

City of Greenleaf

Comprehensive Plan

25 October 2006



ACKNOWLEDGEMENTS

City Officials and Staff:

Brad Holton, Mayor
Marigrace Mickelson, Council Member, Seat 1
Steve Jett, Council Member, Seat 2
Kurt Kopadt, Council Member, Seat 3
Clovis Strange, Council Member, Seat 4
Lee C. Belt, Greenleaf City Clerk
Doug C. Amick, Public Services Director
Glenda Hull, Deputy Clerk
Amy Woodruff, Civil Dynamics P.E., City Engineer
Todd M. Lakey, Lakey Law LLC, City Attorney
Susan Buxton, Moore Smith Buxton & Turcke, Chtd., Special Counsel
Stephanie J. Bonney, Moore Smith Buxton & Turcke, Chtd., Special Counsel
Paul Fitzer, Moore Smith Buxton & Turcke, Chtd., Special Counsel
Carl Withroe, Moore Smith Buxton & Turcke, Chtd., Special Counsel
Cheryl Bruehl, Moore Smith Buxton & Turcke, Chtd., Administration

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John Sorensen
Vance Taylor
Dale Thompson
Linda Wheeler

Introduction

Comprehensive planning for the next 20 years is an involved process, which at best, reflects the needs and desires of the community it is to benefit. The plan should give the public, business and government agencies a clear understanding of the City's intentions regarding its' future development. The plan is intended to be a set of positive, rather than restrictive, statements concerning what Greenleaf wishes to accomplish and to introduce long-range consideration for keeping the community's best interests up front and foremost.

Although the year 2025 is used as a planning reference date in the plan, the projection is related more to circumstances than a specific date. Because of the often-unpredictable nature of community development, no fixed date can apply to all goals, policies and proposals expressed in a plan.

Planning is a continuous process. As conditions change and new information becomes available, objectives of the City may change and goals and policies may be modified. This plan is intended to be the public growth policy of Greenleaf. The plan must be responsive to change, forward looking and publicly supported.

The comprehensive plan should not be viewed as a final statement of the City's vision. This plan simply represents a consensus at a particular time on planning issues and policies. It is recommended that this plan be periodically revisited and revised to reflect changing conditions.

The Greenleaf comprehensive plan is intended to facilitate the land use decision-making process by covering categories in relation to the needs of the citizens.

Marigrace Mickelsen
City Council Member, Seat 1

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COMPREHENSIVE PLAN STATEMENT OF PURPOSE

Based on the Local Planning Act, Idaho Code 67-6508, the purpose of the Greenleaf Comprehensive Plan is to promote health, safety, and general welfare for the people of the City of Greenleaf and its' impact area as follows:

To protect property rights and enhance property values

To ensure that adequate public facilities and services are provided to the people at a reasonable cost

To ensure that the economy of the City of Greenleaf and its' impact area are protected and enhanced

To ensure that important environmental features of the City of Greenleaf and its' impact area are protected

To encourage orderly and planned development within the incorporated City of Greenleaf

To avoid undue concentration of population and overcrowding of land

To ensure development of the land is compatible with the physical characteristics of the land

To protect life and property in areas subject to natural hazards and disasters

To protect fish, wildlife, and recreational resources

To encourage the local school district to participate in the community planning and development process by addressing the needs of public schools and impacts on an ongoing basis

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Planning Act. It should be noted that the policies in the various chapters are interrelated and together create the City's policy framework for land use and development.

PLANNING AREA IN PERSPECTIVE

The City of Greenleaf is located on State Highway 19 between the cities of Caldwell and Wilder. Greenleaf serves as a rural community with few public services. Many people commute to jobs in Caldwell, Nampa, and Boise. Although some of the farmland surrounding Greenleaf has been sold, the economy of the area is based on agriculture. The population of Canyon County is rapidly growing, therefore Greenleaf must anticipate and plan for the future in a way that maintains a small town rural atmosphere, supports the agricultural production, and nature of the area, and yet provides plenty of opportunities and services for its citizens.

A vicinity map is located in the Appendix.

A BRIEF HISTORY OF GREENLEAF

The City's history is centered on the Quaker faith, with the establishment of Greenleaf Friends Church and Greenleaf Friends Academy. The first settlers began arriving in 1902. These people settled on a farm one-half mile east of the present Greenleaf Store. A strong need for church services was felt when Quaker families started arriving in 1904, and they held their first church service on 03 January 1906. The people came together and built a small frame church which opened on 09 February 1908.

Greenleaf Friends Academy began when the settlers' children, needing an education, came together and were taught in a home. Upon completion of the church building, high school classes were held there beginning in November of 1908. The first unit of the Greenleaf Academy was built in 1909. The frame church was replaced by the present stone building in 1944, and in 1952 a brick building replaced the old academy building.

The City was named in honor of the Quaker poet, John Greenleaf Whittier. The Quaker community largely maintained Greenleaf until the City incorporated in 1973. Tradition has continued and this community is still centered around the church and school.

Historical photographs are located in the Appendix.

CHAPTER 1: PROPERTY RIGHTS

The Greenleaf Comprehensive Plan was prepared with the intent of protecting private property rights and values. It was not intended to create unnecessary regulations which would negatively affect private property rights or values. This plan strives to balance the needs of the community in a broad spectrum of issues.

EXISTING CONDITIONS

Property Rights

Land Use Regulations or Actions: Land use regulations or actions cannot be so restrictive that this causes a “taking” of landowner’s property without just compensation. In a land use control contest, the argument is that if the ordinance, regulation, or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has for all practical purposes been taken by “inverse condemnation”.

Federal Standards

The Fifth Amendment to the United States Constitution states: “Nor shall private property be taken for public use without just compensation.” Land use decisions have been a difficult task for our courts to resolve. Determining whether a government action amounts to a “taking” is not as simple as it sounds. The U. S. Supreme Court admits that it has never been able to develop a set formula to determine justice and fairness in these cases. Determining compensation or invalidation of action for violation of due process is not a simple undertaking. The high court has observed that decisions in each action depend largely on the particular circumstances of that case. The question as to whether a “taking” has occurred is a factual inquiry.

State Requirements

In 1994 the Idaho State Legislature amended section 67-6508 of the Idaho Code to include, “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 values or create unnecessary technical limitations on the use of property.”

Although a comprehensive plan that contains such language does not provide an absolute defense to a “taking” claim, some courts give weight to comprehensive plans when they consider “taking” problems.

FUTURE CONDITIONS

The basic tenets of private property rights and their administration are not expected to change, however, as the community develops, land uses change. As the surrounding area grows, the quiet community of Greenleaf will be exposed to a changing population. The population changes will place different demands on the existing landowners. Improvements will be needed. Land uses may become inappropriate or undesirable to the community, and its citizens.

GOALS

Preserve and protect property rights for private landowners, neighboring landowners, and the community of Greenleaf.

OBJECTIVES

Ensure that all land use regulations and review procedures pertain to the protection of public health, safety, and welfare, and do not constitute a violation of due process of law.

Take steps to ensure that private property not be taken for public use absent just compensation.

Preserve and protect agricultural farm ground and the rights of the farmer.

Protect private property rights from arbitrary and discriminatory actions.

IMPLEMENTATION STRATEGIES

Conduct a periodic review on all land use regulations and ordinances.

The City of Greenleaf should ensure that all review of development or land use proposals are in accordance with the law and the Attorney General's checklist as applicable.

Regulate and work with landowners to ensure land uses meet the comprehensive plan objectives and do not unlawfully erode property values..

The Comprehensive Plan and implementing ordinances should strive for stable and consistent policies regarding development densities and requirements while striving to preserve the agricultural use and culture of the City and its planning area.

CHAPTER 2: POPULATION

An analysis of Greenleaf’s population and the characteristics of that population.

EXISTING CONDITIONS

Greenleaf has a long history as a rural community. It was settled in 1903 and incorporated as a city in 1973. The population remained stable until the decade of 1990. In the year 2000, according to the census, the population of Greenleaf was 862.

Greenleaf is a small-town rural community in Canyon County. Many people are employed locally, in agriculturally related jobs. Others commute to jobs throughout the Treasure Valley area. The population reflects the racial make up of the surrounding area, with the largest minority being Hispanic (see 2000 U.S. Census).

For further breakdown of age groups see the Idaho Department of Commerce’s 2000 Census Population History

| | 1970 | 1980 | 1990 | 2000 |
|----------------|---------|---------|-----------|-----------|
| Greenleaf | N/A | 663 | 648 | 862 |
| Caldwell | 14,219 | 17,699 | 18,586 | 25,967 |
| Canyon County | 61,288 | 83,756 | 90,076 | 131,441 |
| State of Idaho | 713,015 | 944,129 | 1,006,734 | 1,293,953 |

Source: Treasure Valley Hydrology Demographics and U. S. Census Bureau 2000

Note: The City of Greenleaf did not incorporate until 1973

Percentage of Growth Rounded to nearest whole number:

| | 1970-1980 | 1980-1990 | 1990-2000 |
|----------------|-----------|-----------|-----------|
| Greenleaf | -26% | -2% | 25% |
| Caldwell | 20% | 5% | 28% |
| Canyon County | 37% | 8% | 46% |
| State of Idaho | 32% | 7% | 28% |

Population by Age Groups and Percentage of the Whole:

| | 0-9yrs | 10-19 yrs | 20-34 yrs | 35-59 yrs | 60 yrs & up |
|----------------|---------------|---------------|---------------|---------------|---------------|
| Greenleaf | 159 18% | 174 20% | 149 17% | 283 33% | 97 11% |
| Canyon County | 23556 18% | 21266 16% | 28962 22% | 38906 30% | 18751 14% |
| State of Idaho | 198399 15% | 215466 17% | 243387 19% | 423240 33% | 192821 15% |

FUTURE CONDITIONS

The comprehensive plan for the City of Greenleaf must be designed to protect the quality of life of our citizens, including educational and recreational opportunities. The City must be able to provide adequate law enforcement, fire protection, water, and sewer services. Managed growth is needed to ensure these goals. As future development is encountered, it will be in the community’s best interest to preserve Greenleaf’s rural character, as desired by its citizens.

As agricultural land is sold and developed, growth increases. Greenleaf must anticipate and plan for the future in a way that maintains its small town, rural atmosphere, yet have plenty of opportunities and services for its citizens. The growth of Greenleaf is expected not to grow relative to the surrounding County area, due to the availability of city services.

GOALS

As population increases, promote a high quality of life and livability, cultural diversity, age and income.

OBJECTIVES

Maintain the existing high quality of life, enjoy cultural and recreational resources which contribute to the community’s livability, and maintain a healthy and stable economy through planned managed growth.

Plan for anticipated population growth and new households that the City of Greenleaf can support with adequate services and amenities.

IMPLEMENTATION STRATEGIES

Monitor population growth and employment data to detect significant trends that affect the Comprehensive Plan goals, objectives and policies. Update the comprehensive plan as needed.

Coordinate as needed with our surrounding cities (Wilder, Notus, Parma, Homedale, and Caldwell) to work toward enhanced regional transportation and amenities (public and private).

Coordinate with Canyon County regarding planning for areas outside the City limits to address growth.

CHAPTER 3: SCHOOL FACILITIES

An analysis of Greenleaf's educational availability, quality, capacity and transportation considerations.

EXISTING CONDITIONS

Greenleaf is in the Vallivue public school district, which operates primary schools, a middle school, a high school, and a charter school. At this time the Brown Bus Company of Caldwell, Idaho provides transportation for the Vallivue school district.

Greenleaf Friends Academy (GFA) operates a private pre-school through high school facility within the Greenleaf city limits. Established in 1909 and graduating its first class in 1911, GFA is one of the oldest private Christian schools west of the Mississippi. Maximum capacity at the current facility is 420 students. GFA operates its own bus transportation system. Eligibility for attendance is not based on residency within the city limits.

Higher education is available within driving distance of Greenleaf from many different universities and technical schools. These include but are not limited to Boise State University (Boise, Idaho), Northwest Nazarene University (Nampa, Idaho), Albertson College of Idaho (Caldwell, Idaho), ITT Technical Institute (Boise, Idaho), and Treasure Valley Community College (Ontario, Oregon). Several off-site campuses and trade specific learning centers are available.

FUTURE CONDITIONS

Future population growth is expected to lead to increased demand for school services, especially in the primary through High School levels. As the population of Greenleaf and the surrounding area grows, the need for nearby school facilities including higher education opportunities will increase. The need for a community college in reasonable proximity to Greenleaf would be desired.

GOALS

Maintain and improve the availability and quality of schools to Greenleaf residents.

OBJECTIVES

Plan for well located schools and/or activity fields. These locations need to be convenient, easily accessible, safe, and part of cohesive development.

Support efforts to provide school sites and facilities that accommodate student enrollment and provide adequate facilities.

Recognize the demand for all educational opportunities, including public schools, charter schools, private schools, home schools, community college and other higher education opportunities in the community or surrounding area.

Develop Schools that are not only safe and accessible to students, but located and designed to function as focal points for family and community activities.

IMPLEMENTATION STRATEGIES

Require school sites and/or activity fields in future development. Explore legally suitable opportunities for developers to assist in donating or purchasing school sites identified in the district's master facilities plan, according to student demand created by future land use development.

Coordinate with the school district to complete future acquisition maps for school sites and adjacent open areas for future school development and ensure availability of public services.

Create and implement a neighborhood school concept which minimizes unnecessary transporting of students, reduces traffic and provides local school availability to Greenleaf residents.

Review the success and needs of public, charter, private, home schools, community college, and other higher education facilities.

Share information between the school district and the city staff regarding land development proposals. Encourage school districts to develop and report current projections to assess the impact of new development on school enrollment and facilities.

Encourage the use of schools as an integral part of the community by making joint agreements with the school district and other educational institutions to allow community uses of their facilities.

Develop crosswalks and bus stops that ensure safe access for students to bus transportation.

Appoint a liaison to coordinate city and school district and other educational institution programs, and community programs such as intramural sports.

Select school sites to avoid limiting physical features and hazards detrimental to the safety of children and the general operation of the school.

CHAPTER 4: ECONOMIC DEVELOPMENT

EXISTING CONDITIONS

The economy of Greenleaf is based on agriculture and related purposes. Many of the residents of Greenleaf and the surrounding area are employed in the agricultural industry. Businesses in the Greenleaf area are family owned and operated, therefore within the City and surrounding area employment opportunities are limited.

FUTURE CONDITIONS

Without careful planning for commercial development within the city, Greenleaf is threatened with becoming a bedroom residential community for the greater Treasure Valley. If agricultural related businesses are not protected and encouraged, the economic base of Greenleaf will be hindered and be forced to change.

As the economy of Greenleaf develops, the city will need to diversify its' economic base. The city will need to find ways to attract desirable businesses that are complimentary to Greenleaf's rural, agricultural identity while creating job opportunities so residents can live and work in the Greenleaf area.

GOALS

Encourage, improve, and preserve economic activities and developments which provide for the employment of Greenleaf citizens and area residents, yet retain its rural agricultural identity.

Identify areas that, due to the nature of existing uses, future uses and/or transportation corridors, will lend themselves to increased activity and nonresidential use so as to preserve larger areas as primarily rural residential neighborhoods.

OBJECTIVES

Encourage development that fosters stability, permanence, and confidence in Greenleaf's economy.

Encourage the development and preservation of agricultural businesses.

Develop, adopt, and implement an economic development plan which will support active solicitation of desirable commercial enterprises (i.e., those enterprises that provide a variety of wage levels, have a low impact on infrastructure, promote a mixture of job classifications, provide upward mobility, and encourage employees to live in the Greenleaf area.

Encourage businesses that have minimal environmental impact.

Encourage economic development that is consistent with and supports the character, rural lifestyle, and agricultural industry of Greenleaf.

Partner with the City of Wilder to develop a complimentary commercial corridor between the City of Wilder and Greenleaf along Highway 19/ Peckham Road to include agricultural related business and light industry.

Providing adequate parking and other facilities like fiber optic cable access to foster new business development in the Central Business District (“CBD”).

IMPLEMENTATION STRATEGIES

Solicit desirable industrial, retail, commercial and agricultural enterprises that provide a variety of wage levels, have a low impact on infrastructure, and encourage employees to live in the Greenleaf area.

Support business expansion by improving and maintaining adequate capacity in the city’s public facilities, parking, utilities and services.

Support local economic programs that will reduce the need for Greenleaf residents to commute out of the area by providing local infrastructure, parking, fiber optic cable, high speed internet capabilities, housing, employment, recreational opportunities, and retail services.

Identify potential sites and areas for future businesses and economic development focusing first on enhancing the CBD.

Find ways to diversify the economy in Greenleaf.

Assess the potential outcomes of not improving Greenleaf’s economy, services, utilities and agricultural endeavors.

Research incentives and grant funding that may be available to attract desirable new businesses that are complimentary to Greenleaf’s identity.

Establish a “Pedestrian oriented Central Business District” within Greenleaf, including offices, restaurants, retail, and service oriented businesses, in cooperation with the other sections of the comprehensive plan.

Develop strategies within the plan to revitalize existing facilities for new economic uses.

Prepare an aggressive plan to maintain Greenleaf’s rural atmosphere and community design by discouraging high and medium density. (See Community Design section)

Promote orderly growth and development by establishing uniform standards by which Greenleaf can require those who benefit from new growth and development to pay a proportionate share of the cost of the updated or new public facilities and services needed to serve new growth and development.

Develop a balanced strategic plan for the design of the Central Business District including building design, signage, parking, landscaping, street, and walking designs and lighting, being careful to avoid overloading key intersections and individual planning.

Develop a plan in cooperation with Wilder to design an economic corridor between Highway 19/Peckham Road and the two cities.

Encourage commercial growth in the Central Business District or along Peckham Road-Greenleaf to Wilder corridor and discourage isolated commercial or strip developments in outlying areas that are not agriculturally related.

Discourage excessively large single entity businesses or “big box” stores that may jeopardize the competitive environment and the rural culture of the City.

Identify areas that, due to the nature of existing uses, future uses and/or transportation corridors, will lend themselves to increased activity and non-residential use so as to preserve larger areas as primarily rural residential neighborhoods.

CHAPTER 5: LAND USE

The land use element describes the existing and projected land use patterns for the City.

Coordinated mixture of land uses creates a more dynamic and compact community to preserve active agriculture lands. The comprehensive plan is to serve as the City of Greenleaf's guide for future growth and development.

EXISTING CONDITIONS

The City of Greenleaf currently encompasses approximately 417 acres. Land uses in Greenleaf include residential, commercial, active agricultural, educational, religious oriented and civic uses. The current zoning map allows for all of the above uses.

Greenleaf is a small-town rural community with settlement starting in 1903 and incorporated in 1973. Mandated zoning laws by the state of Idaho were created after the original part of the town was laid out. The newer parts of town developed since 1973 have been developed with zoning laws in place.

A current zoning map is located in the Appendix.

FUTURE CONDITIONS

Note: "Per acre" requirements defined in the definitions below are based on Net area, not Gross area. As defined during design review and disregarding any 'average size', the following are excluded from Net area: Street and sidewalk right of ways, common space, open space, parking lots, parks etc. Parks and pathways required are based on number of dwelling units per acre. All future developments are subject to city design review board approval and development agreements with the city.

Agricultural: Historically active agricultural ground (i.e. ground that was actively productive agricultural ground on or before 08 June 1973). As a general guideline, development of agricultural ground is intended to retain usage of the ground in an agriculturally related industry. This ground may be transitional, and could be inside or outside the city limits, within the impact area, or beyond. This ground may or may not need city utility services.

Residential Estates: Suitable primarily for single family residential development on acreages may be in transition from agricultural to residential use or may combine small scale agricultural uses with residential uses. Residential density of up to one dwelling unit per two (2) gross acres may be considered by the City for this area

Low Density Residential: To allow for the development of single-family homes on large lots where city services are provided. Development of low density residential is intended to provide single-family residences that do not exceed 2 residences per acre, unless developed as part of a PUD with common areas adjoining the residences maintaining the average of up to 2 residences per acre. R1 and R2 are low density residential zones.

Medium Density Residential: To allow for the development of single-family homes in areas where city services are provided. Development of medium density residential is intended to provide single-family residences that do not exceed 3 residences per acre, unless developed as part of a PUD with common areas adjoining the residences maintaining the average of up to 3 residences per acre. Parking shall not be considered part of any common area. R3 is a medium density zone.

High Density Residential: To allow for the development of multi-family homes in areas where urban services are provided. Development of high density residential is intended to provide residential densities that do not exceed 5 to 12 residences per acre, unless developed as part of a PUD with common areas adjoining the residences maintaining the average of 5 to 12 residences per acre. Parking shall not be considered part of any common area. Developments will use the placement of parking areas, fences, pathways, berms, and other landscaping features to serve as buffers between neighboring uses. R5 and R12 are high density zones.

Mixed Use: Suitable for a variety of uses such as limited office, limited commercial and residential developments. Uses should complement uses within the CBD. Development within this land use designation should be required to proceed through the PUD and/or Development Agreement Process. Residential density of up to twelve (12) dwelling units per gross acre may be considered by the City for this area.

Commercial: To provide a full range of commercial, retail, and office areas to serve residents and visitors. Uses may include retail, wholesale, service, technical and office uses; multi-family residential development; as well as appropriate public uses such as government offices and parks. Within this category, specific zones may be created to focus commercial activities unique to their location. These zones might include a neighborhood commercial zone focusing on specialized service for residential areas adjacent to that zone or a central business district for the downtown area. Standards for architecture, signs, screening, landscaping, parking, and access will be developed and implemented utilizing the Community Design Guidelines. All development within this land use shall be free of hazardous or objectionable elements such as noise, odor, dust, smoke, light or glare.

Industrial: Industrial uses may include Light and Heavy Manufacturing, Research, development parks, warehouses, storage units, processing, and industrial support activities. Canyon County comprehensive plan has designated Highway 19, east of Greenleaf as an industrial corridor. Limited office and commercial uses may be permitted as ancillary uses. All development within this land use shall be free of hazardous or objectionable elements such as noise, odor, dust, smoke, light or glare.

Public/Parks: Land area that is publicly or privately owned but used by the public. Located throughout the community, this includes schools, public buildings, parks, recreation center, etc. Public facilities for maintenance, storage, and public utilities are included within this definition.

Airpark Overlay Area: Land area that provides an airpark facility to access residential development.

Uniform Height Limit: Unless an approved use within a utility corridor, all building and construction shall not exceed 35 feet. Established zones may define lower limits for finished height of construction.

As the high industrial and commercial development from Caldwell approaches, Greenleaf will need to create a buffer using light industry and retail. Greenleaf will need to plan for growth while retaining its rural identity.

As the residential community expands, limitations on housing density need to be maintained. Land use areas, density and diversity pertaining to housing needs to be identified.

As the community expands natural habitat for wildlife is disappearing. Land needs to be set aside to allow the wildlife to continue to inhabit the area and set aside land for parks and recreation.

Agricultural land needs to be preserved and protected. The “right to farm”, allowing for all aspects of the business, needs to be maintained. New land uses and their impact need to take existing land uses and ground water protection and its availability into consideration.

Residents of the City of Greenleaf and its Impact area have a strong desire to maintain the rural “feel” of the community. Future land use policies that are compatible with the current character of the City should be encouraged. Commercial establishments now in the City should be protected. Future commercial development should be encouraged to be on or near the Highway 19 corridor or Peckham Road-Greenleaf to Wilder Corridor.

Land uses are expected to follow the uses described in the future zoning map.

A copy of the future zoning map is located in the Appendix.

GOALS

Land use planning needs to protect the community character by managing growth and channeling it in an orderly way that reduces land use conflicts, reduces costs of providing services, and controls development in and around the City Limits.

To preserve the rural identity.

OBJECTIVES

Protect and preserve high quality farm land within the City’s impact area. Allow productive land area to be set aside by zoning procedures

Protect agricultural and wildlife management areas from undue adverse impacts from adjacent development.

Encourage development of unused land within the city limits.

Encourage a variety of residential land use categories.

Provide for a variety of commercial activities that are easily accessible.

Encourage and support well planned industrial development outside the cities impact area, along the Highway 19 corridor and/or Peckham Road to Wilder.

Ensure land uses that enhance the established character of Greenleaf.

To encourage the preservation of open spaces.

To encourage development with increasing density radiation out from the Central Business District.

To discourage lot splits in approved platted subdivisions.

IMPLEMENTATION STRATEGIES

Review and evaluate applications for industrial development to insure conformance with environmental standards. The following issues should be considered: Air pollutants, drainage systems, effects to neighboring land uses, employment characteristics, fire and safety, nature and volume of industrial activity, noise, odor, sewage treatment, solid waste, transportation, visual impact, water needs, utility needs and environmental impact.

The City will honor the Right to Farm Act.

Continue to evaluate and renegotiate the area of city impact with Canyon County.

Establish transition and feathering areas between uses, especially a buffer between the City of Greenleaf and the industrial area along Highway 19 east of the City.

Encourage public participation in the planning process.

Continue the land use review process that involves the public in the conceptual and ongoing stages of development proposals.

Review, monitor, and update land uses within the city and impact area on a regular basis.

Update the zoning and Subdivision ordinances to be in conformance with the adopted comprehensive plan as required by State Law.

Encourage a balance of land uses to establish a desirable, stable, and self-sufficient community.

Encourage the development of parks, pathways and recreational areas. Establish requirements for parks, schools, public space, community gardens, and habitat areas in developments.

Promote the design of attractive roadway entryway areas into Greenleaf which will clearly identify the community.

Encourage the maintenance of residential neighborhoods and clustering within PUDs in exchange for open space and buffering more intensive uses.

Coordinate service and utility planning with residential development.

Encourage development that will improve existing neighborhoods.

Monitor new residential development in order that it will not adversely affect existing neighborhoods.

Promote the use of alternative development plans for large lot subdivisions within the city and the impact area.

Evaluate sidewalks and paved streets, and pathway standards for all existing neighborhoods and future developments.

Review commercial development for Traffic impacts, Visual impacts, Impacts on adjacent land uses, Other environmental impacts. Long-range or ultimate use of property, Landscaping, Screening and buffering of structures. Impact on public services and facilities, pedestrian access.

Develop a land development review and approval process that is clear and concise. Establish Design standards and an Architectural Design Review Committee to review all development applications.

Scenic Corridor- An overlay design that is intended to provide significant setbacks from major corridors and natural features through the city. These areas may require berming, enhanced landscaping, detached meandering pathways and appropriate signage controls. Use of context sensitive design, a collaborative, interdisciplinary approach that involves all stakeholders to develop land uses and transportation facilities that fits its physical setting while preserving the scenic aesthetic, historic, and environmental resources.

Preserve the natural features and resources of Greenleaf.

Establish land use patterns and zoning districts that do not exhaust available services such as sewer, water, police, fire, recreational areas, highways and transportation systems.

Discourage strip commercial type development while encouraging the commercial development that conforms with the zones designated in the zoning ordinance.

Higher density residential development should be located closet to the Central Business District.

Residential subdivisions outside the City limits should comply with the Land use Map.

The City shall provide a PUD ordinance to facilitate and regulate cluster development, buffering transitional zoning and feathering between uses. Feathering utilizes transition density within a development while providing compatible lot sizes and lot boundaries.

Protect gravity flow irrigation systems including canals, laterals and ditches to assure continued delivery of irrigation water to all land serviced by such delivery systems, to protect irrigation systems as a long range economical method for water delivery and to coordinate surface water drainage to be compatible with irrigation systems.

Farm related uses and activities should be protected from land use conflicts or interference created by residential, commercial, or industrial development. The Idaho Right to Farm Act should be promoted.

Preclude industrial developments that may overburden public services and facilities causing increased public expenditures.

From time to time the city shall consider annexing any parcels of land allowed to be annexed by Idaho Code 50-222.

Encourage a variety of housing through such mechanisms as PUD's in subdivisions including large lot subdivisions.

Sustainability at build-out Ensure the ability for the city to continue to fund, improve and support itself (including infrastructure) without the use of building permit fees, impact fees and zoning fees

Identify "Activity Centers": identify areas that, due to the nature of existing uses, anticipated uses, and/or transportation corridors, will lend themselves to increased activity and non-residential use while preserving larger areas as residential neighborhoods.

Preserving Regional Transportation Corridors (Highway 19) preserve the function of regionally significant roadways traveling through the City while ensuring compatibility with land uses and design standards of the City.

The land use map and associated policies shall be the official guide for development in the City of Greenleaf and shall be implemented through the zoning and development review process

Maintain a Vision Map that depicts opportunities for creating and enhancing Activity centers and linkages between planning areas and the existing City.

Maintain a Future Land Use Map that encourages higher densities around activity center and transit routes but also provides for large residential areas that continue to promote the rural character of the City of Greenleaf.

Non -residential uses should be limited to designated areas, with scaling and intensity paramount to the approval of these uses by feathering and transitioning the zoning areas by use of PUDs and conditional use permits.

Special design treatments shall be required to provide compatibility of new development with existing development such as building orientation, increased setbacks, height limitations, size restrictions, design requirements, fencing, landscaping or other methods as determined through the development review process.

Commercial and subdivision development within the City will be subject to Design Review.

The creation of single use commercial and office districts should be discouraged, while uses that serve a variety of uses shall be encouraged.

New mid-block commercial development should be discouraged along arterial and collectors unless it is specified in the plan and meets the principles of New Urbanism and or provides cross access between adjacent commercial parcels.

Utilize agreements between adjacent property owners in which internal connections are provided between parking areas in order to improve traffic flow on the streets by minimizing the number of access points needed. Cross-access agreements are typically incremental as a condition of approval for new development. The first on to develop will be required to make an irrevocable offer of cross access and design their site to accommodate future connections. When adjacent owners develop they will be conditioned to reciprocate with a similar cross-access agreement.

Utilize New Urbanism development plans in which a range of housing product types and supporting commercial services are provided within close proximity to one another and designed to be pedestrian-oriented. Such developments typically feature, at least in part; gridded local streets with alley loaded housing, narrow lot patterns, low to mod-rise commercial which are built up to the sidewalk with parking located behind them with residential uses built over commercial uses, narrow streets with tight turn radii, on street parking, sidewalks separated by landscape strips, and street furniture. New Urbanism projects do not exclude automobiles; rather, they place pedestrians on an equal basis in terms of priority.

Use trip capture to design transit, commercial, retail and office areas so that patrons are able to accomplish multiple daily task with one vehicle trip opposed to having to use multiple vehicle trips to go to several single use areas. This is opposite of trip generation which is a use that creates new independent vehicle trip for a specific use or a use that is a single destination site.

CHAPTER 6: NATURAL RESOURCES

An analysis of Greenleaf's natural resources.

EXISTING CONDITIONS

Natural resources are present which exhibit both opportunities and limitations to human use. The concern relates to the degree that they may allow or discourage certain land uses. The most important ongoing planning challenge, however, is to adequately conserve and balance the natural resources of the City of Greenleaf with population growth and the protection of the life style which makes the city an attractive place to live and .maintains the desired small-town rural quality of life.

Wildlife and Open Spaces

Greenleaf and the surrounding area provide a habitat for pheasants, quail, turkeys, mink, waterfowl, foxes, weasels, rock chucks, birds of prey, many songbirds and deer. Many of these are game species that provide an important source of recreation for hunters in our community. Other species are natural predators, which play a vital role in pest control.

As members of a small-town rural community, residents of Greenleaf have the opportunity to enjoy open, natural spaces. Parks are one way to preserve open space.

Soils

Greenleaf is surrounded by rich agricultural lands, which are served by a well-established irrigation district. According to the U.S. Department of Agriculture, Greenleaf soil consists of "well drained soils on lacustrine terraces. Due to the arid and temperate climate, soils generally have weakly developed profiles, are unleached, are alkaline and have a high natural fertility". Local crops supported by these rich soils include sweet, field and seed corns, alfalfa and clover for seed and hay, beans, sugar beets, winter and spring wheat, barley, potatoes, onions, hops, mint, pumpkins, specialty seed crops, vegetables and fruits.

Water

The water table in Greenleaf is deep as compared to the surrounding area. Our current wells have a pumping depth of 175 - 200 ft and the total depths range from 233 ft to 650 feet. As the city experiences growth, planning for additional water capacity must be a priority. Greenleaf water has moderate hardness with calcium, lime, iron, and manganese among other minerals, but most importantly arsenic and nitrates are below the maximum contaminant levels set by the EPA. To maintain water quality, municipal water is treated with chlorine and sequestering agents. Greenleaf maintains a detailed Drinking Water Protection Plan on file at City Hall.

Air

The air quality in Greenleaf, and in general the Western Treasure Valley, is still very good. Due to the city's location at the edge of the Wilder Bench, slight prevailing winds are common.

There are many people who use wood stoves in the winter to supplement their heat. These pose a threat to air quality during times of inversion, and those who can avoid it are encouraged to not burn during those times. Open burning for weed control is allowed under specified circumstances with the appropriate permit, available from City Hall.

FUTURE CONDITIONS

The purpose of this component is intended to establish a balance between development and the conservation of the area's natural resources and open spaces. Land in and around the community should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location and the goals of the city. The goals stated in this component are intended to establish a balance between development and the conservation of such natural resources such as wildlife, soils, clean water and air.

Without suitable habitats, wildlife disappears. For example, the organization Western Hunter notes that in Idaho the "average pheasant harvest per hunter has gone from seven to four and there are far fewer hunters." It is important to consider the impact new development will have on habitat. Where possible, the preservation and development of wildlife habit should be encouraged.

Programs that assist farmers to preserve open space should be actively supported by our city. Open space needs to be protected for future generations.

The city must continue to carefully monitor the water supply for quality as well as quantity. Growth must not be allowed to compromise our water. The Treasure Valley is a semi-arid region and water is a precious resource.

As our area grows, we will face challenges to protecting air quality. Working with other communities to develop regional mass transit options and encourage car-pooling will be necessary.

GOALS

Retain the existing high-quality environment by ensuring that land, air, water, vegetation, and wildlife are not diminished in quality or quantity by future activity.

Encourage the preservation of historically active agricultural land which surrounds the city.

OBJECTIVES

Preserve and protect historically active agricultural land, special areas and natural resources.

Preserve and protect open space for wildlife, recreation and aesthetic values.

Encourage the use of household and commercial trash collection and recycling services to Greenleaf residents.

Recognize that historically active agricultural lands of all soil types are a resource that is not renewable and must be protected.

Promote high quality standards for Greenleaf’s groundwater and surface water in order to protect and preserve it.

Encourage installation of pressurized irrigation systems for the irrigation of landscaping when new development has access to surface water irrigation rights. Maintain such surface water irrigation rights for use by new development to avoid irrigating with municipal potable water or ground water resources.

IMPLEMENTATION STRATEGIES

Identify and protect areas with special characteristics such as stream corridors, canals, drain ditches and wetlands.

Promote wildlife protection and preservation. Encourage developments to enhance current wildlife habitat and, where appropriate, to provide additional space that ecosystems could develop.

Test and Evaluate municipal water quality on a regular basis.

Control development along historically active drainage ways to ensure that future development does not block or restrict the drainage way, or cause additional ground or surface water contamination.

Prevent contamination of water with sewage, storm water and wastewater by enforcing current regulations and through appropriate treatment.

Promote water saving devices and techniques through education and incentives to the community.

Discourage use of domestic potable water for irrigation purposes.

Discourage the subdivision and development of historically active agricultural land.

Research and encourage programs that assist farmers to preserve open space on their land.

Promote cooperation with surrounding communities and the County to promote and maintain good air and water quality, as well as provide habitat for wildlife.

Designate open spaces to preserve wildlife habitat areas.

Discourage activities, development and industry that produce air, odor, light, water and noise pollution. Take steps to discourage development outside the city and impact areas that would negatively impact the quality of life in the City of Greenleaf.

Continue and enforce current burning regulations. Educate the public about damage to the environment from burning inappropriate materials.

CHAPTER 7: HAZARDOUS AREAS

An analysis of Greenleaf's natural and man-made hazards.

EXISTING CONDITIONS

Greenleaf is located at the beginning of the Wilder Bench, and has a higher elevation than the land to the East. The current city limits are above the Boise River flood plain. This region is not historically known for earthquakes, avalanche hazards, or snow slides.

Along the bench rim to the North of Peckham Road, the land is susceptible to soil erosion. Some of the impact area to the East of the city limits lies within the Boise River flood plain (please see regional flood plain map for detail). The Renshaw Drain gulch could potentially be susceptible to flooding if fast spring runoff or canal failure occurs.

A few man-made hazards are within the city and the impact area; drainage ditches, irrigation ditches, railroad tracks and crossings. State Highway 19 goes through the city and at the present time there are no crosswalks.

FUTURE CONDITIONS

The bench rim area North of Peckham Road that is subject to soil erosion is a site of expected future development as residential housing. Such development is expected to alleviate current susceptible conditions.

Man-made hazards include the lack of stoplights, speeding, and increasing automobile traffic in and through the city.

Future development and regional growth pressures are expected to effect man-made hazardous conditions within the City. The City will need to address man-made hazards and mitigate their effect on quality of life.

GOALS

Through planning and implementation, identify hazardous areas and issues with in the city and impact area to protect citizens and property from negative impact and/or damage.

OBJECTIVES

Implement erosion control measures

Identify dangerous railroad crossings and intersections, and implement measures to protect pedestrians and motorists.

Plan growth around the State Highway 19 corridor to minimize vehicular and pedestrian hazards.

IMPLEMENTATION STRATEGIES

Require that future development address soil erosion, runoff, and drainage issues.

Reduce speeds at Dangerous roads and intersections.

Require sidewalks and cross-walks as needed to provide safety of pedestrian traffic throughout the city.

Require detached sidewalks along collector roads, arterial roads, and other roads of concern in the opinion of the Greenleaf Public Services Department.

Add crosswalks and required stopping in crosswalk areas.

Add bike lanes on each side of arterial and collector roadways.

Evaluate the need for stop signs/lights, street lights, and railroad crossings on a regular basis

Identify and address potential utility, irrigation, and drainage hazards.

Require businesses to provide adequate (i.e. paved, detached, off-street) parking as needed to provide for the safety of pedestrian, bicycle and vehicular traffic, and mitigating the impact of traffic on area roads.

Evaluate and mitigate flood plain issues as development expands into flood plain areas.

CHAPTER 8: PUBLIC FACILITIES, SERVICES AND UTILITIES

An analysis of Greenleaf's public services, facilities and utilities.

EXISTING CONDITIONS

Existing Services

Administration – City Hall is located at 20523 North Whittier Drive, just off Main Street (State Highway 19). The City Hall building was built in 1993 and houses the Mayor's and City Clerk's offices, City Council chambers, and serves as a substation for the Police Department. The building meets American Disability Act (ADA) and current building code standards.

Mayor – The Mayor is the chief administrator, with the assistance of city staff and the City Council.

City Clerk/Treasurer – The City Clerk is responsible for the day-to-day operations of City Hall, including accounts receivable and payable, files and records, etc.

Public Services Director – The Public Services Director oversees and maintains the city public services including water distribution, sewer, roads, parks etc.

Legal – The City contracts services of a City Attorney for general legal council and civil prosecution. The Canyon County Prosecutor's Office provides criminal prosecution services.

City Engineer – The City contracts services of a City Engineer providing capital facilities planning for sewer, water, and street improvements.

Public Safety/Police – Greenleaf currently contracts with the City of Wilder for police services. Greenleaf City Hall serves as a substation. A verbal reciprocal agreement with the Canyon County Sheriff, the Idaho State Police, and police services of Notus and Parma also serves the residents of Greenleaf.

Fire Protection – The Caldwell Rural Fire Protection District, located approximately 7 miles to the East in Caldwell, Idaho currently serves the city. The Wilder Rural Fire Protection District starts on the West side of Tucker Road, and may also respond if needed.

Emergency Medical Service (EMS) – EMS is provided by the Canyon County Ambulance Service. This department is in direct contact in any emergency situation with the Boise-based LifeFlight med-evac helicopter, should more than immediate care be needed.

Public Services and Utilities–

Cemetery – The Greenleaf Cemetery, funded through a separate cemetery district, is located on the Southeast side of Main Street (State Highway 19) on approximately 7 ½ acres. A cemetery board of directors manages the cemetery. The cemetery district's taxing boundaries are approximately South to Ustick Road, East to Notus Road, North to the Dixie Gulch drainage ditch, and West to Van Slyke Road.

Electricity – Electrical service is available throughout the city from Idaho Power, with the fee schedule being regulated by the Public Utilities Commission of the State of Idaho. Appropriate placement of electrical facilities within the City and the Area of Impact should be a cooperative discussion between the City, residents and Idaho Power. The city should preserve utility corridors for high voltage lines that would not inhibit or degrade the viewshed and meet the City’s height limits (see utility corridor map attached). Electric facilities should be sited prior to development to provide context sensitive setbacks and buffers.

Garbage – City residents are currently served by individually contracted waste removal services. Residents also have the option of transporting their own waste to the county landfill. Burning garbage is no longer permitted throughout Canyon County.

Irrigation – The City’s Irrigation System was formed in 1983. The system receives water from the Wilder Irrigation District and is distributed through a series of irrigation boxes and gates. The system is not currently pressurized and relies on elevation to deliver water to individual properties.

Natural Gas – Intermountain Gas is the regional provider of natural gas. Natural gas is available to many areas of the city.

Sewer – Currently, there is a city-owned drain field that is located on the east end of town, on the north side of the railroad. The drain field services 29 connections, servicing both residential and commercial users. The Sewer system servicing the 29 users is failing and is in violation of consent order by Southwest District Health and DEQ (Idaho State Department of Environmental Quality). The city is seeking funding and exploring options to upgrade or replace the existing system. Landowners not on the sewer system have individual septic systems.

Telephone, Telecommunications, and Cable – Local phone service is provided by QWEST, with long distance provided by whomever the individual desires. High-speed Internet services are currently available and enhancements to such services should be encouraged to foster low impact businesses.

Water – Domestic water is furnished by the City of Greenleaf, from multiple wells within the city. Services are provided to more than 290 hookups. There are also a small but significant number of domestic wells, which are used for individual household needs. Currently there is sufficient water to provide the existing residents with domestic water services. An additional well, booster station and storage tank are being added to increase system capacity and provide adequate fire flows.

FUTURE CONDITIONS

Growth in Greenleaf and its’ impact area will require expansion of public facilities, services and utilities. Effects of new development upon public services must be evaluated before any land use planning decisions are made. Policies concerning the ways public utilities and services are expanded will play an important role in the location and density of future development.

GOALS

The City's goal is to plan and coordinate for adequate facilities, services, utilities, and enhance the quality of life in the city, area of impact, and surrounding area.

Plan and provide for the safety and security of the city.

OBJECTIVES

Encourage effective service areas and logical service boundaries.

Strive for continued cooperation between service/utility providers and the City.

Strive to prevent criminal activity and reduce the incidence of crime.

Expand Services to include full time law enforcement presence within the community.

Maintain a high standard for the delivery of Law enforcement services and evaluate the quality of police service and programs on a periodic basis.

Encourage a high standard for fire protection and emergency services.

Maintain and upgrade city streets to include sidewalks, detached sidewalks, pedestrian & bicycle paths (See Community Design section).

Encourage a Library system that meets or exceeds the community needs.

Develop, upgrade and maintain a municipal water system providing consistent pressure, volume, and quality for domestic use.

Develop, maintain, and plan for a municipal water system providing sufficient capacity to meet fire flow standards necessary for the various areas and developments throughout the city.

Work toward a viable sewer system for Greenleaf residents.

Encourage public utilities servicing the Greenleaf area to become and remain current with technology trends and provide a high standard of service to the area.

Understanding that the needs of the many should outweigh the greed of a few, recognize the need to protect current citizenry from subsidizing future development by ensuring that the responsibility for 'paying their own way' rests with the developer. This includes connection to existing utilities, the establishment of increased capacity in utilities and services, and otherwise extending or providing public utilities and services to new developments.

Ensure that the cost of new and upgraded water, sewer, and road facilities is borne by those who benefit from them.

Ensure water service shall provide pressure and volume levels in accordance with State requirements.

Provide assurance of Greenleaf's capability to sustain orderly and appropriate growth by maintaining awareness of the City's plans for expansion and schedules for extension, and reviewing how these plans fit with the known plans of the development community in Greenleaf.

IMPLEMENTATION STRATEGIES

Periodically review service areas and boundaries.

Periodically review, assess, and implement changes to the municipal water system.

Encourage the development of a recycling program.

Combine all monthly municipal services (i.e. water, sewer, trash, etc.) into one billing.

Develop a plan to provide a fire protection facility or sub-station in the city of Greenleaf.

Develop a plan to provide a Greenleaf Police Department.

The City shall consider the possibility of obtaining land for a potential fire protection facility or sub-station, police, emergency service, library, community center and other future City developments and equipment.

Encourage development of a city and/or County library system, incorporating reciprocal agreements with other libraries.

Require new developments to provide pressurized irrigation systems.

Upgrade current irrigation system to pressurized irrigation.

Explore opportunities to fund future infrastructure needs caused by new development through the use of impact fees.

Review and update City sewer and water system plans on a periodic basis.

Formulate & Implement a plan of action to meet Federal EPA regulations for sewage treatment, and to plan for future growth in advance of demand for services.

Ensure all developments within the city limits shall be connected to the city's sanitary sewer system and potable water system.

Ensure that the cost of new and upgraded infrastructure is borne by those who benefit from them.

Investigate alternative financing approaches (i.e. grants, loans, donations) to reduce the tax burden and provide quality public utilities and services.

Maintain and upgrade municipal roads and streets. Add pedestrian & bicycle paths. (see transportation & community design)

Improve, widen and upgrade municipal roads and streets as local and area growth increase traffic volumes.

Provide adequate improvement to pedestrian walkways and sidewalks to maintain the safety and connectivity of pedestrian traffic within the city.

City reviewed and approved onsite construction will be provided by developers for connection to the municipal water and sewer systems. Until a new sewer system is constructed, developers need to provide sewer piping (i.e. dry lines) that is ready for residents to hook up to the system without impacting streets or sidewalks. The cost of providing other utilities such as power, gas, telephone, cable TV, street lights, and other services and/or amenities shall also rest with the developer.

Conduct periodic reviews of public utilities servicing the Greenleaf area by the city's public services commission to evaluate quality of services provided, and work with and encourage public utility providers as necessary to stay current with technology trends and provide a high standard of service to the area and encourage use of utility corridors to minimize impacts of high voltage lines and poles that impact view shed..

Develop a storm water master plan.

Increase the city irrigation system to include all areas within the city limits, and expand the irrigation system to include all lands annexed into the city limits.

Prohibit the use of municipal domestic water for irrigation through the establishment of appropriate city code.

Protect the existing irrigation system and increase use or reuse of the surface irrigation water resources for park, residential and commercial landscape irrigation and water amenities.

Maintain irrigation standards in new developments and annexations that promote the conservation and reuse of surface water.

Conduct periodic review through requiring an analysis and report from the Police Commissioner to the City Council regarding police service delivery to evaluate, maintain, and develop a high standard for the delivery of law enforcement services.

Upon annexation and upon periodic review, provide Idaho Power with estimates and/or updates of population, employment, and development projections. The City and Idaho Power should seek to jointly evaluate actual patterns and rates of growth and compare such patterns and rates to electrical demand forecasts. Other public utility providers supplying infrastructure to the city should also receive this same data.

A map of the city's utilities is located in the Appendix.

CHAPTER 9: TRANSPORTATION

An analysis of Greenleaf's roads, train tracks, airports, public transit, and alternative modes of transportation.

EXISTING CONDITIONS

History

Upper and Lower Pleasant Ridge Roads were the two roads by which settlers came from Caldwell into the Greenleaf area, and on which these settlers could travel to Homedale or the Snake River. The road that later became State Highway 19 originally went from Caldwell to Red Top Road, and from there connected to various roads leading to Notus or up the hill to Wilder. Peckham Road was one of these connecting roads. Peckham Road's original name was the Golden Gate Highway, and connected the Greenleaf area with the town of Golden Gate, which was later re-named the Village of Wilder.

The railroad spur through the Greenleaf area from Caldwell to the village of Golden Gate (present-day Wilder) was laid to connect to a new rail line planned to link Idaho to San Francisco, California. Backing for the railroad failed, and the railroad never extended past present-day Wilder.

State Highway 19 was completed through to Wilder in 1914. In 1918 an electrified trolley rail system owned by the Caldwell Traction Company connected the area to Caldwell. By 1920 the Union Pacific had control of the railroad spur, and use of automobiles had made the trolley line economically unviable.

The main road that leads to Greenleaf from either the east or the west is State Highway 19. Between Caldwell to the east and Greenleaf city limits the highway is four lanes with a center turn lane. Through Greenleaf and westward toward Wilder, where it ends, Highway 19 is two lanes. A center turn lane begins on the west side of the Greenleaf. Friends Road is one of two main north-south roads spanning the city, and connects the town to the rural areas to the south. Peckham Road is a county road on the north side of the city that connects Wilder to Greenleaf, and on to Notus Road which is just beyond the city's northeast boundary. At this time there are no stop lights or pedestrian crossings at any intersection within Greenleaf city limits or impact area.

On a daily basis, traffic on Highway 19 is heavy, but not overwhelming. Several businesses within Greenleaf are located along Highway 19. Their small parking areas are directly connected to the road. Because of this, access to and from Highway 19 is a potential traffic issue.

The speed limit on Highway 19 east and west of Greenleaf is increased from 35mph to 45mph, and then to 60 mph outside the city limits, making the drive to and from Caldwell and Wilder very quick. The speed limit on Peckham road within city limits is also 35 mph. The speed on most city streets are 20 mph. Greenleaf contracts for police services with the City of Wilder for enforcement of speed limit laws. Many streets within the city limits do not have sidewalks.

A Union Pacific railroad spur connects Caldwell to Wilder. The tracks follow the south side of Highway 19 until the present day Greenleaf city limits. At this point it crosses the highway and travels along the ridge to Peckham Road on the north side of the city. Within city limits there are three unguarded street crossings for the railroad.

There is no airport within the City or its impact area at this time.

At this time there is no public transportation service available in Greenleaf. Currently, feasibility studies are being conducted by the regional transit authority to determine if people in this area would utilize mass transit services.

FUTURE CONDITIONS

As Greenleaf continues to grow over the next 20 years, the need for alternative modes of transportation, regional transit, and road improvements will increase. The private motor vehicle is expected to continue to be the primary mode of transportation. Carpools and organized park-and-ride alternatives will need to be encouraged. Pedestrian and bicycle paths may also develop into viable options.

To meet demands of population growth while maintaining efficient and safe transportation, all roads serving Greenleaf residents need to be improved to meet city road and street standards.

GOALS

Develop a balanced and mixed transportation system in accordance with air quality and environmental concerns which provides for the efficient and safe movement of people and goods, including agricultural activity.

OBJECTIVES

Achieve a balanced transportation system inclusive of air travel, roadways, public transit, pathways, sidewalks, equestrian trails, etc.

Encourage a transportation system designed and developed to reduce existing traffic congestion and facilitate the safe efficient movement of people and goods within the community.

Promote the beautification of federal, state, and local roads to improve the visual impact of Greenleaf.

Acknowledge that many city roads and streets also function as farm-to-market trade routes. This must be maintained and taken into account with all future transportation planning.

Develop a long range plan that identifies streets in accordance with best-practice road and street classification (urban collectors, local collectors, arterials, etc.).

Identify transportation projects that need to be investigated for sound community development

Consider pedestrian and bicyclist needs and requirements, as they affect vehicular traffic, in all land use decisions.

Develop a road network system that maximizes mobility without decreasing community livability.

IMPLEMENTATION STRATEGIES

Work cooperatively with the state transportation department and local highway districts to plan roadway design standards that will meet the needs of the City of Greenleaf.

Work proactively with the state transportation department, local highway districts, and other agencies to inform of city plans and intentions for the development of roads and highways within the city limits and impact area, and to actively lobby for road improvements affecting the city outside the impact area.

Encourage new development to provide for pedestrian, equestrian, and bicycle pathways.

Evaluate the impact to the City of all roadway improvements and roadway extensions. The City should be involved in regional and long range transportation planning that impacts the City.

Review the City's transportation priorities including roadway widening , signalization, and other improvements in concert with the Transportation Improvement Program within the City limits and Impact Area.

Address street lighting in new development to balance roadway and neighborhood safety with the desire to maintain a rural feel to the overall community.

Require off-street parking within all new residential developments, so as to maintain the viability of sidewalk and roadside pedestrian traffic in residential areas. Encourage off-street parking within all existing areas. Address off-street parking for all other non-residential uses.

In the event a highway district or ITD (Idaho Transportation Department) does not require a traffic impact study for new development, the City of Greenleaf may require a traffic impact study to include, but not limited to, potential impacts to existing traffic patterns, suggested roadway widths, access to existing and proposed roadways, signalization, location and need for intersections, detached sidewalks, separation berms or other landscaping, roundabouts, turn lanes, and public transit locations. In addition the traffic study should address parking and pedestrian traffic issues.

Plan for and implement minimum setbacks between developments and roadways, and encourage installation of berms and landscaping for all developments to enhance safety, reduce ambient roadway noise in residential areas, and to enrich the roadway and community appearance.

Encourage arterial and collector roadway design criteria consistent with the rural nature of the planned and existing developments general within the areas designated on the Land Use map as Rural Residential. Such designs should include the following:

1. Vertical Curbs should be discouraged except where may be needed to address drainage or safety issues. Where curbs are needed, flat or rolled curbs should be encouraged.
2. Sidewalks and/or pathways should meander and be separated from any roadway edge or curb to allow for added pedestrian safety. Topography, trees, ditches and/or similar features may limit the distance between sidewalks and/or pathways and the roadway edge. Easements may be needed if portions of the sidewalk and/or pathway is to be located outside of the right of way.
3. Unless otherwise determined to be necessary for public safety, roadways should be a maximum of two lanes with a center turn lane in locations that are expected to generate a minimum of 1000 vehicle trips per day, or where determined to be necessary for safety.
4. Encourage new development to address bike lanes and pedestrian paths along designated routes
5. Encourage and plan a complete system of bike lanes and pedestrian paths that provide interconnectivity to all areas of the community
6. A minimum building setback ordinance on designated arterial routes resulting in a setback of approximately 125 feet from the roadway centerline should be considered to be adopted by the City.

Encourage five foot sidewalks that are separated back approximately four feet or greater, depending on traffic flow, from the curb on all streets, except for areas where City Code requires sidewalks to abut the curb and where there are pre-existing buildings.

Meandering sidewalks should be required where space permits. A planter strip of sufficient width for street trees between the sidewalk and roadway should be required to provide a canopy effect over the roadways. The type of street trees used should be those from an approved list which have root systems that have proven to not cause sidewalk or curb damage when in close proximity to such improvements.

Design and/or align roads to preserve existing trees wherever possible; safety shall not be compromised.

Encourage planning of local roadway systems which will provide for intra-neighborhood connectivity to provide for emergency and delivery access without developing 'shortcut' routes through neighborhood areas. The connecting roadways should be designed to not become collectors and to discourage traffic from cutting through neighborhoods to go from collector to arterial to another collector or arterial.

Cut-through "traffic or traffic routed through" a neighborhood on local streets from arterial streets shall be discouraged through the development review process, through the provision of an adequate arterial and collector system and through the use of appropriate traffic calming and traffic control strategies.

Motorized traffic may have to experience some inconvenience in order to preserve neighborhoods. The discouragement of flow-through traffic is intended to encourage the development of quiet, safe, family-friendly neighborhoods.

Limit access to all arterial streets, to provide safe and efficient flow of high-volume traffic.

Discourage direct lot access to parcels abutting collector streets.

Encourage the development of a city-wide and/or regional pedestrian and bicycle system, with enhanced safety features, with focus upon designing this feature into new development in all zoning classifications.

New developments shall be required to stub access to adjacent underdeveloped parcels, where deemed appropriate by city planners.

All new developments shall be reviewed for appropriate opportunities, including stub access from adjacent developments, to connect to local roads and collectors.

Develop transit friendly corridors along Hwy.19 and Peckham Road.

The City shall resolve responsibility for design and installation of sidewalks.

Traffic mitigation strategies, perhaps including traffic lights, acceleration turn lanes, and deceleration turn lanes, will be needed along Hwy 19 to address increased traffic flows from new developments located both inside and outside the city limits. New development causing the need for such mitigation strategies should be required to pay for such mitigation.

The City should explore the option of creating a greenbelt pathway to Caldwell and/or Wilder. The railroad track right of way area could possibly be used for this purpose.

Develop strategies with the regional transportation authority/COMPASS, ITD and the Golden Gate Highway District to encourage Greenleaf area residents to participate in a mass transit system connecting Greenleaf to the rest of the Treasure Valley.

When reviewing land use applications, zone changes, PUDs conditional uses and other significant entitlement requests, consider their impact on street levels of service. The City should consider establishing standards for new streets to minimize service level impacts through project modifications, traffic management plans and studies, street improvements and other means.

Historic streets/neighborhoods should be managed such that their flavor is preserved

“Cut-through” traffic or “traffic routed through” a neighborhood on local streets from arterial streets shall be discouraged through the development review process, through the provision of an adequate arterial and collector system and through the use of appropriate traffic calming and traffic control strategies.

Motorized traffic may have to experience some inconvenience in order to preserve neighborhoods.

New development shall be required to stub access to adjacent underdeveloped parcels, where appropriate.

All new developments shall be reviewed for appropriate opportunities to connect to local roads and collectors in adjacent developments.

Develop transit friendly corridors along State Highway 19 and Peckham Road.

A collector street system shall be pursued within each square mile of development adequate to serve the density of development. Suggestions shall be forwarded to ITD and appropriate highway district for planning and adoption in the TIP.

Discourage direct lot access to parcels abutting collector streets.

Limit access to all arterial streets.

Develop grid systems at commercially zoned arterial intersections, where feasible, in order to support increased traffic.

Improve access control on existing streets through the review of new developments.

Street right of way vacation shall be discouraged.

Develop methods, such as cross-access agreements, frontage and backage roads, to reduce the number of existing access points onto arterial streets.

Work with adjacent jurisdictions to develop more restrictive access limitations than presently exist for arterials and highways of regional transportation importance.

Encourage traffic-calming in a way that minimizes adverse effects on adjacent streets.

Implement, in conjunction with ITD, appropriate highway district and the appropriate fire district, alternative street standards related to new urbanism, including narrower local streets and tighter curb radii.

CHAPTER 10: PARKS, RECREATION, AND OPEN SPACES

An analysis of Greenleaf's recreational areas, parks, facilities, and programs.

EXISTING CONDITIONS

Greenleaf is nestled in the western part of Canyon County on the Wilder Bench. The city of Wilder is 4 miles to the west and the city of Caldwell, 5 miles to the east.

Park and recreation opportunities available within city limits are few. A 1/4 acre lighted park is located in the Nourse Subdivision with a picnic table, charcoal barbecue grill, and a horseshoe pit. Greenleaf Friends Academy willingly shares its open fields, baseball fields and 1/4 mile track. The Greenleaf Friends Church operates a community center, which can be rented for events. The Friends Church and Academy facilities are also used for County-wide intramural sports activities.

Greenleaf citizens have parks available with playgrounds, trees, and covered seating in Caldwell and Wilder. Hunting and fishing opportunities are found within a 30-minute drive in any direction. The Boise River, Snake River and Lake Lowell offer easy access for boating, skiing and other recreational activities. Only 5 miles away, the Caldwell Greenbelt offers a 2.5 mile paved path along the Boise River. The local Treasure Valley area has many golf courses of varying challenges for golfers. Horseback riding and off road vehicle trails can be found nearby in the BLM lands and Owyhee Mountains. Some of the best powder snow can be found at Bogus Basin, the Treasure Valley's ski resort. Snowboarding, downhill and cross-country skiing, and inner-tubing can also be found there. Music, theater and the arts are a vital part of any community and all can be found in the surrounding area.

FUTURE CONDITIONS

As Greenleaf grows, more emphasis must be placed upon making sure there are adequate parks within the city that support the community needs and are well maintained. In the future there will be a need for several playgrounds, a greenbelt, a city run swimming pool and areas for basketball, tennis, skateboarding, soccer and baseball fields, as well as picnic tables and barbecue pits.

Moreover, open spaces will need to be preserved as park areas for the public to enjoy. For example, a greenbelt walking path or a natural wooded area by one of our creeks would help preserve the rural qualities important to our residents. It is important to have places where youth and families can enjoy the outdoors within their own community.

Add recreational opportunities and an activity center. Greenleaf's natural features, are treasured by the community and require protection. These natural open-spaced features help purify air and water, provide recreational and educational opportunities and reinforce the distinctive character of the community.

The National Recreation and Park Association (NRPA) has developed standards for communities to use for planning, developing and acquiring park and recreation lands.

The NRPA recommended standards are located in the Appendix.

GOALS

To create ample areas consistent with the city's rural setting.

To create a pathway system that provides interconnectivity of schools, neighborhoods, public buildings, businesses, parks, special sites and other communities.

To provide wherever possible open space and natural features such as natural river frontage, greenbelts, trails and pathways, creeks, flood plains and flood ways, drainage ways and canals, development buffers, wooded areas, sagebrush and grasslands, foothills and viewpoints for public use and enjoyment.

To encourage new development to provide open space and park facilities.

OBJECTIVES

To develop parks and recreational opportunities which meet the different needs, interests, and age levels of Greenleaf residents and the surrounding rural area.

To plan and design parks for sustainability and conservation of natural resources by utilization of trees, grasses, flowers, and other vegetation that will enhance and preserve natural features.

To provide a system of neighborhood parks and/or common open areas with safe and convenient access.

To dedicate and develop areas for parks in new residential developments.

To encourage the continued existence of pastures and open spaces on large residential lots within the older sections of the city.

To provide a network of central and neighborhood paths where residents are able to safely access and utilize pathways for alternative forms of transportation.

All development should provide developed pathways for connection to a planned public pathway system.

To provide open space to protect the finite resource base of Greenleaf's natural environment-including air, ground water, surface water, soil, plant and wildlife habitats, agricultural lands, and aquifer, watersheds, and wetlands.

To provide and open space setting for active and passive recreation for all age groups throughout the community.

To protect against hazards that are inherent to flood plains, flood ways, steep slopes, and areas of geological instability.

IMPLEMENTATION STRATEGIES

Create an impact fee ordinance that requires developers to dedicate and establish parks, pathways, and/or open spaces in new developments. Require new development to set aside land for public use such as neighborhood parks, community gardens, and children's playgrounds.

Explore grant and financing options to purchase playground equipment for parks.

Create ordinances that require developments to provide improved pathway systems with links to adjoining pathway systems

Require developers to utilize open space as may be designated by city planning or engineering staff for above-ground (i.e. grassy swales, constructed wetlands, and water features) or below-surface, on site storm water management (i.e. French drain).

Create an ordinance that requires developers to include set asides for open spaces. Establish guidelines for open space set asides.

Pathways may be generally defined as non-motorized multi-use paths that are separate features from bicycle and pedestrian lanes constructed as a part of a roadway.

Trails may be generally defined as a path having an un-improved surface to encourage equestrian as well as pedestrian and bicycle use through and around the community.

Greenbelts may typically be defined as land areas that border scenic features or hazard areas and are designed to prevent undesirable encroachment. Greenbelts may include pathways and/or bike lanes.

Open space may be generally defined as land which is not used for buildings or structures and offers opportunities for parks, recreation, water amenities, greenbelts, creek trails and pathways, creeks, flood plains and flood ways, drainage ways and canals, development buffers, wooded areas, grasslands, bench area, viewpoints for public use and enjoyment, etc.

CHAPTER 11: SPECIAL AREAS AND SITES

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

EXISTING CONDITIONS

Geographic Location – Due to proximity to the Boise River and location on the Wilder Bench above the flood plain, and surrounded by historically active agricultural land, Greenleaf enjoys views of the Boise Foothills to the North, the Owyhee mountain range to the South, and on a clear day even mountains to the North. The Oregon Trail also crosses the Boise River at the nearby town of Parma.

Drainages and Canals – The main purpose of the canals and drainage ditches is that of distributing and moving water. Before canals were built to serve this area, the land was nothing more than arid, sagebrush-covered ground capable of sustaining only minimal dry-land ranching and farming. As Greenleaf sits along the top and edge of the two-tiered Wilder bench, major upper and lower canals from the Wilder Irrigation District, managed by the Boise Project Board of Control, serves the bench-top area. The Phyllis Canal at the base of the Wilder Bench, is part of the Pioneer Irrigation District. Both Pipe Gulch and the Phyllis Canal empty into the Renshaw Drain, which eventually drains into the Boise River. Pipe Gulch is a major land feature to the South of Highway 19 on the southeastern portion of the city. Dixie Gulch generally follows Tucker Road on the West side of town. Both Pipe Gulch and Dixie Gulch run year-round, and are partly fed by natural springs, with increased flows during irrigation season.

Anecdotal history indicates that salmon may have inhabited the waters of Dixie Gulch before the city incorporated in 1973.

Agricultural Lands – Historically active row-crop farmland, ranches, and orchards surround the city limits. These agricultural lands have defined the rural character of the city and surrounding area.

Greenleaf Cemetery – Greenleaf Friends Church purchased the original cemetery property in 1911, and on Arbor day of that year 75 trees were planted on the site. In 1942 Idaho Governor Chase Clark appointed Commissioners and the Greenleaf Cemetery Maintenance District was formed.

School Buildings – The first Greenleaf public elementary school from 1906 was in the first residence in the city, and was originally located just South of Binford Street. It is now part of a private residence on Friends Road. The second Greenleaf public elementary school was moved from its' original location, and currently rests on Cemetery property.

Greenleaf Friends Church – The current building was wartime construction, completed in 1944. The red rock used is no longer available, as the quarry from which it was dug is now under water beneath the Owyhee Reservoir.

Business – Greenleaf currently has less than ten public commercial businesses, which operate primarily along the Highway 19 corridor.

FUTURE CONDITIONS

At this time it is unknown what future special areas and sites will come with increased growth in Greenleaf and the surrounding area. Future special areas will require additional comprehensive and specific planning to ensure that such topographical, hydrological, ecological, architectural and scenic concerns have been thoroughly addressed and incorporated into any engineering and development plans. The special review process should include, but not be limited to the following:

- * Preservation and enhancement of historically active agricultural lands
- * Area wide drainage including hillsides and gulches
- * Water quality
- * Improved sanitation (i.e. through the elimination of individual septic tanks and drain fields) to improve general groundwater quality and reduce groundwater nitrate levels.
- * Area wide traffic plans
- * Pathways, sidewalks, and trail access for non-motorized interconnection throughout the city
- * Preservation and enhancement of wetland areas
- * Establishment of Fish and wildlife habitat
- * Preservation and enhancement of existing trees and natural features
- * Creation of waterways and Wilder Bench greenbelt areas
- * Potential for permanent open space and natural preserves including steep hillside terrain

The future development of a vibrant, planned, distinct central business district to grow as a special site which exhibits a distinct identity, (i.e. perhaps as an open, pedestrian-friendly area) is essential to the future economic vibrancy of the city.

GOALS

To promote the conservation and efficient management of all Special Areas and Sites.

OBJECTIVES

Protect and improve natural and man-made waterways.

Encourage the preservation of habitat areas which provide for wildlife.

Consider development of a community center to support multiple uses as well as encouraging special events and gatherings that focus activity in the Central Business District.

Create a vibrant Central Business District while encouraging the preservation of Greenleaf as a special and unique rural town.

Expand the identity of Greenleaf through the creation, development, and beautification of a Central Business District with a planned, distinct, and unique identity.

IMPLEMENTATION STRATEGIES

Preserve existing trees and establish appropriate landscaping as a part of new developments.

Require developers to prepare and submit an environmental assessment and any such additional reports as the City may from time to time require.

Require a plan for the restoration of land that is proposed for the extraction of sand, gravel, rock, or other mineral resource.

Require that all new development address the following issues to conform to the goal of creating and maintaining a vibrant, unique, rural-residential atmosphere.

- * Preservation and enhancement of historically active agricultural lands
- * Area wide drainage including hillsides and gulches
- * Water quality
- * Improved sanitation (i.e. through the elimination of individual septic tanks and drain fields) to improve general groundwater quality and reduce groundwater nitrate levels.
- * Area wide traffic plans
- * Pathways, sidewalks, and trail access for non-motorized interconnection throughout the city
- * Preservation and enhancement of wetland areas
- * Establishment of Fish and wildlife habitat
- * Preservation and enhancement of existing trees and natural features
- * Creation of waterways and Wilder Bench greenbelt areas
- * Potential for permanent open space and natural preserves including steep hillside terrain

CHAPTER 12: HOUSING

An analysis of Greenleaf’s housing availability, standards, and conditions.

EXISTING CONDITIONS

Growth has impacted every city within the Treasure Valley. Counties and cities in the Treasure Valley have had to adapt more effective ordinances to deal with unprecedented growth.

Residential land within Greenleaf city limits includes a mixture of residential types and styles. Having only been incorporated as a city since 1973, the vast majority of the land use decisions were made without the assistance of planning and zoning ordinances.

The following is a snapshot of the housing stock in Greenleaf as reported by the U.S. Department of Commerce. Some specific facts do not appear accurate.

Units in Structure

| Type of Structure | Number of Units in Greenleaf | Canyon County |
|---------------------------|------------------------------|---------------|
| 1-unit detached | 224 | Na |
| 1-unit attached | 6 | |
| 2 units | 7 | |
| 3 or 4 units | 8 | |
| 5 to 9 units | 2 | |
| 10 to 19 units | 8 | |
| 20 or more units | 0 | |
| Mobile/Manufactured Homes | 18 | |
| Boat, RV, van, etc. | 0 | |
| Total | 273 | 47,965 |

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

Housing Stock

| Year Structure Built | City of Greenleaf | Canyon County |
|----------------------|-------------------|---------------|
| 1999 to March 2000 | 7 | 14,828 |
| 1995 to 1999 | 24 | 469 |
| 1990 to 1994 | 39 | 1,343 |
| 1980 to 1989 | 23 | 2,822 |
| 1970 to 1979 | 97 | 11,203 |
| 1960 to 1969 | 31 | 4,059 |
| 1940 to 1959 | 23 | 8,481 |
| 1939 or earlier | 29 | 4,770 |
| Total | 273 | 37,895 |

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristic

Households

| Households by Type, Occupancy and Tenure | Number | Percent |
|-----------------------------------------------------|--------|---------|
| Households by Type | | |
| Total Households | 277 | 100.0 |
| Family Households (families) | 220 | 79.4 |
| With own children under 18 years | 130 | 46.9 |
| Married-couple family | 177 | 63.9 |
| With own children under 18 years | 98 | 35.4 |
| Female household, no husband present | 30 | 10.8 |
| With own children under 18 years | 23 | 8.3 |
| Non-Family households | 57 | 20.6 |
| Householder living alone | 53 | 19.1 |
| Householder 65 years or older | 29 | 10.5 |
| Households with individuals under 18 years | 143 | 51.6 |
| Households with individuals 65 years or older | 55 | 19.9 |
| Households by Occupancy | | |
| Average Household Size | 3.11 | X |
| Average Family Size | 3.57 | X |
| Households Tenure | | |
| Total Occupied Housing Units | 277 | 100.0 |
| Owner-occupied housing units | 215 | 77.6 |
| Renter-occupied housing units | 62 | 22.4 |
| Average household size owner-occupied housing units | 3.24 | X |

The city of Greenleaf's vacancy rate is nearly 2.5%

Source: U/S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

Cost As A Percentage Of Household Income in 1999

| Cost As A Percentage of Household Income in 1999 | Number | Percent |
|---------------------------------------------------------------------------------|--------|---------|
| Selected Monthly Owners Cost As A Percentage Of Household Income in 1999 | | |
| Less than 15.0 percent | 45 | 24.1 |
| 15.0 to 19.9 percent | 42 | 22.5 |
| 20.0 to 24.9 percent | 30 | 16.0 |
| 25.0 to 29.9 percent | 27 | 14.4 |
| 30.0 to 34.9 percent | 12 | 6.4 |
| 35.0 percent or more | 29 | 15.5 |
| Not computed | 2 | 1.1 |
| Gross Rent As A Percentage of Household Income in 1999 | | |
| Less than 15.0 percent | 10 | 17.5 |
| 15.0 to 19.9 percent | 6 | 10.5 |
| 20.0 to 24.9 percent | 10 | 17.5 |
| 25.0 to 29.9 percent | 0 | 0 |
| 30.0 to 34.9 percent | 4 | 7.0 |
| 35.0 percent or more | 18 | 31.6 |
| Not computed | 9 | 15.8 |

In addition, 2 households lack complete plumbing facilities and 2 households lack telephone services.

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

FUTURE CONDITIONS

Growth in Greenleaf and the surrounding Treasure Valley is expected to continue in the future. This growth is expected to continue to increase demand for City services and require increased efficiency in the development and implementation of City ordinances and policies.

In order to maintain quality of life and livability, it will be important to design, adopt, update, and enforce planning and zoning ordinances that reduce conflicts, and insure community safety.

GOAL

Residents of the City of Greenleaf and the City’s Area of Impact should have the opportunity to seek housing in a neighborhood of their choice.

Greenleaf desires to plan for and provide upper end housing opportunities which have not been addressed by surrounding communities and County development while maintaining affordable community housing.

When designing, adopting, updating, and enforcing planning and zoning ordinances to reduce conflicts, insure safety, and maintain the current livability of Greenleaf, it is important to also allow flexibility so that creative solutions to the housing demands are allowed (i.e. PUDs). In addition, such ordinances should also ensure ease of installation and maintenance of utilities and the provision of fire and police protection.

OBJECTIVES

The location of all housing should be coordinated with provisions for adequate public facilities and services.

Maintain and/or improve the quality and value of housing and residential development.

Provide for areas of different residential densities and uses.

Encourage residential developments that are well planned with open areas and interconnectivity to the rest of the community.

Make provision for all income groups, focusing on housing opportunities not generally provided for by other area communities.

Allow and encourage fair and affordable housing.

Encourage a wide diversity of housing choices between ownership and rental dwelling units for all income groups in a variety of locations suitable for residential development.

Encourage an open housing market for all persons regardless of income, race, age, sex, religion or ethnic background.

When multi-family dwellings are to be located adjacent to single-family dwellings, consideration must be given to the amenities of the single-family uses so that the higher densities will not adversely affect the existing uses or property values.

IMPLEMENTATION STRATEGIES

Annually proclaim April as Fair Housing month.

Plan for and provide housing opportunities which have not been addressed by surrounding communities and County development.

Encourage housing which is in accordance with local building and fire codes and provides for energy-saving design.

Encourage the use of materials and techniques that will maintain a high level of quality while lowering cost and speeding construction.

Explore incentives that will encourage the private sector to provide affordable housing.

Encourage compliance with federal housing laws.

Coordinate all new development with availability of public services and disallow developments which decline to connect to available or future public services.

Housing policies should be developed in order to assure the upgrading and rehabilitation of homes.

Require all new housing to be approved by the design and review board before issuance of a building permit.

Require all new prospective developments to justify their development plans before the planning and zoning commission and design review board and reimburse all normal and customary costs, including and above standard fees, before issuance of a building permit.

Establish standards concerning the placing of manufactured homes within the City. All manufactured homes proposed for siting should comply with applicable Federal Manufactured Housing Standards.

CHAPTER 13: COMMUNITY DESIGN

An analysis of Greenleaf’s community design, building design, landscaping, signs, suggested patterns and standards for development, and beautification.

EXISTING CONDITIONS

Although the Greenleaf area began to be settled at the turn of the century, the city incorporated in 1973. Because of this, the community developed largely without any intentional design. The community can be described as having a family friendly rural small-town or unincorporated county community feel, enhanced by a lack of alleys and large, walk-able through streets. Less than half the streets have curbs, gutters, or sidewalks. Greenleaf is one of eight cities in the State of Idaho which prohibits the sale of alcohol. It is a community desire and lifestyle choice that this continues as a part of community design.

FUTURE CONDITIONS

The city expects to receive multiple requests for large annexations and development. Development brings with it an opportunity for the city to establish and guide planning and construction to compliment the existing lifestyle and grow into a unique and distinctive city with a character set apart from other cities in the immediate area. Managing new growth will require careful consideration in the development and implementation of City ordinances and policies.

GOALS

Manage growth and develop design criteria to create and maintain an aesthetically pleasing, family-friendly, rural small-town lifestyle that is free from the societal ills associated with drug and alcohol abuse, and enhanced by agricultural activity and the presence of historically active agricultural land, while protecting the natural resources inherent to the physical landscape.

OBJECTIVES

Encourage historically active agricultural land to stay in agricultural production.

Establish and maintain standards for design and design review that will create a unique and distinctive character which compliments the current family-friendly, rural small-town lifestyle, addressing the following general topics:

ENTRY CORRIDORS: These are roadways that introduce both visitors and residents to Greenleaf. City of Greenleaf entry corridors include State Highway 19, Friends Road, Tucker Road, Top Road, and Peckham Road. These entrances, with their landscaping (or lack thereof), commercial signage and building character provide the first, and oftentimes the most lasting impressions of the entire community. The City of Greenleaf has the responsibility to guide development and redevelopment that occurs along these entryway corridors. As the city limits expand, Notus Road, the three Pleasant Ridge

Roads (Lower, Middle, and Upper), and Van Slyke Road are expected to also become city corridors.

Especially along entry corridors, development within the Impact Area outside the City limits should be encouraged to comply with the Design Review Ordinance.

Encourage the development of a strong community identity through design standards which enhance the entry corridors to the City.

TREE PLAN: Develop a tree plan to create a city with numerous trees that will help reduce air and noise pollution, conserve water and reduce soil erosion, assist in modifying the local climate, increase property values, and improve Greenleaf's economy by providing a pleasant and comfortable place to live.

SIGN ORDINANCE: Develop city-wide, all-encompassing sign criteria and a design review process by which all signage is regulated with permits within the city, promoting signage that is complimentary and harmonious to the distinctive character of the community.

CENTRAL BUSINESS DISTRICT: The central business district shall reflect the unique, distinctive character and design of the community.

Expand the central business district along Hwy 19 and, in the future, along Peckham Road.

Encourage the development of low-impact commercial retail and low-impact industrial businesses that compliment the small-town agricultural setting of the community, creating commerce addressing the needs of the local residential community, the surrounding agricultural area, and enterprises which do business regionally, nationally, and globally, with special sensitivity given to the agricultural needs and businesses within the surrounding agricultural area. As a city government, the city of Greenleaf desires to promote ample high-quality employment opportunities for area residents.

Discourage excessively large single entity businesses that would jeopardize the competitive business environment.

PLANNED UNIT DEVELOPMENT (PUD): Encourage creation of a city composed of integrated neighborhoods in which basic amenities (i.e. schools, utilities, parks, and services) are accessible, visually pleasing and properly connected to encourage walking and cycling.

Discourage free-flow traffic through residential housing developments, while at the same time ensuring the public health and safety of residents by maintaining multiple accessibility routes for emergency vehicles to all locations within the development.

Require placement of buffer and transition zones between conflicting types of land use.

Encourage the preservation of natural resources such as creeks, drainages, steep slopes, and ridgelines as visual amenities.

Maintain the rural residential character and open space environment of the existing city, and continue this in new developments to come.

Through design standards and a design review process, maintain the unique and distinctive character of the community.

SIDEWALK AND STREET-SIDE DESIGN: Create and maintain standards for the design review and implementation of amenities addressing sidewalks and street-side development, including criteria such as street lighting, egress needs, construction setbacks, berms and landscaping, and including varying pedestrian requirements as appropriate for different areas of the city.

FENCING: Create and maintain city-wide design standards and a design review process for fencing which addresses the unique needs in different areas of use.

PATHWAYS AND TRAILS: Encourage the development of pathways and open-space corridors to interconnect throughout the City and be a part of all future developments.

IMPLEMENTATION STRATEGIES

Establish a design review ordinance to establish and maintain standards for design and design review that will create a unique and distinctive character which compliments the current family-friendly, rural small-town lifestyle of the community. These standards are intended to ensure compatible, harmonious designs of buildings and to create a sense of beauty and pride that will help the City of Greenleaf become an even more attractive place to live and enjoy a family-friendly rural small-town lifestyle.

Develop a clearly identifiable community in the following areas:

ENTRY CORRIDORS: By ordinance, require the development of a strong community identity through design standards which enhance the entry corridors to the City. The city has the responsibility to guide development and redevelopment that occurs along entry corridors so as to compliment the character and uniqueness of the city.

TREE PLAN: By ordinance, identify tree species compatible with city development and implement design standards for the placement of trees. Define strategies within the tree plan applicable to all areas of the community.

SIGN ORDINANCE: By ordinance, develop and require city-wide, all-encompassing sign criteria and a design review process by which all signage is regulated with permits within the city, promoting signage that is complimentary and harmonious to the distinctive character of the community.

By ordinance, discourage existing and forbid new internally lit neon-type signage.

By ordinance, encourage modest, externally illuminated signage that is creative and distinctive, compatible with its' surroundings, and an integral component of the style and character of the building to which it relates.

CENTRAL BUSINESS DISTRICT: By ordinance, limit the square footage size of large single-entity multiple-department retail or membership businesses that would jeopardize the rural small-town character of the city.

Develop standards by ordinance that preserve and enhance the downtown area.

PLANNED UNIT DEVELOPMENT (PUD): By ordinance, require creation of developments composed of integrated neighborhoods in which basic amenities (i.e. schools, utilities, parks, and services) are accessible, visually pleasing and properly connected to encourage walking and cycling.

By ordinance, require that buffer and transition zones be developed between conflicting types of land use.

By ordinance, require the preservation of natural resources such as creeks, drainages, steep slopes, and ridgelines as visual amenities.

To help maintain the rural residential character and open space environment in and around the City, by ordinance forbid the development of back alleys, especially in residential areas. (Note: as of 2006 there are no alleys in Greenleaf.)

Require all subdivisions of five or more lots to submit a planned unit development application.

SIDEWALK AND STREET-SIDE DESIGN: By ordinance, prepare and adopt design guidelines and development standards to be the basis for design review of architectural, landscaping, signage and other visual impacts of development projects, in order to create a clearly identifiable community that is unique and distinctive in its' small-town rural residential flavor.

FENCING: By ordinance, create and maintain city-wide design standards and a design review process for fencing which addresses the unique needs in different areas of use.

PATHWAYS AND TRAILS: By ordinance, require development of pathways and open-space corridors to interconnect throughout the City.

Identify areas that would benefit from pathways and open space corridors.

Cooperate with transportation districts in creating and identifying potential pathways and open space corridors.