following is a description of the city's existing water and wastewater facilities.

Culinary Water System

Horseshoe Bend community water system, was upgraded in 1995 to meet the EPA requirements for surface water treatment systems. The distribution method is by pumps with peak load being 750 gallons per minute, and a storage capacity of 450,000 gallons.

Sewer System

Horseshoe Bend has its own community wastewater treatment facility. The treatment facility was rehabilitated and renovated in 2004 in an effort to correct the numerous operational concerns associated with the previously failing facility. These most recent improvements included a geomembrane-lined two-lagoon aerated biological treatment system with ultraviolet disinfection system on the effluent discharge. The treatment system has an estimated maximum design flow rate of 513,000 gallons per day.

Public Streets

State Highway 52 and 55 are within the city limits of Horseshoe Bend. There are no principal arterials, minor arterials or collector streets in the city. All others streets are local streets and the majority are dead end streets.

Stormwater

The City does not have a stormwater system.

Library

According to City Data.com the Horseshoe Bend District Library serves approximately 1,591 residents of Horseshoe Bend and region. The library has a collection of 11,247 books and serial volumes, 49 magazine subscriptions, 182 videos and 90 books on tape. The library has a total circulation of approximately 5,165 annually. The library district employs a librarian and a clerk and is governed by a Board of Trustees.

Streetlights

The City of Horseshoe Bend has streetlights which are older and do not provide adequate lighting. Idaho Power has scheduled upgrading the lighting in the fall of 2020 in their routine maintenance schedule.

Other Services and Utilities

Gas

The City of Horseshoe Bend does not have natural gas service.

Electrical Energy Services and Other Public Facilities

Idaho Power Co. is the electrical utility which provides power to Boise County and more specifically to the City of Horseshoe Bend. In general, Idaho Power serves 24,000 square miles of service territory and over 940,000 people in southern Idaho and eastern Oregon.

Hydroelectric facilities along the Snake River owned by Idaho Power generate electricity at much lower than the national average cost; 8.67 per kilowatt hour compared to over 10-cents nationally. The provision of electrical service by Idaho Power is subject to regulation by the Idaho Public Utilities Commission (PUC)

Idaho Power will continue to offer services to all developed portions of the City and County, as needed. Despite regional growth trends, consumption of electrical power is actually declining due to enhanced technological efficiency in transmission and distribution.

Solid Waste and Landfill

Domestic waste is transported to a landfill by a private contractor in conjunction with a county levy. Residents can drop off materials on specific days at the collection site located on Old Emmett Road one mile west of Horseshoe Bend.

Telephone, Telecommunications and Cell Towers

Frontier Telephone provides telecommunications and internet services; lines generally coincide with major electrical transmission lines. Cell phone communications have improved in the past year.

GOAL:

Plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for urban development.

OBJECTIVES:

1. Encourage the reduction of overlapping service areas and/or illogical service boundaries.
2. Strive for continued cooperation between service and utility providers and the City.
3. Strive to prevent criminal activity and reduce the incidence of crime
4. Encourage a high standard of fire protection and emergency medical services.
5. Encourage library services that meet the community needs.
6. Maintain a high standard for the delivery of law enforcement services and evaluate the quality of police service and programs on a periodic basis.
7. Support and improve emergency services.
8. Coordinate with public and private agencies to meet future needs of infrastructure services.
9. Encourage the enhancement of the capacity and reliability of renewable energy resources.

10. Coordinate with providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of the City of Horseshoe Bend and the Area of City Impact (ACI).
11. Promote the development of energy services and public utility facilities to meet public needs.
12. Encourage the multiple-use of utility corridors by utility providers.
13. Support siting of utility corridors to ensure that they connect to similar facilities in adjacent jurisdictions. Support siting of utility corridors within identified or designated transportation corridors.
14. Allow the appropriate placement of electric utility facilities on public rights-of-way.
15. Encourage the installation of underground power lines.

POLICIES:

1. Supply adequate water supply to meet firefighting needs.
2. New developments should provide emergency access points.
3. The City should periodically review the costs and benefits of the City water and sewer system.
4. Develop a Pretreatment regulation Ordinance.
5. Encourage the continual review and revision of development fees, permits, and utility rates.
6. Investigate alternative financing approaches to reduce tax burden and provide quality public utilities and services.
7. Create a capital improvement plan.
8. New development should participate in the development of city water and sewer infrastructure.
9. Develop a storm water master plan.
10. As needed make upgrades to the city's water and sewer systems
11. Support the expansion of local telecommunication, internet fiber optics.

CHAPTER EIGHT – COMMUNITY DESIGN

An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification. A Community design is used to describe the image and character of a city's natural and developed environment. There are two distinct perspectives to the character of community design. First, community design encompasses all of the physical elements that make up the city and its natural settings. On this scale community design deals with the visual qualities of the city as a whole, as well as its relationship to the surrounding countryside. Building design such as height of structures and the type of exterior materials; public and private spaces such as, greenbelts, open space, trails and pathways; landscaping such as type and locations of landscaping and the control of noxious weeds; public access, location of sidewalks, protecting historic structures are some of the issues considered as visual qualities of the City.

Secondly, community design deals with the development patterns of specific areas, such as business districts, industrial areas, residential neighborhoods and future development areas. Protecting gateways into the city, landscaping, setbacks, on-street and off-street lighting, traffic access, sign standards, beautification of streets, parking lots, public land, and state highways are some of the issues considered as design features.

The type, intensity and arrangement of buildings in a city reflect the social and cultural values of its citizens, the state of its technological development and its economic base. Both concepts of community design interrelate and both are a key component of the comprehensive plan.

The objective in designing communities that establish residential areas adjacent to main service centers, thereby providing easy access to necessary goods and services. Neighborhoods should be encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment while retaining their unique characteristics.

Elements of the Horseshoe Bend community design include: (1) a rural transitional community beginning the process of establishing a commercial business corridor; (2) the Payette River with wildlife, trees, and recreation opportunities; and (3) the rolling hills, mountains, range land, and farms across the river that encompass the community.

The Citizens Advisory Council has recommended the City Theme include an "early 1900 Country" that tells the story of the history of Horseshoe Bend. Landscaping and design would play off the logging, timber, agriculture and mining industry with vignettes of each as design centerpieces for the community.

Building Design

The overall size and shape of a new building(s) can have a huge impact on the surrounding neighborhood and on how a development is perceived by the community where it is located. The height of a new building is extremely important; too high and it can overwhelm neighbors, too low and it can create a gap in the physical "fabric" of a neighborhood. The overall scale and massing of a new building should also try to match that of the surrounding community. The overall form of a new building should incorporate as much variety as possible and avoid large expanses of flat wall or roof.

Creating a building whose size and shape generally complements the size and shape of surrounding buildings will go a long way toward making a new development acceptable to its neighbors. At the same time, it will reinforce the perception among residents that their housing is "just like everyone else's."

Private Open Space

Private open space -- individual outdoor areas where residents can enjoy sun and sky in relative privacy - is essential to quality of life for all of us. An affordable housing development should provide private outdoor space for all dwelling units. Patios, porches, decks, balconies and yards should also be of adequate size with easy access from each dwelling unit. Fencing should be considered wherever possible to provide added privacy and to indicate clear boundaries. Special care should be taken when designing balconies to successfully balance the need for light and view with safety considerations. Outdoor storage is often overlooked, yet it can be critical in making private open space work for residents; even a small amount can go a long way.

Well-designed, adequately-sized private open space will improve the quality of any affordable housing development and should be considered a necessity rather than an amenity.

Public Open Space

Public open space, defined as, shared outdoor areas intended for use by all residents, should be as thoughtfully designed as any other "space" in a development. It is helpful to think of open spaces as outdoor rooms and to design and furnish them with the same care you would any room in your home. Open space provides the opportunity to easily observe an outdoor space to provide safety to the people using such space. Finally, public open areas should be designed for use at night as well as during the day. Well-designed lighting will help ensure that public spaces are attractive and safe after sundown. Sensitively designed public open space can turn a good development into a great one, providing a lasting amenity for residents and neighbors alike.

Landscaping

Landscaping is too often treated as a secondary consideration or eliminated altogether due to cost constraints is, in fact, a critical component of any successful development project and should be considered an essential part of the design process. A rich variety of plantings should be provided, which are appropriate for their intended use.

Paved areas are necessary and should be designed as part of the landscape. Edges between paved and planted areas should be designed so the two realms work well individually and together. Paths and outdoor seating should fit the overall landscape plan and take into account how and when residents will use them.

Landscaping can make or break a project. Done well, it complements and enhances a development and its neighborhood. Done poorly, or not at all and the quality of a development is diminished, no matter how well the buildings are designed.

Access

Developments should provide direct access to open space from the dwelling units that the open space is intended to serve. When terraces or balconies are used as shared open space, they can be located so that they serve as extensions of indoor common areas.

Community Design for Residential, Multi-Family and Commercial

A neighborhood is a geographically localized community located within a city. Traditionally, a neighborhood is small enough that the neighbors are all able to know each other. In the City of Horseshoe Bend, neighbors do know one another. Being a small community, it may be easier than in large cities to determine the need for parks, walkways/pathways, school locations and other community amenities. Community design issues have the opportunity to assist in the creation of a community many positive attributes.

Residential, Multifamily Residential Development

Items to consider:

Image

Avoid creating a building that looks strange or out of place in its neighborhood.

Visual Complexity

Consider providing as much visual and architectural complexity as possible to the building's appearance while maintaining a hierarchy of scale and a unified overall form. Consider breaking a large building into smaller units or clusters. Consider variations in height, color, setback, materials, texture, trim, and roof shape. Consider variations in the shape and placement of windows, balconies and other façade elements. Consider using landscape elements to add variety and differentiate units from each other.

Windows

Maximize views by increasing window number and size (within budget constraints). The designer should use standard size windows, but consider varying where and how they are used. Consider ways to screen and physically separate ground floor windows from walkways - through screens or plantings - to provide privacy.

Commercial Development

Building Scale

Use appropriate building scale. Buildings should not dominate the site

Massing

Locate new buildings so they are compatible with the siting and massing of existing adjacent buildings and site development. Considerations should include setbacks, building heights, parking, arrangements and building shape and massing.

Entries

Locate buildings entries so they are easily identifiable from site entries and provide secondary entrances that are easily accessible and convenient to parking and delivery areas that serve buildings yet not dominate.

Location

In siting, orienting and developing new buildings and facilities protect and enhance existing views and provide view corridors. This protection and enhancement of views is a design priority. Three general perspectives are critical to this criterion:

- Views to site from other areas
- Views to other areas from a site
- Views through a site from key locations within a development.

Commercial Design Guidelines Issues:

Richness of surfaces and texture

- Use of durable, low maintenance materials
- Significant wall articulation (insets, canopies, wing-walls, trellises, porches, balconies).
- Pitched roofs and shed roofs

- Roof overhangs
- Traditional window rhythm
- Articulated mass and scale
- Significant landscape and hardscape elements
- Landscaped and screened parking
- Comprehensive and appealing monument signs Clear visibility of entrances and retail signage
- Clustering of buildings to provide pedestrian courtyards and common areas.
- Step-down of buildings scale along pedestrian routes and buildings entrances.

Commercial Business Corridor

The Downtown or commercial business corridor is the heart of Horseshoe Bend. The commercial business corridor boundary is Highway 55 from the south bridge to the intersection of Highway 55 and 52. There is an excellent opportunity to turn commercial business corridor Horseshoe Bend into a viable and appealing shopping, civic, residential and entertainment area.

The City will need to resolve issues regarding access to businesses, off street parking, sidewalks for pedestrian safety, and traffic congestion on Highway 55. Traffic studies have been developed regarding Highway 55 by the Idaho Transportation Department (ITD), which can be used as a foundation for development. In addition, any development that requires access to Highways 55 and 52 has to receive an access agreement from ITD.

Public Buildings on the Corridor

Public buildings, such as the District Library, City Hall and the Boise County Annex are located on the Highway 55 corridor. Some have expressed interest building a larger Boise County Annex. County leaders have not determined if this should happen and if it did where this facility would be located. The County owns the land that the current Annex is located, but it seems that the current Annex site is too small for future needs. Whatever the outcome, the City of Horseshoe Bend elected officials should be part of the discussion as to where the building will be located and potential impacts.

Civic Center

In addition, having an established retail center on the corridor provides opportunities to strengthen the City. What is lacking is a civic center focal point or gathering place. It is important that the City develop a plan to establish gathering places, like a clock tower, fountain, gazebo, public plazas or other amenities that creates a sense of place.

Public Art/Mural

The development of public art or murals will give the community the opportunity to create displays which depict scenes or events of natural, social, cultural or historic significance. These graphic displays could provide a means to unite the community.

Cultural diversity of the City can be promoted by using murals and other forms of public art to encourage community togetherness, social interaction, and community programs. The current entry sign at the south entrance to the city can be considered as public art.

Gateways

Gateway corridors are arterial roadways entering the community that introduce both visitors and residents to Horseshoe Bend. City entries include the North and south entrance on Highway 55 and the west entrance on Highway 52. There is scenic beauty as you approach the city as part of a gateway plan. Placing two additional “Welcome to Horseshoe Bend” signs at entryways to the north and west of the City would identify the City.

Landscape Plan/Ordinance

The City has a significant number of tall evergreen and deciduous trees. Many of these trees are more than 70 years old. To continue and expand, the City needs to develop a landscape and tree ordinance to guide the future development of landscaping amenities for the City.

The landscape ordinance will guide the placement of plant materials on future commercial and residential development throughout the City. This distinctive natural feature should be maintained through a tree planting program. As above a City Theme would include an “early 1900 Country feel” that tells the story of the history of Horseshoe Bend. Landscaping and design would play off the logging, timber, agriculture and mining industry with vignettes of each as design centerpieces for the community.

Public Sidewalk/ Sidewalk Improvements

The City of Horseshoe Bend doesn’t have established walkways. As the City develops its downtown revitalization plan it should develop walkways to provide easy access for its citizens. These do not necessarily mean concrete sidewalks, but there should be areas designated for pedestrian movement.

Payette River Greenbelt

The Payette River surrounds the City to the south, east and west. The river is an important asset and should be utilized to create an aesthetically appealing environment for citizens and tourists alike. The Payette River also provides opportunities for recreational activities such as river rafting, hiking and fishing. Hiking is an activity that almost everyone can enjoy regardless of fitness level. Horseshoe Bend should consider creating a greenbelt along the river similar to the one in cities of Boise, Caldwell and Garden City.

Visual impacts (Weed control), Storage (outdoor and trash)

The removal of weeds, outdoor trash and dilapidated mobile homes would enhance the visual assets and beauty of the community. There are areas of Horseshoe Bend where residents use their front and rear yards as outdoor storage areas. These areas have become public eyesores, health and safety hazards.

Signage

Many businesses believe that signage is important to the success of their business. Of course, there are various types of signage available such as monument, pole, lighted, animated, sandwich, special event signs and others. The City Council will need to determine what is appropriate for the City of Horseshoe Bend.

Dark Skies

The concept of dark skies is based upon light pollution, which is produced by city businesses and residents. The concern is the adverse effect of artificial light including sky glow, glare, and light trespass, decreased visibility at night and energy waste. Some cities have adopted Dark Skies Ordinances to reduce the amount of light and the number of lumens that exterior lighting produces.

GOAL:

Ensure through community design a rich variety of unique and identifiable structures and land uses, which express the city's functions, history, technology, culture and natural setting and which is not disruptive to its inhabitants or adjacent land uses.

OBJECTIVES:

1. Strive to create an aesthetically pleasing community which will protect the unique natural beauty and small-town character of the City.
2. Maintain and create visual and functional links between city parks and open space.
3. Encourage maintenance and upkeep of public and private property in order to enhance the attractiveness and characteristics of the community.
4. Encourage the screening or fencing of all salvage and junkyards.
5. Develop commercial signs that assure an attractive commercial area.
6. Encourage the creation and enhancement of landscaping throughout the City.
7. Meet with Boise County elected officials to discuss the design and location of the future Boise County Annex.
8. Discourage proliferation of visual clutter along public rights-of-way, such as bill boards, signs dumpsters and garishly painted buildings.
9. Encourage development design that is aesthetically pleasing and that will reduce the impact on neighboring properties.
10. Support design review to promote quality land development.
11. Signage should reflect the character of the City.

Policies:

1. Encourage Boise County officials to discuss with the City Council the future design and location of the Boise County Annex
2. Develop a design review ordinance/guideline for development of multi-family, commercial, office and industrial projects.
 - a. Development should satisfy community design standards.
3. Develop a landscape ordinance for the City
4. Develop buffer areas to separate incompatible land uses.
5. Create complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities which are essential to the daily life of the residents.
6. Update sign ordinance.
7. Adopt a dark skies ordinance.
8. Become member of Tree City USA.
9. Public and private facilities should be accessible to those with disabilities.
10. The City should set forth criteria for building design, landscaping, signage and other aesthetic standards.
11. Develop a visual gateway into the City to improve the City's Identity
12. Develop appropriate limitation on billboards and large signage within the city limits

CHAPTER NINE - SCHOOL FACILITIES AND TRANSPORTATION

An analysis of public-school capacity and transportation considerations associated with future development.

Overview

The City of Horseshoe Bend is served by the Horseshoe Bend School District #73. The District's motto is "An Attitude of Excellence." The HSBSD #73 serves the areas of Horseshoe Bend, Banks and Gardena.

In 1990, the Horseshoe Bend School District #73 opened its own high school, which also accommodates students from other area school districts. In 1997, the School District passed an \$800,000 bond to build a new Middle School and a rubberized track facility.

There is one public school campus for K -12 located in Horseshoe Bend. There are currently 318 students enrolled for schools within the HSBSD #73 for the 2008 – 2009 school years. This is an increase over the previous school year. Exhibit 32– Horseshoe Bend School District #73 Enrollment shows the number of enrolled students from 1999–2008.

The HSBSD employs 49 staff members which include six (6) district staff, nine (9) elementary staff, four (4) middle school, fourteen (14) high school staff and seven (7) support staff and nine (9) others.

Facilities

The HSBSD #73 school facilities consist of a high school building with a gymnasium, a middle school, an elementary school and annex which is used as a second gymnasium.

In addition, a football/soccer field, a softball field and a running track are also located on the campus. The District has proposed to construct four baseball fields.

The District has continued to make advances in curriculum and technology; class sizes are maintained at or under State recommended levels and student achievement is at or above State levels.

Historically, large amounts of the revenues generated were derived from stumpage fees on timber harvests and other funds from Federally managed lands within the district, also known as "Forest Funds". A sudden increase in population resulting in increased enrollment would not provide an equal increase in funding to cover the costs associated with the increased enrollment requirements.

Transportation

An average of 180 students per day is transported to school via four (4) bus routes. The Boise County Road Department has always given first priority to access and safety of buses transporting students. Snow is an issue on the north mountain route.

School Issues

As a rural school district, the HSBSD #73 the number of enrolled students can vary greatly. The varying level of enrollment has an effect on the amount of funding the school district receives and in turn the services it provides. In addition, the HSBSD #73 faces many of the same issues urban school districts are facing including: attracting qualified teachers, lack of funding and increasing transportation costs. The HSBSD #73 has identified the following issues:

- Possibility of increasing enrollment with increasing development;
- Possibility of declining revenues because of the reduction of federal forest funds;
- Difficulty attracting teachers due to low pay scale, lack of available and affordable housing;
- Transportation costs due to distances and road conditions;
- Building a four new baseball field and
- Bringing in additional electives.

The school and facilities and transportation element of the comprehensive plan is meant to coordinate efforts of cities and counties when considering school capacities, facilities, and transportation needs. When new development and subdivisions are reviewed, it is important to consider the impact on area schools. Questions to consider when reviewing new school development are:

- Where is the best location for the new school to accommodate the most students?
- Will the city's infrastructure (streets, sewer, and water) accommodate the school?
- Is the school located in an area of natural future growth?
- Will a majority of the students have to be bused?
- Is the area currently developed?
- Are there any special considerations for constructing in this location?

GOAL: Each student will have a learning environment that is safe, functional and one that optimizes and enhances academic, social, emotional and physical development.

OBJECTIVES:

1. Protect the school from incompatible adjacent land uses whenever possible.
2. Protect the integrity of school so that educational functions are not disrupted by incompatible land uses.
3. Continue community support of school activities from day-to-day activities and extra curricular activities.
4. Develop schools that are not only safe and accessible to students, but located and designed to function as focal points for family and community activity.
5. Include the Horseshoe Bend School District #73 in the land separate application process and long-range planning.
6. Provide safe routes to schools.

POLICIES:

1. Continue to develop and maintain a dialogue with the school district to arrange joint use of public facilities.
 - a. Develop a cooperative program to expand the use of schools, schools land by the general public as well as students.
2. Coordinate with the school district any new school locations, which will use existing or future city infrastructure.
3. Identify potential school sites within on a long-range future acquisition map.
4. Support for the possibility of impact fees and real estate transfer fees to help finance district facilities. These fees would be dedicated to the acquisition or development of public-school sites and facilities.
5. Send all development applications to the Horseshoe Bend School District# 73 for its review and comment.
6. The City of Horseshoe Bend strongly supports "safe route to school" program.
7. Provide public sidewalks along Highway

CHAPTER 10 – RECREATION

An analysis showing a system of recreation areas, including parks, parkways, trailways, river Bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

Providing park and recreation facilities requires not only maintenance of the current facilities, but the acquisition and development of new land and facilities. As the City of Horseshoe Bend grows, new parks and facilities may be needed to meet the recreation needs of the community.

Existing Facilities

The City currently maintains and owns the City park which includes: covered area, electricity available, restrooms, picnic tables, drinking fountain, swings, and BBQ grills. The city also maintains a greenbelt walk way along a portion of the levee around the river.

The City also benefits from the Payette River flowing around the town, which provides a wide assortment of river recreation opportunities. The Old Mill Pond two miles north of town received a complete makeover to enhance fishing opportunities and other daytime recreational activities. Horseshoe Bend is nestled in a small valley surrounded by mountains that provide a variety of hiking, picnicking, fishing and hunting possibilities.

Horseshoe Bend School District No. 73

The District has two gymnasiums on their properties. The District is proposing to construct four (4) baseball fields in the future.

REGIONAL PARK AND RECREATION FACILITIES

<u>Facility/Park</u>	<u>Location</u>	<u>Distance from the City of Horseshoe Bend</u>	<u>Open to the Public</u>
Park	City of HSB	0-miles	Yes
Old Mill Pond	Boise County	2 miles	Yes, Fees depending on services
Payette River whitewater rafting, kayaking and fishing	Boise County	0-8 miles	Yes
Boise National Forest	Boise County	18-miles	Yes, Fees depending on services
Payette River Access Site	Boise County	1-10-miles	Yes, parking fee daily or annual pass
Wildlife Canyon Scenic Byway Wildlife Spotting Scopes	Boise County	8-15 miles	Yes
Snowmobile Trails	Boise County	0-20 miles	Yes
	Ada, Boise and Valley Counties	20-mile radius	Yes

Present and Future Needs

The City owns one park facility. There are not many recreational opportunities for the city's youth. In the 1999 the gem community team suggested everything from a video arcade to Skate Board Park. City leader desires to construct a skate board park.

Due to the population of the city, it may be difficult to construct many major recreational facilities. It is possible to partner with development community to build new facilities as part of their future development and turn the completed recreational facility to the city. This also presents a concern, because the city may not have the budget to maintain these facilities.

The Payette River, which borders the city to the south, east and west, is a major recreational asset to the City. Providing a greenbelt along the Payette River would be a tremendous boon to the community

Summary

Planning for parks, playgrounds and open space should be based on conservation needs, recreation requirements and community aesthetics. It is desirable to incorporate required open spaces into parks and playgrounds. Careful planning of open space will enhance public health, safety and welfare. The above guidelines can be used to plan for future parks and recreation needs in the City of Horseshoe Bend. It is recognized that these guidelines can be modified based upon the needs of the community. Where possible, encourage cooperation between the private and public sector toward meeting growing park and recreational needs to be encouraged.

GOAL: Provide and encourage the development of parks, open space, trails, and recreation facilities for Horseshoe Bend residents by offering safe and efficient recreation programs and activities that meet needs and desires, while enhancing the appearance and environment through landscaping, trees and open space.

OBJECTIVES:

1. Preserving the ecological quantity and quality of and enhance public access to the Payette River.
2. Ensure accessible recreational opportunities for the public including the disabled and other segments of the community with special needs.
3. Provide recreational programs and facilities for the youth population.
4. Preserve and protect open space, unique natural areas, wetlands, water and woodland resources and scenic views.
5. Provide a park system that includes many park types, each offering varied indoor and outdoor recreation.
6. Create public recreation opportunities by developing and expanding parks and indoor facilities.
7. Provide and encourage open space to meet passive and active recreational needs.
8. Encourage the city to develop working relationships with other agencies/the development community to develop open space, parks and recreational opportunities within and around the community.
9. Encourage the development of a greenbelt pathway system
10. Develop partnerships between the City of Horseshoe Bend and the recreational facilities that meet the needs of all citizens, School District, Boise County, non-profit organizations and private parties to acquire and develop lands for joint use.

POLICIES:

1. Seek to acquire and develop parks through a variety of sources, including but not limited to general taxes, utility franchise fees, park impact fees, general obligation, local option tax, public and private partnerships, certificates of participation, and private grants and foundations.
2. When appropriate and as need increases construct a Skate Board Park.
3. Develop a parks master plan to site future parks and open space.

4. Conduct a parks and recreation survey to determine the recreational needs in the community.
5. As new subdivisions are developed, highways are expanded, or other land use changes occur, the city should use these opportunities to:
 - a. Provide greenways, bicycle paths and pedestrian walkways which will provide access to public parks, schools, commercial development, neighborhoods and places of employment.
 - b. Acquire park sites and encourage parks and open space as part of new developments by either donation or placing cash in a park fund.
6. Develop a study to determine if a Recreation District should be considered.
 - a. Explore the opportunity to establish a Community/Recreation Center.
 - b. Develop a youth community center by implementing a Youth Center Master Plan.
 - c. For cost efficiency, develop multi-use facilities by implementing maintenance agreements.
 - d. Develop maintenance and operations manual for the park system.
7. To encourage public involvement in park planning and development.
8. To encourage pathway systems, that provides interconnectivity of neighborhood, and adjoining areas to meet public needs.
9. To encourage the preservation of open spaces and natural features.
10. Ensure compatibility of all facilities with the Americans with Disabilities Act.
11. Promote a pedestrian-friendly city.
12. Pursue developer participation in the provision of open space and recreational amenities through the following methods:
 - a. Develop open space standards;
 - b. Use the National Recreation and Parks Association standards as guidelines;
 - c. Encourage sidewalks and/or pedestrian paths in new developments;
 - d. Provide parking stalls near public park facilities or public access easements to trails within the developments;
13. Coordinate with School District # 73 to encourage shared use of recreation facilities

CHAPTER ELEVEN - CULTURAL AND HISTORIC SITES (SPECIAL AREAS OR SITES)

An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

"Special Areas and Sites" are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. Special areas or sites within the Impact area should be analyzed according to their defined function. Development of Special areas or Sites should take place in a manner that reflects harmony with their natural environment and recognized qualities which render them distinctly unique.

The Thunder Mountain Rail Line is no longer in existence and there is some interest in the future developing the old rail system into a greenbelt for walking and bicycling.

The old train depot has been relocated to a lot over-looking the Payette River and is part of the Riverside Restaurant. It has been remodeled and is currently being used for an Airbnb. The Ladies Club Hall is a historic building that has been preserved and used by the community. The Historical Society continues to be an active part of the community and are interested in establishing a Museum in Horseshoe Bend.

GOAL: Preserve, maintain and enhance the quality of local cultural and historic resources through preservation, conservation and efficient management

OBJECTIVES:

1. Identify and develop Horseshoe Bend's cultural attributes.
 - a. Conduct a reconnaissance survey and determine the location of historic structures.
 - b. Refine and adopt a Horseshoe Bend Historical, Architectural, Archeological, Scenic and Ecological Sites Master Plan.
 - c. Support the efforts of the Scenic Payette River Historical Society.

POLICIES:

1. Develop policies for the preservation of historic areas and architecturally significant structures.
2. Develop an oral, written and pictorial history of Horseshoe Bend.
3. Identify and establish an inventory of historical, architectural, archeological, scenic and ecological sites.
4. Form a citizen committee to review and make recommendations to the City Council
5. Refine and adopt a Horseshoe Bend Historical, Architectural, Archeological, Scenic and Ecological Sites Master Plan.
6. Develop guidelines for a developer, to determine when an Environmental Assessment is required.

CHAPTER TWELVE - NATURAL RESOURCES

An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

Water Quantity and Quality

Water Quantity:

The Payette River Basin with the Payette River is the focal point for the City of Horseshoe Bend and its Area of Impact. The average volume of water entering the Payette River Basin is 5.3 million acre-feet (Warnick, et al., 1981 b). Updated information will be provided when it is available.

Near Horseshoe Bend there is also a shallow aquifer, which lies in the alluvium in the Payette River Basin and has extensive deposits of coarse porous and permeable sand and gravel.

Water Quality:

Water quality concerns from the Payette Basin include seasonal high levels of suspended solids in the Payette River due to heavy run off and unacceptable levels of arsenic which have been detected in wells which draw from the aquifer.

Wildlife:

Horseshoe Bend's natural resources are mainly waterways, which results in an abundance of wildlife. Geese, waterfowl, migratory birds, beavers, deer, elk and various species of fish are the predominant wildlife in the area. It is important to consider the impact that new development might have on the habitat and corridors.

GOALS:

Retain the existing high-quality environment for future generations by ensuring that land, air, water and wildlife are not diminished in quality or quantity by future activity by providing a safe living environment for residents, which minimizes the loss of life and property from natural disasters and hazard and protecting natural resources from degradation

OBJECTIVES:

1. Promote natural resource areas by creating, preserving, and enhancing parks, hiking trails, active and passive recreation facilities and by creating useable open space for the betterment of the community.
2. Provide a system of interconnected greenways and ecological corridors that connect natural areas to open space.
3. Protect water quality and quantity in the streams and groundwater and consider the potential regional impacts on water supply and wastewater management for all proposed developments.
4. Preserve the natural scenic beauty and habitat of the Payette River.
5. Preserve and protect open space, unique natural areas, wetlands, water and woodland resources, scenic views, areas of natural beauty for present and future generations.
6. Develop partnerships between the City and private industry to plan for future development that utilizes our natural resources at their highest potential without creating undue environmental degradation.

POLICIES:

1. Implement appropriate goals and development requirements, including setbacks, densities, development standards, and open space requirements to minimize impact on natural resources.
2. Where feasible and desirable, provide buffers to natural resources with transitional land uses.
3. Where feasible and desirable, provide wildlife habitats and corridors.
4. Developments should comply with all applicable water quality, air quality, species protection, and land use regulations and requirements.
5. Encourage the preservation of open space wildlife habitats and fish habitats.

6. Adopt ordinances, site plan reviews, subdivision regulations, overlay zones and/or design review standards to address land issues in or near wildlife, water resources, scenic views, steep slopes and unique habitats.
7. Implement the TMDL management plan developed by the Idaho Department of Environmental Quality by working with government agencies and local land owners to achieve this.
8. Encourage the development of a buffer, to preserve the unique habitat, existing wildlife, and scenic value of the Payette River ecosystem.
9. Discourage development in the floodplain.
10. Develop guidelines and/or regulations that would mitigate any adverse impact to land and water.

CHAPTER THIRTEEN - HAZARDOUS AREAS

An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snow slides and avalanches, and floodplain hazards.

Hazardous areas are those areas with the potential to threaten human health, safety and property. It is important to identify these areas to prevent development in potentially hazardous areas. Hazardous areas can relate to the natural environment such as seismic hazards, slopes, erosion hazards and flood plains. In addition, landfills, waste disposal areas, junk yards, railroad crossings and tracks, grain elevators and transportation of hazardous materials could be hazardous. Cities have police and fire departments to protect the health, safety, welfare and the cities have the responsibility to protect its citizens to the best of their ability. The City develops policies to assure that hazardous areas are managed correctly.

Existing Conditions

Topography

Topography, or relief, in Boise County influences climate, which in turn influences soil formation. Areas that have similar amounts of precipitation may have differences in microclimates. For example, steep northerly slopes are cooler and lose less water through evaporation than southerly slopes and thus soils will reflect these climate variations. At the lower levels, eroded material, transported by rivers and streams, has formed alluvial fans.

The general area surrounding the city of Horseshoe Bend is extremely steep with grades reaching 40% or greater in some areas. This mountainous region drains to the Payette River below. The Payette River flows from the north around the city to the southwest towards the city of Emmett forming a bend in the shape of a horseshoe, thus the city's namesake. Topography within the majority of the city is relatively level. Elevation within the city ranges from 2,600 to 2,750 feet above sea level.

Geology

Horseshoe Bend lies on the borderline between the quartz monzonites, diorites, and granites of the Idaho Batholith to the east, and the Columbia River Basalts to the west. The valley itself has been carved out of recent extrusive deposits of the Payette formation, which is composed of moderately to poorly consolidated sand, sandstone, silt and gravel material. Recent fluvial sand, silt and gravel deposits are predominant in the lower benches adjacent to the Payette River.

Soils

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers.

An understanding of soil properties makes it possible to predict suitability of limitations for present and future uses. Boise County primarily has either granite rock with a thin sandy loam over fractured bedrock or bare rock. There are a wide variety of soil series found at different elevations and slopes throughout the county. Portions of land surrounding Horseshoe Bend have productive agricultural and rangelands. Surface soils are typically moderate and coarse sands weathered from granite. These sandy loams of the Idaho Batholith have little cohesion.

Soil Erosion

Exposed surface soil materials are prone to erosion by wind and water. Ground-disturbing activities such as construction, quarrying and tillage increase soil erosion. Soil erosion also occurs from runoff, irrigation and wind. Properties such as slope and climate affect erosion. The amount of vegetative cover also affects erosion. Surface irrigation is the largest contributor to erosion.

Soils and Slopes

Slopes in Horseshoe Bend vary depending on soil types as identified in map unit legend Exhibits 36, 37 and 38. Based on the Soil Survey data and definitions of soil types in the Horseshoe Bend area; slopes in the City of Horseshoe Bend range from 0 to 3 percent.

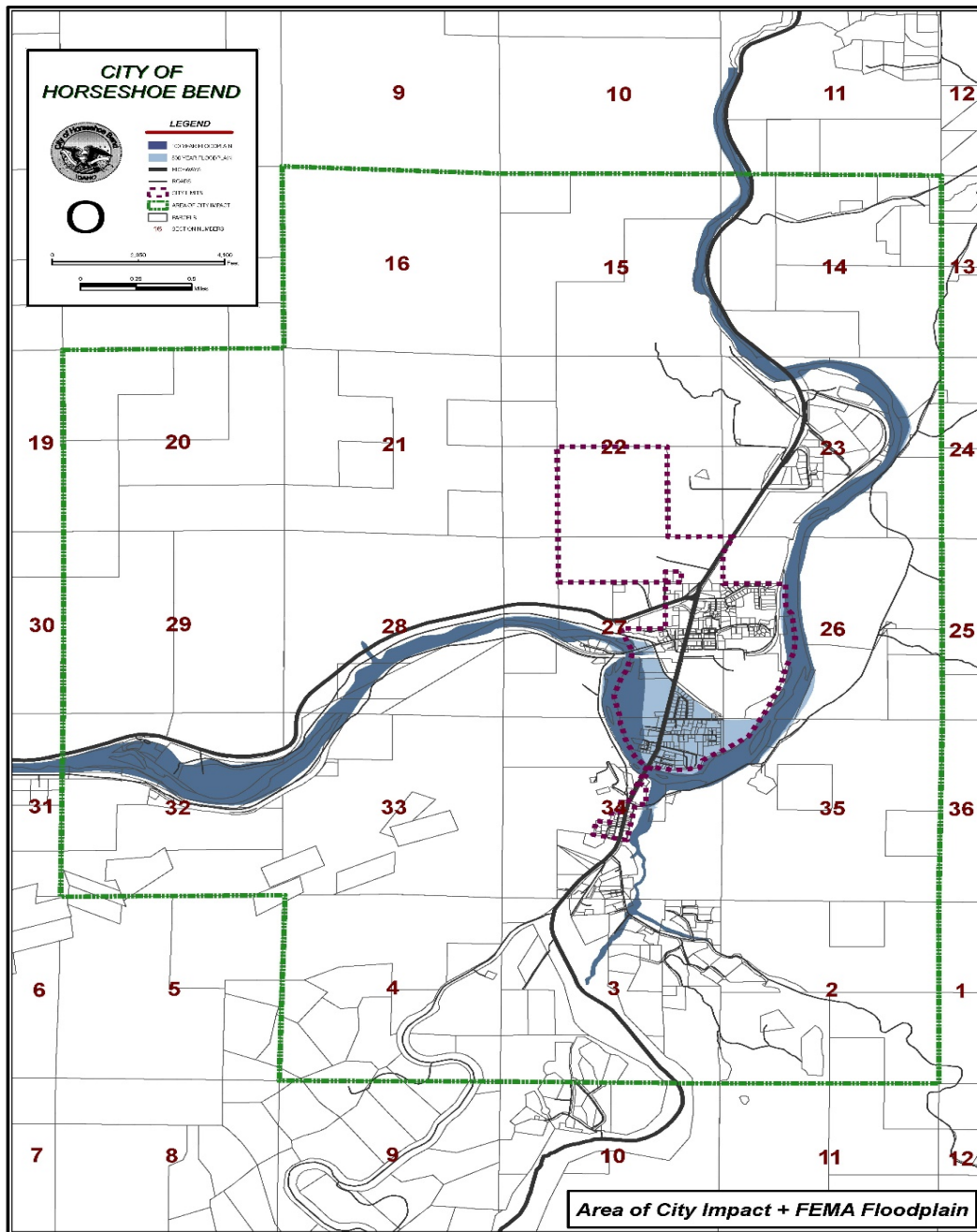
Snow Loads

Snow can affect buildings, particularly roofs, in many ways. It can cause the collapse of roofs due to heavy snow accumulation; ice and ice dams can result in water leakage under shingles and over flashings; snow can slide from sloped roofs and skylights, endangering pedestrians drifting around buildings, hindering access by people and vehicles and wetting inside buildings from infiltration of wind-blown snow. Snow loads on roofs depend on climatic variables such as the amount and type of snowfall, wind, air temperature, amount of sunshine, and on roof variables such as shape, thermal properties, exposure and surrounding environment. Ground loads are the basis for the estimation of roof loads

Floodplain

The U.S. Army Corps of Engineers and the Federal Emergency Management Agency (FEMA) have classified the land along the Payette River as Zone AE. Zone AE as defined by FEMA are those areas outside of the 100-year flood event. The City of Horseshoe Bend is along the banks of the Payette River and some parts are bordered by levees. These levees were raised along the Payette River in 1997 by the U.S. Army Corps of Engineers to protect against flooding. The city engineer in 2008-2009 has been developing a Levee Maintenance Plan which will be reviewed by the U.S. Army Corps of Engineers.

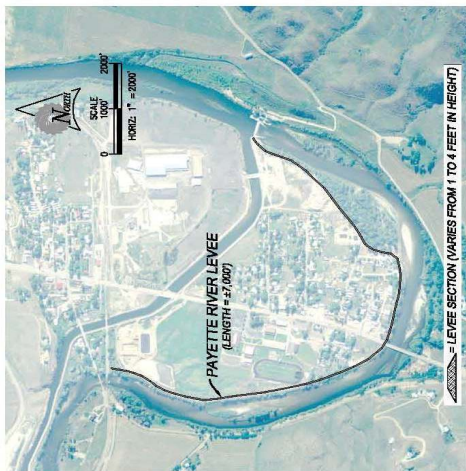
EXHIBIT 40 – FLOODPLAIN MAP



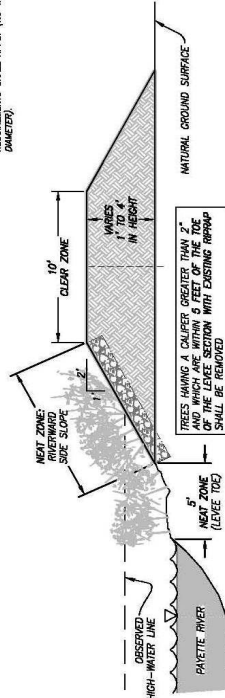
HORSESHOE BEND



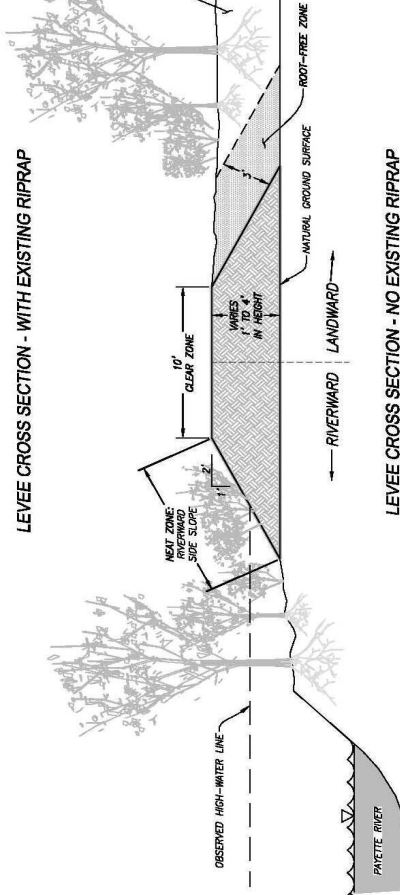
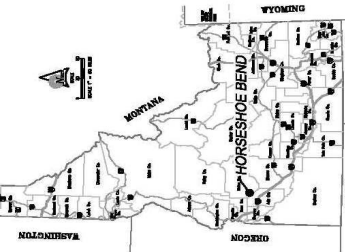
FLOOD REDUCTION PROJECT REGIONAL VEGETATION VARIANCE LEVEE MAINTENANCE PLAN



- LEVEE MAINTENANCE:**
- 1- EXISTING DEPRESSIONS IN THE LEVEE SURFACE SHALL BE FILLED IN SUCH THAT A LEVEL, EVEN SURFACE IN THE "CLEAR ZONE" IS ESTABLISHED. ERODED AREAS IN THE SIDE SLOPES SHALL ALSO BE FILLED IN AND PROTECTED WITH NINE SEED AND WOOL (N/2) MATING.
 - 2- ALL REMOVED WOODY VEGETATION SHALL BE CHIPPED, CHIPPED/DEBRIS MATERIALS SHALL BE REMOVED AND STOCKPILED OFF-SITE.
 - 3- WOODY VEGETATION GROWING WITHIN THE NEAT, CLEAR, AND ROOT-FREE ZONES OF THE LEVEE CROSS SECTION SHOWN BELOW SHALL BE REMOVED AS FOLLOWS:
 - NEAT ZONE: TREES HAVING A CALIPER GREATER THAN 2-INCHES SHALL BE REMOVED.
 - CLEAR ZONE: ALL VEGETATION SHALL BE REMOVED, THE TOP OF THE LEVEE SHALL BE NEAT FREE OF VEGETATION TO ALLOW FOR VISUAL INSPECTION AND MAINTENANCE.
 - ROOT-FREE ZONE: ALL WOODY VEGETATION SHALL BE REMOVED.
 - LARGE WOODY VEGETATION NOT REQUIRING REMOVAL IS AS FOLLOWS:
 - LARGE WOODY VEGETATION GROWING OUTSIDE THE INWARDWARD LEVEE CROSS SECTION.
 - LARGE WOODY VEGETATION GROWING ON THE LANDWARD GRASS/ROOT-FREE LEVEE CROSS SECTION OUTSIDE OF THE 3 FOOT ROOT-FREE ZONE.
 - 5- TREES TO BE REMOVED SHALL BE CUT AS NEAR AS POSSIBLE TO THE GROUND SURFACE, ROOT SYSTEMS ARE TO REMAIN.
 - 6- WHERE BRUSH EXISTS ON THE INWARDWARD SIDE SLOPE, THE NEAT ZONE BRUSH REQUIREMENTS SHALL APPLY (NO WOODY VEGETATION GREATER THAN 2 INCHES IN DIAMETER).



LEVEE CROSS SECTION - WITH EXISTING RIPRAP



LEVEE CROSS SECTION - NO EXISTING RIPRAP



Earthquakes/Seismic Activity

The Federal Emergency Management Agency has ranked Idaho as 5th highest in the nation for earthquake risk after California, Alaska, Nevada and Utah. Idaho has experienced 2 of the largest earthquakes in the lower 48 states in the last 40 years. In 1959, Hebgen Lake experienced a quake that measured 7.5 on the Richter scale, and in 1983 the Borah Peak quake measured 7.3, most recently there was an earthquake of 6.5 magnitude in March 2020 with a recorded 466 aftershocks (earthquake.com). Since 1988 all buildings in Idaho have been required to conform to the Uniform Building Code (UBC). The UBC designates different earthquake hazard zones (Zones 0-4), and within each zone different building design and construction features are required to ensure earthquake resistance. Boise County has two zones: UBC seismic zone 2b, which is a moderate earthquake threat and UBC seismic zone 3, which is a major earthquake threat. There are three fault lines surrounding the City of Horseshoe Bend. See Exhibit 42: USGS Fault Lines.

Summary

The City regulates development and has adopted construction standards that are enforced within the city and the area of impact. When hazardous conditions are present, additional safeguards should be imposed. Residential or other types of intensive development should not be permitted in hazardous areas, unless the hazards can be sufficiently mitigated. In addition, hazards from flood plain, unstable soil, geological instability, commercial and industrial zones, should be minimized with a buffer area of open space between the hazards and the development.

GOAL:

Preserve the environment for future generations by ensuring that the highest level of safety and security for city residents that is reasonably possible, by means of thorough and accurate identification and elimination of potential hazards and that land, air, water, excessive snow loads and wildfire are not diminished in quality or quantity by future activity.

OBJECTIVES:

1. Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards.
2. Ensure that flood prevention and floodplain standards minimize financial loss and maximize protection of property in the event of flooding.
3. Identify all lands within the FEMA 100-year and 500-year floodplains.
4. Control sources of pollutants from entering water resources.
5. The Community should be made aware of possible hazards as identified.

POLICIES:

1. Maintain and update public information regarding the nature and location of the flood hazards in the City and impact area.
 - a. Structural development within the floodways that would impede or alter the natural flow of floodwaters should be minimized. Floodways shall not be altered in any way that would flood surrounding properties, either upstream or downstream.

- b. Encourage tributary floodways to be used for open space, farmland and wildlife habitat. Floodways shall not be altered in any way that would increase flood damage of surrounding properties.
 - c. Establish setback and/or safety requirements along the periphery of floodways to protect structures from damage by lateral erosion.
 - d. Participate in the national flood insurance program.
 - e. Require developers to provide notification to prospective buyers that the property is within a floodplain or alluvial fan by deed restriction or other similar method.
 - f. Discourage development within the 100-year floodplain
 - g. Discourage the construction of schools, clinics, or other immediate care facilities within the floodplain.
 - h. Ensure that Horseshoe Bend's flood prevention and floodplain development standards and practices provide satisfactory safeguards and public and private development.
 - i. Encourage open space in the floodplain.
- 2. Manufacturing or storage of toxic, flammable, explosive, or radioactive materials should not be allowed in the floodplain. Bulk storage of other materials will be allowed only when in compliance with applicable federal, state, and local standards.
 - 3. Protect the river and creek banks from erosion by enacting programs to plant and maintain streamside vegetation, except along levees.
 - 4. Require a permit for any excavation activities taking place within the City limits.
 - 5. Join the Boise County Disaster Services in the development of a Citywide evacuation emergency plan for forest and range fires, mudslide and other catastrophic events.
 - a. Identify alternative routes in the case of emergency.
 - b. An early warning system should be developed.
 - c. Preparedness through public education training, drills and exercises.
 - 6. Encourage the prevention of threats of contamination to groundwater through land use planning and development guidelines.
 - 7. Require, when necessary, proper studies to show that an area to be developed is not hazardous as defined in Idaho Code Section 67-6508(g).
 - 8. Determine if any noise regulations are needed in the City of Horseshoe Bend.
 - 9. Protect Horseshoe Bend aquifer.
 - 10. Maintain healthy air quality.
 - 11. Regulate pollutants running into the Payette River.
 - 12. Provide information regarding environmental problems or hazard areas to citizens.
 - 13. Develop storm water master plan.
 - 14. Develop a Levee Maintenance Plan.

CHAPTER 14: AGRICULTURE

An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community. There are no agricultural areas within the city limits at this time.

CHAPTER 15: NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS

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

Since the Idaho Public Utilities Commission has not notified the City of Horseshoe Bend of the likelihood of a federally designated national interest electric transmission corridor within the city limits of Horseshoe Bend, no analysis is required for this component.

CHAPTER 16: PUBLIC AIRPORT FACILITIES

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