



# CITY OF GREENLEAF

20523 North Whittier Drive  
Greenleaf, Idaho 83626



## Resolution No. **203**

A RESOLUTION OF THE GREENLEAF CITY COUNCIL, GREENLEAF, CANYON COUNTY, IDAHO ADOPTING THE CITY OF GREENLEAF 2040 COMPREHENSIVE PLAN; AFFIRMING THAT PRESCRIBED NOTICE AND HEARING REQUIREMENTS WERE MET IN ACCORDANCE WITH TITLE 67, CHAPTER 65, IDAHO CODE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, after sending mailings, holding public workshops and public hearings, and providing legal notice, all according to law, the Planning and Zoning Commission (P&Z) of Greenleaf, Idaho, unanimously voted to send the draft 2040 Comprehensive Plan to the City Council with recommendation for Council approval at the 08 April 2021 P&Z Meeting; and

WHEREAS, the Greenleaf City Council hereby finds that the proposed 2040 Comprehensive Plan complies with the provisions of Section 67-6508 of the Idaho Code; and

WHEREAS, Section 67-6509(b) of the Idaho Code, provides that the Greenleaf City Council may adopt, amend or repeal a Comprehensive Plan.

### **NOW THEREFORE, BE IT RESOLVED BY THE GREENLEAF CITY COUNCIL OF GREENLEAF, IDAHO:**

Section 1: The Greenleaf City Council hereby adopts the 2040 Comprehensive Plan attached hereto.

Section 2: This Resolution shall be in full force and effect upon adoption.

ADOPTED by the Mayor and City Council of Greenleaf, Idaho, this 04<sup>th</sup> day of May, 2021.

CITY OF GREENLEAF  
Canyon County, Idaho

Bradley Holton, Mayor

ATTEST:

Lee C. Belt, City Clerk



# **City of Greenleaf**

## **2040 Comprehensive Plan**

Approved under Resolution #203 at the 04 May 2021 Council Meeting

Recommended for Council Approval at the 08 Apr 2021 P&Z Meeting

## ACKNOWLEDGMENTS

### City Officials and Staff:

Brad Holton, Mayor  
Ryan Schnuerle, Council Member, Seat 1  
Rob Fisher, Council Member, Seat 2  
Kurt Kopadt, Council Member, Seat 3  
Dan Hyer, Council Member, Seat 4

Brandon Shores, P&Z Seat 1, chair  
Steve Pemberton, P&Z Seat 2  
Kathleen Novotny, P&Z Seat 3  
Dave Cardenuto, P&Z Seat 4  
Jeff Humphreys, P&Z Seat 5

Lee C. Belt, City Clerk / Deputy Treasurer / Assistant Zoning Official  
Carrie Huggins, City Treasurer / Deputy Clerk  
Doug C. Amick, Public Services Director  
Ruben Flores, Assistant to the Public Services Director  
Amy Woodruff, Civil Dynamics P.E., City Engineer / Zoning Official  
Cherese McLain, MSBT Law, City Attorney  
Steve Pierson, Idaho Building Inspection Services, Inc., City Building Official  
Tina Wilson, Executive Director, Western Alliance for Economic Development

## 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 the City desires to accomplish, and to introduce long-range consideration for keeping the community's best interests up front and foremost.

Although the year 2040 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 the City. 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 City of Greenleaf's comprehensive plan is intended to facilitate the land use decision-making process by covering categories as required by Idaho Code and in relation to the needs of those who live and work in the City.

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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 the 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 in Canyon County, Idaho on State Highway 19, five miles west of Interstate 84 at the City of Caldwell, and five miles east of U.S. Highway 95 at the City of Wilder.

Greenleaf is on the border between the urban metropolitan area including Caldwell, Nampa, Meridian and Boise, and the rural farming communities of Wilder, Parma, Homedale, and Marsing. Many people commute to jobs in the more urban metropolitan area, but choose to live in Greenleaf to raise their family.

The economy of Canyon County is tied to agriculture and agricultural processing. The population of the County is rapidly growing, therefore the City of Greenleaf must anticipate and plan for the future in a way that maintains the small-town rural character of the community, supports agriculture, related industries, and the rural nature of the area, and yet strive to provide opportunities and services for those who live and work in the City.

## **A BRIEF HISTORY OF GREENLEAF**

The first settlers in the Greenleaf area were dry land farmers who came to homestead on the fertile agricultural land shortly after 1900. The soil quality was so good that the first orchards in the region watered their fruit trees with water carried by horse-drawn wood water tanks from nearby rivers. Farming and settlement expanded with irrigation projects in the early 1900's. A rail spur extending from the main line in Caldwell, Idaho through Greenleaf to the City of Wilder was put in, with original plans of expansion to San Francisco, California that did not come to fruition.

A significant number of the early settlers were Quakers, who started the Greenleaf Friends Church in 1906, and the Greenleaf Friends Academy in 1908. The academy continues to be the largest employer in the city. Although the name 'Mountain View' was considered for the community due to visibility of mountains to the North, East, and South, the community took the name Greenleaf after the Quaker poet and abolitionist John Greenleaf Whittier.

In the 1920's, public transportation by rail was available from Greenleaf to Boise and most points between, utilizing a connection in Caldwell between the rail spur through Greenleaf and the Inter-Urban mass transit system that extended throughout the Treasure Valley. Greenleaf continued to develop a commercial center along the rail spur through town, including a general store, a creamery that specialized in ice cream, and a lumberyard.

The commercial center shifted away from the rail spur as State Highway 19 (SH-19) developed, the Inter-Urban ended operation, and use of the rail spur declined. In time, the creamery and lumberyard ended operation. The original wood frame Greenleaf Store building was moved to the present location on SH-19, later replaced by the current block structure.

Throughout the community's history, a vast diversity of agricultural crops have been grown in the Greenleaf area. These include many different seed crops, hops, sugar beets, onions, and mint, along with orchards of apples, cherries, and other fruit varieties. There are also cattle and dairy operations, and more common row crops, such as wheat, corn, and barley, are also grown in the area.

Due to the fierce spirit of independence and close-knit culture of the community, incorporation as a city was not a priority. The City of Greenleaf incorporated in 1973 in response to the potential need for a community sewer system. With a water and waste-water improvement bond levy election in 2000, the city took ownership and responsibility for a water system that served the majority of the community and a waste-water collection system with 29 connections. Both systems were operated to that point by a private water and sewer association.

Major improvements were made to the potable water system from 2006 to 2010 to add fire-fighting flow capability to the system, resulting in fire hydrants providing over 1,000 gallon per minute flow and 300,000 gallons of above-ground water storage.

A new waste-water collection system and waste-water treatment plant were built to serve the majority of the community, with plant start-up on 01 January 2013. Prior to



this, the only waste-water treatment in the community was through septic tanks and drain-fields.

The corona-virus (Covid-19) event which impacted Idaho in 2020 demonstrated the need for high-speed internet, to accommodate remote learning by students in a time period when it was deemed unsafe for children to be together in normal classroom and physical education settings. Reliable, high-speed internet will be imperative to preventing Greenleaf school-children and those seeking adult education from being second-class citizens in the digital world. Likewise, availability of high-speed internet is critical to support work-from-home, emergency responders, and future economic development.

To help address these high-speed internet needs, the city received a public safety 2020 Broadband Grant from the Idaho Department of Commerce to bring 1 gigabyte symmetrical service to Greenleaf City Hall with public WiFi for City Hall, including parking lots and surrounding area, capable of supporting 100 WiFi connections at the Federal Communication Commission (FCC) broadband specification of 25 Mb download and 3 Mb upload. This is the first high-speed public WiFi to be offered in the Greenleaf area, and provides essential 'lifeline' WiFi high-speed public internet availability to the community for education, work-from-home, and emergency responders.

The community continues to enjoy being surrounded by agriculture, centrally located in Canyon County, and at the crossroads between urbanized and rural areas in the Treasure Valley.

## **VISION STATEMENT AND GREENLEAF VISIONING PROJECT**

### **VISION STATEMENT:**

Greenleaf is a quiet, small-town within a rural farm setting and has a strong sense of belonging; A traditional Idaho community focused on preserving its' agricultural roots and values. As the region experiences the pressures of population growth, the community of Greenleaf will strive to create a safe and active community environment for future generations, encourage well laid-out suitable infrastructure, and preserve the rural character of the community.



# GREENLEAF VISIONING PROJECT

Prepared by Bioregional  
Planning (BIOP) Students  
with University of Idaho &  
the Northwest Community  
Development Institute  
(NWCDI) Advanced Class



### University of Idaho BIOP Students

- Parker Bodily
- Kayla Kinkead
- Elizabeth Allen

### NWCDI Advanced Class

- Erik Kingston
- Tawni Bean
- Troy Behunin
- Tina Wilson

*The views and opinions presented in this document are those of the BIOP students with the University of Idaho and the NWCDI Advanced Class. They do not necessarily reflect the views of the City of Greenleaf, the University of Idaho or, the NWCDI. The following are entirely suggestions to the city and should be regarded as such.*



## Memorandum

Date: December 20, 2019  
To: Lee C. Belt, Greenleaf City Clerk  
From: BIOP consultants  
Re: 2019 Comprehensive Plan Visioning Results

*Please direct all questions to Jaap Vos, Ph.D., Department of Natural Resources and Society, [jvos@uidaho.edu](mailto:jvos@uidaho.edu)*

During the summer of 2019, the City of Greenleaf reached out to the Idaho Department of Commerce for assistance in planning for their future. The city received assistance from the Northwest Community Development Institute (NWCDI)<sup>1</sup> advanced class. The class went into Greenleaf, made observations, talked with residents, and provided the city with a report on their thoughts and insight. Those who were present in the class included local planners and planning professionals. The class first talked to city officials and heard their thoughts on the issues that Greenleaf faces; this included the mayor, the city clerk, and other city employees. The class then went to the local diner and walked the streets to fully observe the city. Class participants talked with local community members around town such as the local mailman, pastor of the local church, and other business owners. Lastly, the class then visited the county office to discuss other issues the area faces. After discussion, all the thoughts were collected and summarized.

## Observations of NWCDI Team

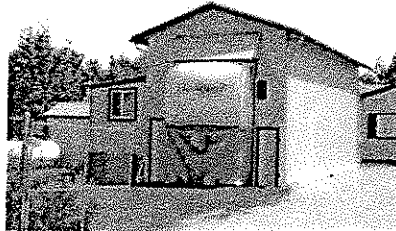


*Greenleaf is a prime location that can serve both Caldwell as well as outlying towns such as Wilder, Parma, and Notus. They are also within an hour of downtown Boise and the Boise Airport. The city is facing a decision point where priorities need to be considered. As they face development pressure they can no longer avoid making decisions on what kind of place they want to be. The local government is small with limited staff that is very knowledgeable in regards to the city and the issues that they face. As Greenleaf*

<sup>1</sup> The Northwest Community Development Institute (NWCDI) is designed to train community development professionals and volunteers in the techniques of modern leadership and management of community development efforts. Since the program's inception, hundreds of community leaders from throughout the country have participated in the program.

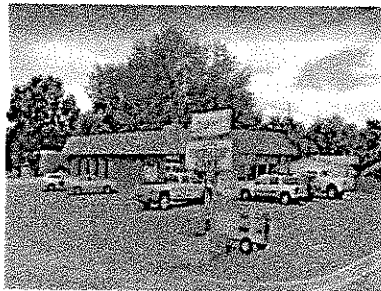
Department of Natural Resources and Society University of Idaho Water Center, 242 G, 322 E. Front Street, Boise, ID 83702 Tel: (208)364-4595 Email: [jvos@uidaho.edu](mailto:jvos@uidaho.edu) Website: <https://www.uidaho.edu/cnr>

faces growth pressures, the city has parcels available to support the growth that may occur. Many parcels are for sale and have the potential to be developed. The current occupancy rate in Greenleaf is 97%. There is very much a need for new housing development. One of the issues that developers are dealing with is that city officials are not providing a clear vision about what they want future growth to look other than a desire for no cookie-cutter type developments. There seems to be a lack of vision for where they want future growth or what kind of place they want to become, they just want to grow. A very large majority of the industry around Greenleaf is agriculture which seems to be key to the future of the city. Due to the close proximity of Caldwell and Highway 19 could mean that Greenleaf may see increased development along this major road. The highlighting observation is surrounding the wastewater treatment plant. A positive for the facility is the capacity for growth. This also works against the city as the largest negative they face. The large utility cost is offset by one of the lowest tax levy rates in the treasure valley.



## Recommendations from NWCDI Team

### 1. Clarify Community Identity.



Greenleaf proper appears to be based on a grid system. Incorporating a grid system for future Planned Unit Developments (PUDs) would help establish a 'city center' reference point to help with navigation for locals and visitors, whereas curvilinear roadway development undermines this option. A grid system supports transportation connectivity (bike, pedestrian, and car) and creates more efficient service delivery for water, sewer, and trash collection.

### 2. Maintain Design Diversity.

Residents expressed a desire for unique development design aesthetics, as opposed to 'cookie cutter' subdivisions. One aspect of this is to consider diverse housing types and price points that meet the needs and incomes of all who live and work in and around Greenleaf. This may involve a combination of detached single-family homes, town homes, duplexes or neighborhood-scale missing middle housing (3- to 20-unit developments).

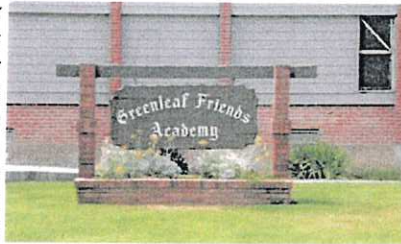
### 3. Maintain and Increase Open Space.

City Code calls for a minimum of 20% development set-aside for public open space; we recommend consulting with similar communities in SW Idaho to understand possible

accommodate both open space and development interests. One is to base set-asides based on the number of building lots—as opposed to land area. The Greenleaf Comp Plan should include a Master Plan for Parks, Open Space and pathways, along with Design Review standards for open space landscaping, infrastructure and facilities.

### **3. Collaboration.**

As a rural community with a narrow tax base and limited capacity, Greenleaf has learned that collaboration with other partners is essential to making efficient use of available resources, learning from other communities, and forming mutually beneficial alliances. This practice serves the residents of Greenleaf well, and will continue to do so in the future. The



Greenleaf Friends Church is an asset for the community in many ways. While the Church and Academy are separate and distinct from city government, the Church's master planning process and focus on creating a healthy and sustainable community are consistent with the values expressed in Greenleaf's Comp Plan. Both processes are taking place concurrently; one recommendation is to consult on areas of overlap.

### **4. Safe Routes/ITD.**

Greenleaf should solicit support for bike and pedestrian facilities from community and statewide partners. Idaho Smart Growth and the Idaho Walk Bike Alliance can work with the Idaho Transportation Department's Bike and Pedestrian Advisory Committee (BPAC) to advocate for current and future infrastructure. Although the Greenleaf Friends Academy is a private school, and may therefore be ineligible for public Safe Routes to Schools funding, the City of Greenleaf can work with their LHTAC partners to pursue opportunities to protect the safety of children and other residents.

After the NWCDI Team presented their observations and recommendations to the Planning and Zoning Commission, the city realized that it was important to include a clear vision statement about the future of Greenleaf in the comprehensive plan. Consequently, the University offered assistance in helping the city with the formulation of a vision statement.

### **Community Visioning Event by University of Idaho BIOP Student Team**

During the 2019 fall semester, graduate students in the Bioregional Planning and Community Design Program from the University of Idaho began conducting outreach and research to assist the community in the formulation of a vision statement for the comprehensive plan update. Their research began with learning about the observations and suggestions made by the NWCDI advanced class, along with holding discussions with the Greenleaf City Clerk, Lee Belt. After several conversations with the city clerk it was decided that the students would take advantage of the 2019 Greenleaf Candidate Forum in the Community Center on November 4,

students attended the Greenleaf 2019 Candidate Forum to host a public engagement event known as a “Community Visioning Breakout Session.” This event was conducted to identify both qualitative current and future descriptors and representations for the City of Greenleaf. A survey of four (4) questions were queried to all attending Greenleaf community members at the meeting. The survey questions included:

1. Describe Greenleaf in one word.
2. What do you like about living in Greenleaf?
3. If you had to move out of Greenleaf what would you miss the most?
4. What do you want Greenleaf to look like in 20 years?

### **Results of the Community Visioning**

After the conclusion of the public Community Visioning Breakout Session, the class reviewed and summarized survey results into word cloud narratives to condense statements into one-word qualitative responses. Visioning survey results created from the word cloud narratives for each question are shown on the following four (4) pages.

Question 1. Describe Greenleaf in one word.

Rustic  
Traditional  
Proud  
Quiet Idaho  
Peaceful  
Bedroom-Community  
Location  
Home  
Caring



University of Idaho  
Boise





*Question 2. What do you like about living in Greenleaf?*

Agriculture  
Smell of Dairy  
Friendly-Environment  
**Sunsets** Sunrises  
Smell of Crops  
**Community**  
Crop Dusters  
Friends Farms  
Smell of Hops  
Loss of Location



University of Idaho  
Boise



**Question 3. If you had to move out  
of Greenleaf what would you  
miss the most?**

Love Rural Idaho  
Feels Like Home  
Care of Community  
Bedroom-Community  
Feels Familiar Smell of Smoke  
Dry Town Strong Sense of Belonging  
Four Seasons Academy-Influence  
**No Cookie Cutter Houses**  
**Quaker Community**  
**Strong Connections**  
**Mixed Housing**  
Agriculture Grew Up Here  
Close to Outdoors Small Town  
Love Coming Home  
Planted Roots Here  
Small Community



University of Idaho  
Boise



**Question 4. What do you want  
Greenleaf to look like in  
20 years?**

Seed-Producing  
Long-Term Residents  
No Boise  
Neighboring Large Lots  
Small Town  
Children Activities  
Quaker-Influence  
Agricultural  
Valuable Friendly  
Safe  
Kinkade Painting  
Strong Connections  
Dry Town  
Government  
No Growth  
Well-Laid Out Plan  
Crops  
Farms and Fields



University of Idaho  
Boise



To complete the final public engagement role with Greenleaf community members, the BIOP class led a presentation displaying the visioning statement process and word cloud survey results. This presentation was held before the Planning and Zoning Commission during a public meeting on November 14, 2019. The purpose of the visioning process and survey results were to gather conclusive community feedback based on word cloud summary results to identify any flaws and/or inaccuracies; along with presenting the next steps for generating Greenleaf's vision statement for the comprehensive plan.

### **Suggested Vision Statement**

A vision statement guides the development of the goals, objectives, and strategies of the comprehensive plan. It is based on the values and beliefs of the community and serves as a guide for the future. During the outreach process, students compiled the feedback into word clouds and drafted descriptions that could be used to formulate the vision statement for the Greenleaf Comprehensive Plan. Based on these exercises, the candidate forum, and the word clouds, the class came up with descriptions based on the values and beliefs of the community. These descriptions below are examples of vision statements that can help form a Greenleaf Vision Statement:

*Greenleaf is a quiet, small-town within a rural farm setting and a strong sense of belonging. A traditional Idaho community focused on preserving its agricultural roots and creating safe environments for current and future generations.*

*Greenleaf is a quiet, small-town that is proudly known for its rural farm setting and breathtaking sunsets.*

*The City of Greenleaf is a small quiet community that is faced with new growth and wants to maintain its sense of community that does not want to become an urban area. Throughout the years the community has maintained its friendly environment by creating a sense of belonging for all residents and continues to form strong community connections while maintaining the Quaker beliefs that the town was founded on. As the region experiences the pressures of population growth, the community of Greenleaf will strive to create a safe community and active environment for future generations, encourage well-laid-out sustainable infrastructure and protect the rural small-town farming environment.*

From our engagement with residents and decision makers in Greenleaf it has become clear that there is consensus with a clear and coherent vision of what residents would like to see for the future of the city. There is explicit concern about the growth that has been occurring in communities east of Greenleaf. While residents welcome some growth, they do not want it come at the expense of the rural character of Greenleaf. It is evident from the word clouds that this rural character refers to a mixed use community within the context of a working agricultural landscape.

## **RURAL CHARACTER OF THE COMMUNITY**

The city's Idaho Smart Growth award-winning Comprehensive Plan dated 25 October 2006 repeatedly used language referring to the rural character of the community, the small-town rural atmosphere of the community, etc. This theme continues to permeate this edition of the Comprehensive Plan, and is reflected in the Vision Statement added in the 2020 Comprehensive Plan update with recognition of the community as a rural small-town.

Those with a planning background often see “rural community” as a contradiction in terms, making an understanding of this term beyond a vague “I’ll-know-it-when-I-see-it” necessary for effective land use planning.

Rural is often defined as a lack of urban population, with connotation of being an agricultural area. For example, the US Census Bureau's brief “Defining Rural at the United States Census Bureau” on page three discusses population thresholds and urban-rural classification defining ‘Urbanized Areas’ as with population of 50,000 or more, ‘Urban Clusters’ as with population of at least 2,500 and less than 25,000, and ‘Rural’ as population, housing, and territory not included within an urban area.

The Dowagiac River Watershed Project “Watershed Resource paper #4 – Preserving Rural Character” on page one states that, “Preserving the rural character is important since it was for this reason that many people moved to this area. Existing open spaces help maintain the feeling of openness and tranquility prized by area residents. Careful open space planning can also enhance the ability... to limit traffic impacts and environmental problems associated with more intensive development.”

New Hampshire's “Preserving Rural Character Through Agriculture – A Resource Kit for Planners” includes comment on page two that, “When communities frame master plans around preserving rural character, people are seeking to hold onto and promote traditional rural or small-town values of family, community, independence, responsibility, self-government, conservation, entrepreneurship, and strong work ethic in a fast-changing world”.

On page two the “Watershed Resource paper #4” concludes that, “Rural character is as much a perception as reality. That perception is gained from two principal viewpoints. The first viewpoint, and the one that affects the most people on a day to day basis, is from the roadway. The second, and most personal, is the view that someone may have from their own property to their neighbor's property. Preserving rural character in this context involves the design of a development.”

Thus the challenge for city government in a town with expressed desire to be a “rural community” becomes moving beyond the “rural character of the community” as a values statement to determining and defining what specific land use design elements appropriately reflect the features desired in the community that support residential density, yet retain a rural 'look and feel' in general appearance.

To the extent economically reasonable as form follows function, *the most important design element for new development to preserve rural character as it is visible from the street is continuation of the current community's wide variety of mixed residential housing.* The current community includes lot sizes varying from smaller than .20 acre to multi-acre parcels, housing styles varying from a 1900's Sear's catalog home through current housing trends, and home sizes from less than 1,000 square feet to the 3,000+ square foot 3-story residence.

Other applicable design elements to continue rural character may include:

- Preservation of roadside rural character, including:
  - Prevention or discouragement of 'same-ness' in street appearance from one property / building to the next
  - Discouraging long, narrow residential lots with houses placed close to the road
  - Use of setback requirements to promote an open feeling from the road
  - Encouragement of accessory dwelling units (ADUs) as a way to increase density / infill and utility of property with low impact to city infrastructure and minimal affect on visible characteristics of the neighborhood
- Encourage new development with through streets for connectivity and parallel routes of travel and discourage blind cul-de-sac development.
- Tree lined streets, encouragement of tree planting, and tree preservation
- Woodland and preservation of undeveloped areas
- “Dark Sky” lighting policy to preserve visibility of the night sky
- Streets without traditional curb, gutter, and sidewalk in favor, where applicable, of alternative attached or detached pathways and trails
- Preservation of open space, wildlife habitation; and watershed protection
- Preservation of farmland, especially in the County outside the city limits
- Variety in urban development
- Open spaces
- Allowing responsible animal ownership, including livestock, with mitigation of impact to residential neighbors
- Support for urban agriculture and gardening
- Requiring design elements to help prevent urban crime, utilizing Crime Prevention Through Environmental Design (CPTED) principles

- Investigation of opportunities to develop transfer of development rights (TDR) with the County to preserve agricultural use in the County and increase density in the city
- Effective implementation of nuisance ordinances which protect the peaceful enjoyment of residential property, while at the same time allowing property to be utilized without undue interference from city regulation
- Encouraging in-fill along existing City streets to help preserve farmland

*Resources cited:*

“Defining Rural at the U.S. Census Bureau – American Community Survey and Geography Brief” by Michael Ratcliffe, Charlynn Burd, Kelly Holder, and Alison Fields, Issued December 2016

[http://www2.census.gov/geo/pdfs/reference/ua/Defining\\_Rural.pdf](http://www2.census.gov/geo/pdfs/reference/ua/Defining_Rural.pdf)

12 February 2020 1:29p MDT

Dowagiac River Watershed Project “Watershed Resource paper #4 – Preserving Rural Character”

[https://www.swmpc.org/downloads/drw/resourcepapers/drw\\_rural.pdf](https://www.swmpc.org/downloads/drw/resourcepapers/drw_rural.pdf)

04 June 2020 1:30p MDT

“Preserving Rural Character Through Agriculture – A Resource Kit for Planners”

[https://extension.unh.edu/resources/files/Resource000023\\_Rep23.pdf](https://extension.unh.edu/resources/files/Resource000023_Rep23.pdf)

04 June 2020 1:35p MDT

**Please note that application of the design element guidelines given above regarding the Rural Character of the Community are referenced as an action item under Chapter 13 (Community Design).**

## **CHAPTER 1: PROPERTY RIGHTS**

IC §67-6508(a) Property Rights -- An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

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. 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.

## **ACTION ITEMS**

- Scheduled review of city code provisions to ensure compliance with Idaho Code §67-6508:A
- Scheduled review of the city’s Comprehensive Plan and Future Land Use Planning Map

## **CHAPTER 2: POPULATION**

IC §67-6508(b) Population -- A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

### **EXISTING CONDITIONS**

The community profile information on the following seven (7) pages was generated on 23 April 2021 from the Idaho Department of Commerce Gem State Prospector website (<http://www.gemstateprospector.com/>) with information in the following topic areas:

- People
- Educational profile
- Labor force
- Businesses and jobs
- Income and spending
- Housing
- Transportation
- Taxes

Gem State Prospector community profile information starts on the next page.

## People

The total population of Greenleaf is 888. The median age is 41.46

888

Total Population



49.21%

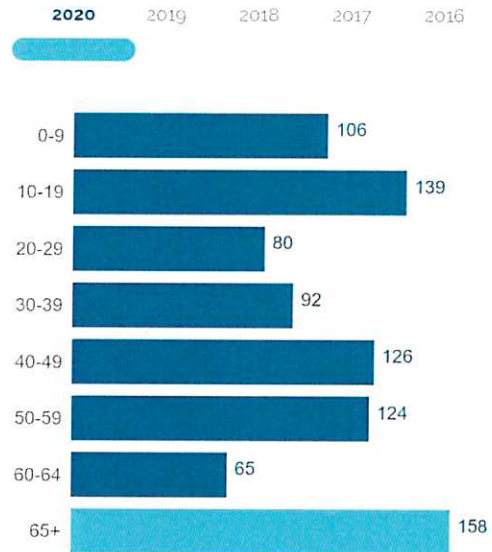
Male



50.79%

Female

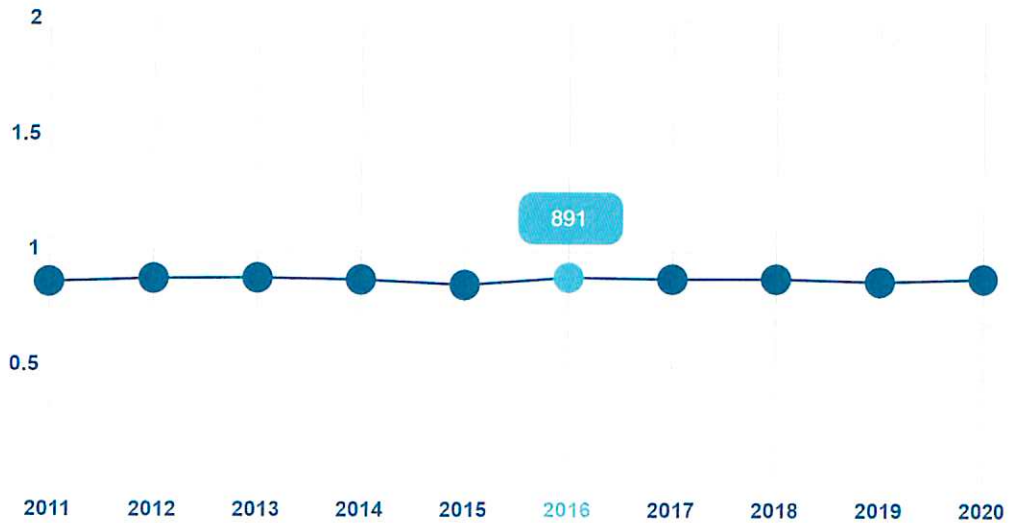
### Age Distribution



Median Age

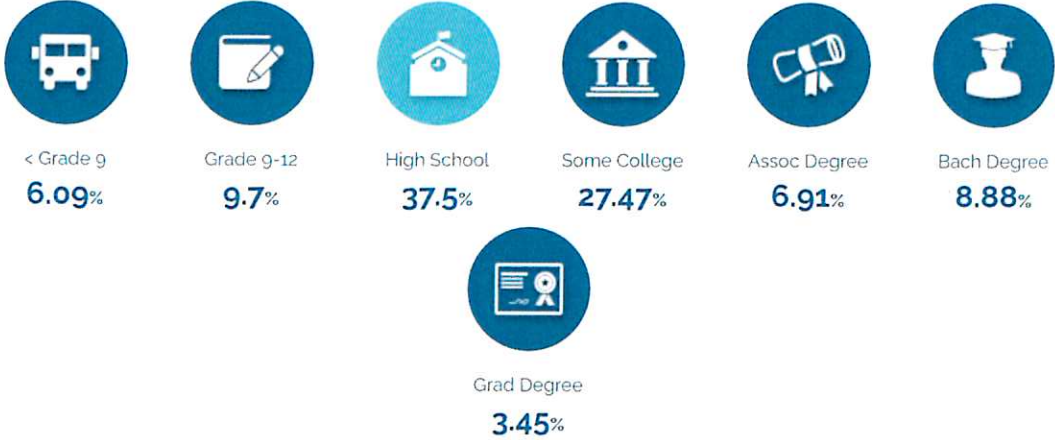
41

### Population Growth (in thousands)



## Educational Attainment

19.24% of the population in Greentleaf have an Associate's degree or higher. 84.21% have a high school degree or higher.



## Labor Force

Greenleaf has a labor force of 335 people.

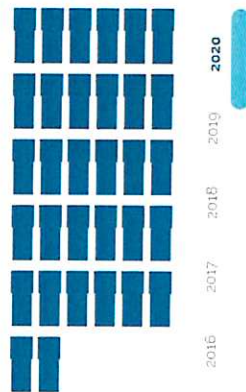
335  
Labor Force

### Where are the top jobs by occupation?



### Total Employees

102



The work distribution of total employees in Greenleaf is:



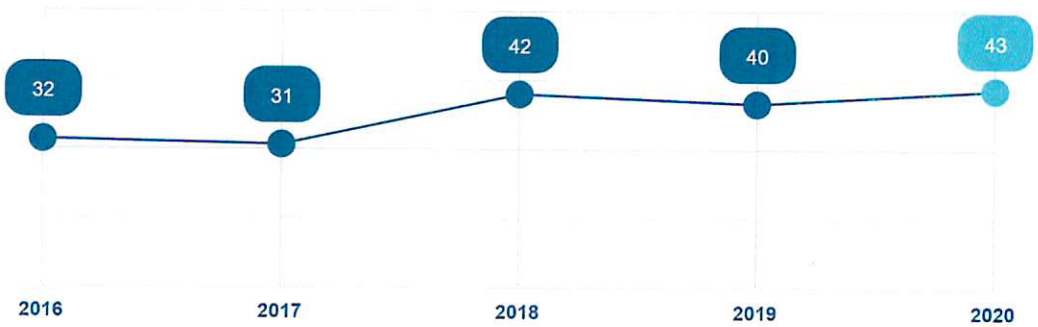
### Total Establishments

10

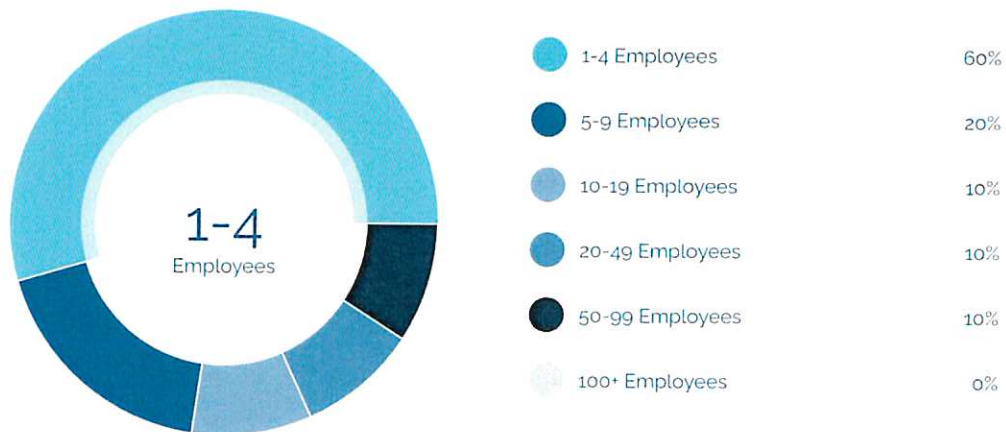
## Businesses and Jobs

Greenleaf has a total of 10 businesses. In 2019, the leading industries in Greenleaf were Education, Manufacturing, Wholesalers, and Construction.

What are the top industries by jobs?



How many employees do businesses in Greenleaf have?



## Income and Spending

Households in Greenleaf earn a median yearly income of \$55,760. 29.74% of the households earn more than the national average each year. Household expenditures average \$51,052 per year. The majority of earnings get spent on Shelter, Transportation, Food and Beverages, Health Care, and Utilities.

**\$55,760**

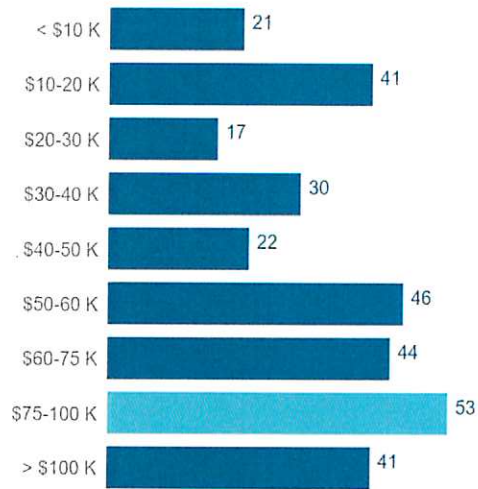
Median Household  
Income

**10%** more than the county

**1%** less than the state

**12%** less than the nation

### Income Distribution



How do people spend most of their money?

PER HOUSEHOLD

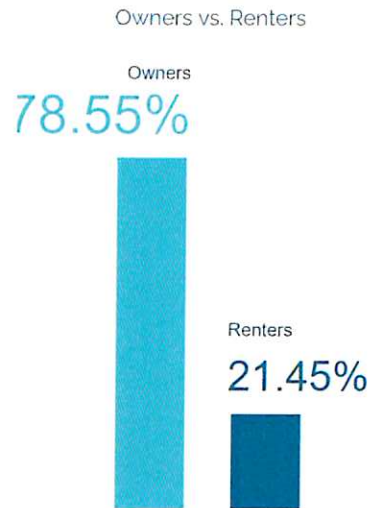


**\$51,052**

(\$51,052 Median Household Expenditure)

## Housing

There are 266% more households who own their homes than there are renters.



## Transportation

Residents spend an average of 24 minutes commuting to work. Greenleaf is served by 12 airports within 50 miles. Rail can be accessed within the community. Interstates can be accessed 5 miles away.



24min

Commute Travel Time



0 + 12(+50 miles)

Airports in Community



5miles

Distance to Interstate



Freight Rail

In Community



## Taxes

Top State Corporate Income Tax

6.93%

Top State Corporate Capital Gains  
Tax

7.4%

Top State Personal Income Tax

7.4%

Top State Personal Capital Gains  
Tax

7.4%

State Sales Tax

6%

## **FUTURE CONDITIONS**

The comprehensive plan for the City of Greenleaf is intended to protect the quality of life of our residents. The City must be able to provide for adequate public health and safety. This includes, but is not limited to, provision for roads and streets, potable drinking water, waste-water treatment (sanitary sewer), irrigation water, and solid waste service (garbage), either directly or through franchise agreement. The City must also be able to work effectively with other agencies to represent the community and provision of law enforcement, fire protection, and public health services.

Managed growth is needed to ensure these goals. As future development is encountered, the community's residents expect the City of Greenleaf to anticipate and plan for the future in a way that maintains the City's small town, rural atmosphere, yet also provides plenty of opportunities and services.

## **ACTION ITEMS**

- Establishment of a rolling 3-year analysis to include population trends as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)

## **CHAPTER 3: SCHOOL FACILITIES**

IC §67-6508(c) School Facilities and Transportation -- An analysis of public school capacity and transportation considerations associated with future development.

### **EXISTING CONDITIONS**

Greenleaf is in the Vallivue public school district, which operates primary schools, middle schools, high schools, and charter schools. 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. Eligibility for attendance is not based on residency within the city limits.

Traditional higher education and professional career technical education (CTE) at both High School and post-secondary level is available within driving distance of Greenleaf from many different institutions. These include, but are not limited to, Boise State University (Boise, Idaho), Northwest Nazarene University (Nampa, Idaho), the College of Idaho (Caldwell, Idaho), the College of Western Idaho (Nampa, Idaho), and Treasure Valley Community College (Ontario, Oregon). Educational opportunities are also available k-12 and post-secondary through the internet.

The coronavirus (Covid-19) event which impacted Idaho in 2020 demonstrated the need for high-speed internet, to accommodate remote learning by students in a time period when it was deemed unsafe for children to be together in normal classroom and physical education settings. Reliable, high-speed internet will be imperative to preventing Greenleaf school-children and those seeking adult education from being second-class citizens in the digital world.

### **FUTURE CONDITIONS**

Future population growth and workforce labor requirements are expected to lead to increased demand for education. As the population of Greenleaf and the surrounding area grows, the need for cost-effective, quality education opportunities will increase. Fiber-optic, broadband internet will be critical for delivery of education in the future.

### **ACTION ITEMS**

- Establishment of a rolling 3-year analysis to include education trends in Idaho as part of background information for informed decision-making, with such

reported annually to the City Council and the Planning and Zoning Commission (P&Z)

- Encourage high-speed broadband internet infrastructure throughout the community, including requirement for broadband internet in all new development, infill of the existing city limits, and consideration of fiber-optic internet infrastructure as a city utility.

## **CHAPTER 4: ECONOMIC DEVELOPMENT**

IC §67-6508(d) Economic Development -- An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

### **EXISTING CONDITIONS**

The economy of Greenleaf is largely based on agriculture and related purposes. Many of the residents of Greenleaf and the surrounding area are employed in the agricultural industry. Many living in Greenleaf commute for employment. The non-profit Greenleaf Friends Academy is currently the largest business and employer within the city limits.

The coronavirus (Covid-19) event which impacted Idaho in 2020 demonstrated the need for high-speed internet, to accommodate remote working from home by employees in a time period when it was deemed unsafe for workers to be together in normal business settings. Reliable, high-speed internet is imperative to the operation of modern business, and essential for attraction and development of new businesses to Greenleaf.

### **FUTURE CONDITIONS**

Greenleaf has opportunity to become a desirable “bedroom” residential community for the greater Treasure Valley, as a preferred location to reside, raise a family, or retire because of the rural character of the community.

As the economy of Greenleaf and the surrounding area develops, the region will need to diversify its’ economic base. The city will need to find ways to identify and attract businesses that are complimentary to Greenleaf’s rural identity and create job opportunities so residents can both live and work in the Greenleaf area.

Fiber-optic, broadband internet will be critical for Greenleaf’s economic development in the future.

### **ACTION ITEMS**

- Establishment of a rolling 3-year analysis to include economic development trends as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)
- Scheduled review and update of the zoning map and future land use planning map to include land use designations supporting economic development of the community as a place to both work and live, in part by defining commercial and/or industrial nodes and corridors – Such review and update to include coordination of land use and roadways to support business freight where

appropriate and in conjunction with the Chapter 8 goal for development of capital improvement plans and/or facility plans and/or technical memorandums to better describe city infrastructure plans

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations, including encouragement of in-fill projects
- Collaborative participation for effective regional economic development, including active membership and support of the Western Alliance for Economic Development
- In a collaborative effort with others and utilizing resources through the Western Alliance for Economic Development, work to define business development areas that have available land, infrastructure, and financing plans in place conducive to high-quality economic development
- Encourage high-speed broadband internet infrastructure throughout the community, including requirement for broadband internet in all new development, infill of the existing city limits, and consideration of fiber-optic internet infrastructure as a city utility.

## CHAPTER 5: LAND USE

IC §67-6508(e) Land Use -- An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

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 incorporation of city government 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 city zoning laws in place.

### EXISTING STANDARDS

Note: Unless negotiated through a planned unit development (PUD) and/or Development Agreement Process, "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/or 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 that 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 planned unit development (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 planned unit development (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 higher density and 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 8 residences per acre, unless developed as part of a planned unit development (PUD) with common areas adjoining the residences maintaining the average of 5 to 8 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 R8 are high density zones. Transit oriented development features may be required to support High Density Residential development.

#### **MANUFACTURED HOUSING:**

Manufactured homes are permitted in all residential zones.

Manufactured Home Communities are permitted with a conditional use permit in R-5 zoning and requires a development agreement. The city may require a Planned Unit Development process for Manufactured Home Community applications.

Mobile Homes are permitted with a conditional use permit in RE, R-1, R-2, and R-3 zones. Mobile homes may be permitted in any zone that permits residential uses, unless otherwise restricted by covenants or plat dedications, if a conditional use permit is applied for and has been granted. Mobile homes shall be subject to the same requirements as a single-family dwelling located in the underlying zone, unless a variance has been applied for and approved, or as otherwise approved in the conditional use permit.

**Mixed Use:** Suitable for a variety of uses such as limited office, limited commercial and residential developments. Uses should be complimentary. Development within this land use designation are required to proceed through the planned unit development (PUD) and/or Development Agreement Process. Residential density of up to eight (8)



dwelling units per gross acre may be considered by the City for this area. Transit oriented development features may be required to support Mixed Use development.

**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 (i.e. apartments or condominiums, especially with mixed use status); 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 mitigate 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. The 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 mitigate 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 centers, 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 or overlay zone, or approved through a planned unit development (PUD) or development agreement process, all building and construction shall not exceed 35 feet. Established zones may define lower limits for finished height of construction.

## **FUTURE CONDITIONS**

As the community expands, housing density needs to be planned to utilize features of the land and compatibility with existing uses.

As the community expands natural habitat for wildlife is disappearing. Land needs to be set aside to allow wildlife to continue to inhabit the area. Land needs to be set aside for parks and recreation to accommodate the need for public space that comes with growth.

Agricultural land needs to be preserved and protected. The “right to farm” allowing for all aspects of agricultural business, needs to be maintained.

New land uses and their impact need to take existing land uses and ground water protection and availability of water into consideration.

Residents of the City of Greenleaf and it's 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, or along Notus Road connecting these two corridors.

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

### **ACTION ITEMS**

- Scheduled review and update of the zoning map and future land use planning map, including review for land uses that support economic development for commercial and industrial areas including, but not exclusive to, along SH-19, Peckham Road, Friends Road, and Notus Road
- Scheduled review of city code provisions to provide clear, cost-effective, and timely land use regulations

## **CHAPTER 6: NATURAL RESOURCES**

IC §67-6508(f) Natural Resources -- An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

### **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.

Many of the wildlife species identified as being present in the Greenleaf Area have the potential to cause conflict with humans in the form of crop depredation, domestic poultry depredation, and landscape destruction.

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.

Many of the crops grown in the region are highly attractive to wildlife. Wildlife depredations and nuisances in agriculture are a common occurrence in the treasure valley.

## **Water**

The water table in Greenleaf is deep as compared to the surrounding area. The city sources potable water from deep municipal wells. 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 environmental protection agency (EPA). To maintain water quality, municipal water is treated with chlorine and sequestering agents.

## **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**

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 in 2000 the "average pheasant harvest per hunter has gone from seven per season 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 habitat should be encouraged.

Programs that assist farmers to preserve open space should be actively supported by the 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 ground 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.

\* <http://www.westernhunter.com/Pages/Vol03Issue01/idpheasant.html> 3:29p 05 June 2019

## **ACTION ITEMS**

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations for protection of open space habitat as a percentage of new development, agricultural use, ground water quality, and air quality
- Develop 'stock' input tear-sheets for city comment on County land-use applications in the city's area of impact for protection of open space habitat, agricultural use, ground water quality, air quality, and other areas of concern
- Identify transit / carpooling locations for the community
- Development of a Wildlife Management Plan for adoption by Resolution of the City Council addressing the concerns of potential conflict with humans from crop and agricultural depredation, domestic poultry depredation, landscape destruction, and wildlife nuisances, including guidelines for mitigation of negative interactions with wildlife

## **CHAPTER 7: HAZARDOUS AREAS**

IC §67-6508(g) Hazardous Areas -- An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

### **EXISTING CONDITIONS**

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

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 irrigation canal failure occurs.

A few man-made hazards are within the city and the impact area. These include 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**

Future issues are expected to increase from man-made transportation hazards including 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.

### **ACTION ITEMS**

- Scheduled review of the city's emergency operations plan (EOP) with Police, Fire, and other agencies for effective planning to address identified hazardous areas

## **CHAPTER 8: PUBLIC FACILITIES, SERVICES AND UTILITIES**

IC §67-6508(h) Public Services, Facilities, and Utilities -- An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

### **EXISTING CONDITIONS**

**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) standards.

**Mayor** – The Mayor is the chief administrator of city government.

**City Clerk** – The City Clerk is the administrative department head responsible for city records and the day-to-day operations of City Hall.

**Public Services Director** – The Public Services Director is the operational department head responsible to oversee and maintain the city public services including potable water, sanitary sewer, irrigation water, roads and streets, parks, etc.

**Public Safety/Police** – Greenleaf currently contracts with the City of Wilder for police services. Police services may also be dispatched or provided by the Canyon County Sheriff, the Idaho State Police, and the Parma Police Department.

**Fire Protection** – The Caldwell Rural Fire Protection District serves the city. The Wilder Rural Fire Protection District starts on the West side of Tucker Road, and is also dispatched by Canyon County Dispatch for structure fires within one mile of the fire district boundary. The city’s municipal potable water system is capable of providing 1000+ gallons per minute from all fire hydrants in the city system, which meets the standard for residential fire protection.

**Emergency Medical Service (EMS)** – EMS is provided by the Canyon County Ambulance Service.

**Public Services and Utilities** – The city provides municipal potable water, sanitary sewer, and maintains roads and streets in the community. Solid waste (garbage) removal is provided through a franchise agreement.

**Cemetery** – The Greenleaf Cemetery is owned and operated by the greenleaf cemetery district (a political subdivision and taxing entity separate from the City), and is located on the Southeast side of Main Street (State Highway 19) near the intersection of Main Street and Whittier Drive 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.

Garbage – Solid waste (garbage) removal is provided through a franchise agreement and billed monthly on city utility billing, along with municipal potable water and sanitary sewer.

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 (gravity flow) 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 – A municipal waste-water (sanitary sewer) system including collection system and oxidation ditch waste-water treatment facility with capacity for direct discharge and land application of treated effluent went into operation on 01 January 2013. Previous to this, all properties were on septic tank and drain-field systems.

Telephone, Telecommunications, and Cable – Local land-line phone service is provided by CenturyLink (aka Lumen). Cellular phone service is available from multiple providers. High-speed Internet services are available from CableOne (aka SparkLight), CenturyLink (aka Lumen), and multiple wireless providers. Cable television is available through CableOne (aka SparkLight) and satellite services.

Water – Domestic water is furnished by the City of Greenleaf, from multiple wells within the city. Services are provided to more than 300 connections. There are also a small but significant number of domestic wells, which are typically used for irrigation. Currently there is sufficient water to provide the existing residents with domestic water services and capacity for growth.

Roads and Streets – The city is responsible to maintain public roads and streets within the community. The city has entered into a Maintenance Agreement with the surrounding Golden Gate Highway District for cost-effective maintenance of bordering roads between the two jurisdictions.

## **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.

It is important for future development to pay for itself, and for the city to have policies and fees in place to help capture both up-front and ongoing costs of development.

The city may require fiscal impact studies for all planned unit development applications.

### **ACTION ITEMS**

- Development of mapping to graphically describe applicable portions of Idaho Code §67-6508:H
- Development of capital improvement plans and/or facility plans and/or technical memorandums to better describe city infrastructure plans and needs due to future growth
- Establishment of a rolling 3-year analysis to include identified community needs as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z) and serving as a basis for grant applications and discussion with land developers regarding exaction.

## **CHAPTER 9: TRANSPORTATION**

IC §67-6508(i) Transportation -- An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor and other related transportation facilities.

### **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.

#### **Current Conditions**

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 striped for two lanes with a center turn lane through most of the city limits.

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 on the north side of the city connecting 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 east of the current 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 are no public airports within the City or its impact area at this time. The Greenleaf Air Ranch development provides a private airstrip to that development, and there is a private crop-dusting airstrip near the intersection of State Highway 19 and Van Slyke Road.

At this time there is no regularly scheduled public transportation service available in Greenleaf.

In-fill along existing roadways has been identified for encouragement as this will allow increased density to existing areas with minimal stress and cost to current infrastructure.

## **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 applicable standards.

## **ACTION ITEMS**

- City participation in the Community Planning Association of Southwest Idaho (COMPASS), Valley Regional Transit (VRT), and with local land jurisdictions for collaborative transportation planning and improvements, with intent to:
  - 1) Review city zoning and future land use maps for coordination with the existing and future transportation network;
  - 2) Add park-n-ride facility or facilities and bike / pedestrian facilities (especially along SH-19) and other transportation features as deemed appropriate; and
  - 3) Coordination of land use with key transportation routes and rail-road facilities to support freight and economic development

## **CHAPTER 10: RECREATION**

IC §67-6508(j) Recreation -- An analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

### **EXISTING CONDITIONS**

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

Park and recreation opportunities available within the city limits are few. Vance Taylor Park is a ¼ acre lighted park located in the Nourse Subdivision with a picnic table, charcoal barbeque grill, and a children's play area including climbing feature and teeter-totter.

Greenleaf Friends Church and Greenleaf Friends Academy graciously share their open spaces, softball field, playground, and ¼ mile track during daylight hours when the school is not in session. The Greenleaf Friends Church also operates a community center, which can be rented for events.

Greenleaf residents have parks available with playgrounds, trees, and covered seating in the neighboring cities of 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 fishing, water-skiing and other recreational activities. The Caldwell Greenbelt offers paths along the Boise River and Indian Creek, and dedicated bike paths. 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 Bureau of Land Management (BLM) lands and in the 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. Additional recreational opportunities are available within a two hour drive in the Central Idaho mountains.

Music, theater and the arts are a vital part of any community and all can be found in the nearby Caldwell – Boise metropolitan area.

### **FUTURE CONDITIONS**

As Greenleaf grows, more emphasis must be placed upon making sure there are adequate parks within the city that support community needs and that the park system developed is well maintained. In the future there will be a need for several playgrounds, a greenbelt, and areas for basketball, tennis, skateboarding, soccer and baseball fields,

as well as picnic tables and barbecue pits. Additional recreational opportunities and an activity center, perhaps including a public swimming pool, may be desirable.

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 would help preserve the rural qualities important to our residents and provide space where youth and families can enjoy the outdoors within their own 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 City's Transportation Plan includes survey results identifying park and recreation features desired by the community.

Future development may be required to develop open space in accordance with a Recreation Master Plan which may be included in the city's Transportation Plan. Future development may be given opportunity to pay 'in lieu' fees to be put toward off-site public park / recreation amenities.

## **ACTION ITEMS**

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations which encourage new development to consider the recreation needs of the community at large
- Development of a guide to recreational events, features, and opportunities within day-trip distance from the community
- Update the City's Transportation, Parks, and Trails Plan to also serve as a Recreation Master Plan, identifying types, sizes and locations of recreation facilities desired and mapping of such proposed sites.

## **CHAPTER 11: SPECIAL AREAS AND SITES**

IC §67-6508(k) Special Areas or Sites -- An analysis of 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.

**Irrigation 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 and seed-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 building was moved from its' original location on Middle Road, and currently rests near the Greenleaf Friends Academy football field.

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 in western Oregon.

Business – Greenleaf currently has an active commercial corridor located along the Highway 19 frontage.

## **FUTURE CONDITIONS**

At this time it is unknown what future special areas and sites will come with development in Greenleaf and the surrounding area. Future annexation and development will require planning to include analysis of Greenleaf's special areas, sites, or structures of historical, archaeological, architectural, ecological, wildlife, or scenic significance. Guidelines for this process should include, but not be limited to the following:

- \* Preservation and enhancement of historically active agricultural lands
- \* Protection of groundwater quifers to preserve water quality of potable water from domestic and municipal wells
- \* Connective traffic planning “to and through” development including both:
  - 1) Consideration of inter-connectivity within new development and connectivity with future development beyond new development, and
  - 2) 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 greenbelt areas
- \* Utilization of steep hillside terrain for permanent open space and natural preserves

Development of vibrant, commercial zones as special sites which exhibit distinct identity and include open, pedestrian-friendly features, is essential to the economic future of the city.



## **ACTION ITEMS**

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations that include consideration of the guidelines cited under Chapter 11: Special Areas or Sites 'Future Conditions'

## CHAPTER 12: HOUSING

IC §67-6508(l) Housing -- An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

### 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 City planning and zoning ordinances.

The demographic housing information on the following four (4) pages with 2020 and 2025 projections was generated on 26 April 2021 from the Idaho Department of Commerce Gem State Prospector website (<http://www.gemstateprospector.com/>) with information in the following topic areas:

- Population
- Age distribution
- Sex
- Ethnicity
- Race distribution
- Total households
- Average household income
- Household income distribution
- Labor force status
- Total number of housing
- Education attainment
- Size of household

Gem State Prospector demographic and housing information starts on the next page.

# State of Idaho-Demographics

Demographics Report (Greenleaf, Idaho)

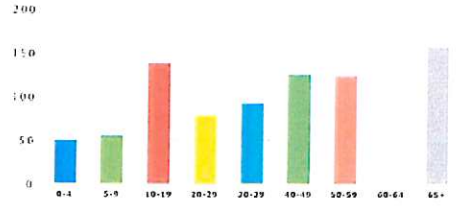
## Population (2020)

TOTAL  
688

## Population (2025)

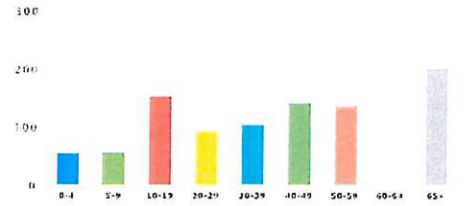
TOTAL  
1,014

## Age Distribution (2020)



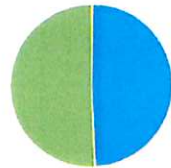
Age Group	TOTAL	%
0-4	50	5.63
5-9	56	6.31
10-19	139	15.85
20-29	80	9.01
30-39	92	10.36
40-49	126	14.19
50-59	124	13.96
60-64	65	7.32
65+	158	17.79
Average Median Age	41.46	n/a

## Age Distribution (2025)



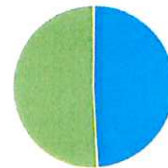
Age Group	TOTAL	%
0-4	55	5.42
5-9	57	5.62
10-19	153	15.09
20-29	95	9.37
30-39	104	10.26
40-49	142	14.00
50-59	137	13.51
60-64	71	7.00
65+	202	19.92
Average Median Age	42.38	n/a

## Sex (2020)



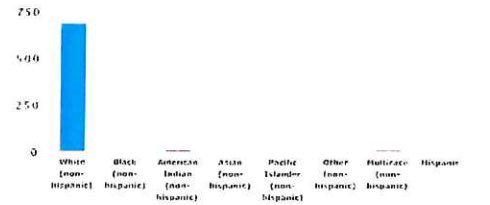
Sex	TOTAL	%
Male	437	49.21
Female	451	50.79

## Sex (2025)



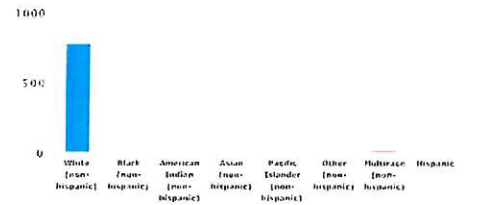
Sex	TOTAL	%
Male	497	49.01
Female	517	50.99

## Ethnicity Distribution (2020)



Ethnicity	TOTAL	%
White (non-hispanic)	687	77.36

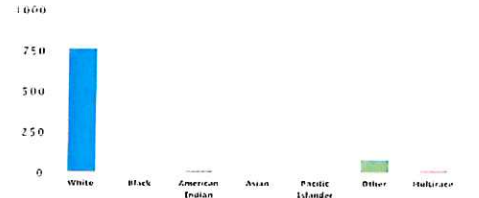
## Ethnicity Distribution (2025)



Ethnicity	TOTAL	%
White (non-hispanic)	777	76.63

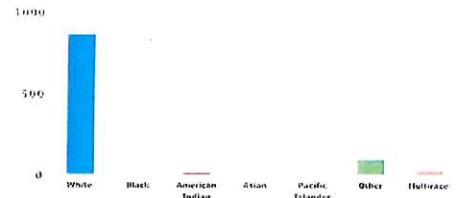
Black (non-hispanic)	5	0.56	Black (non-hispanic)	7	0.69
American Indian (non-hispanic)	9	1.01	American Indian (non-hispanic)	10	0.99
Asian (non-hispanic)	5	0.56	Asian (non-hispanic)	5	0.49
Pacific Islander (non-hispanic)		0.00	Pacific Islander (non-hispanic)		0.00
Other (non-hispanic)	4	0.45	Other (non-hispanic)	3	0.30
Multirace (non-hispanic)	16	1.80	Multirace (non-hispanic)	19	1.67
Hispanic	163	18.36	Hispanic	192	18.93

**Race Distribution (2020)**



	TOTAL	%
White	761	85.70
Black	6	0.68
American Indian	10	1.13
Asian	5	0.56
Pacific Islander		0.00
Other	84	9.46
Multirace	23	2.59

**Race Distribution (2025)**



	TOTAL	%
White	864	85.21
Black	8	0.79
American Indian	11	1.08
Asian	5	0.49
Pacific Islander		0.00
Other	98	9.66
Multirace	27	2.66

**Total Households (2020)**

	TOTAL	%
Households	316	n/a
Families	245	77.53

**Total Households (2025)**

	TOTAL	%
Households	336	n/a
Families	274	81.55

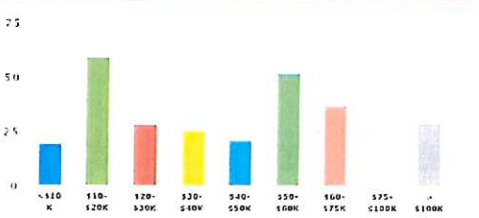
**Average Household Income (2020)**

	TOTAL
	67,459

**Average Household Income (2025)**

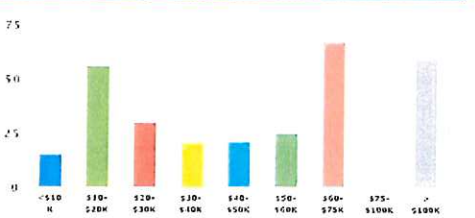
	TOTAL
	73,427

**Household Income Distribution (2020)**



	TOTAL	%
<\$10K	19	6.01
\$10-\$20K	59	18.67
\$20-\$30K	28	8.86
\$30-\$40K	26	8.23
\$40-\$50K	21	6.65
\$50-\$60K	52	16.46
\$60-\$75K	37	11.71
\$75-\$100K	40	12.66

**Household Income Distribution (2025)**



	TOTAL	%
<\$10K	15	4.46
\$10-\$20K	56	16.67
\$20-\$30K	30	8.93
\$30-\$40K	21	6.25
\$40-\$50K	21	6.25
\$50-\$60K	25	7.44
\$60-\$75K	67	19.94
\$75-\$100K	42	12.50

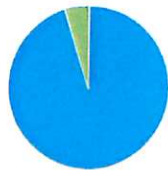
> \$100K

29 9.18

> \$100K

59 17.56

Labor Force Status (2020)



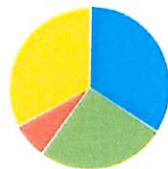
	TOTAL	%
Labor Force	335	n/a
Employed	319	95.22
Unemployed	16	4.78
In Armed Forces		n/a
Not In Labor Force	365	n/a

Labor Force Status (2025)



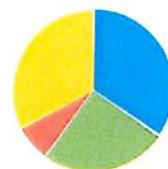
	TOTAL	%
Labor Force	389	n/a
Employed	370	95.12
Unemployed	19	4.88
In Armed Forces		n/a
Not In Labor Force	424	n/a

Total Number of Housing (2020)



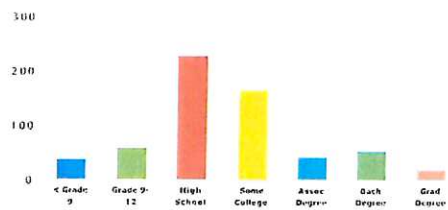
	TOTAL	%
Total Dwellings	327	n/a
Owner-Occupied Dwellings	248	76.48
Renter-Occupied Dwellings	68	21.52
Housing Units Occupied	316	96.64

Total Number of Housing (2025)



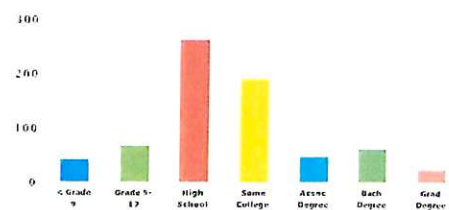
	TOTAL	%
Total Dwellings	354	n/a
Owner-Occupied Dwellings	261	77.68
Renter-Occupied Dwellings	75	22.32
Housing Units Occupied	336	94.92

Education Attainment (2020)



	TOTAL	%
< Grade 9	37	6.09
Grade 9-12	59	9.70
High School	228	37.50
Some College	167	27.47
Assoc Degree	42	6.91
Bach Degree	54	8.88
Grad Degree	21	3.45

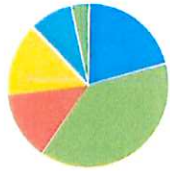
Education Attainment (2025)



	TOTAL	%
< Grade 9	43	6.13
Grade 9-12	67	9.56
High School	263	37.52
Some College	192	27.39
Assoc Degree	49	6.99
Bach Degree	62	8.84
Grad Degree	25	3.57

Size of Household (2020)

Size of Household (2025)



1 Person  
 2 Person  
 3 Person  
 4 Person  
 5 Person  
 6+ Person

TOTAL	%
63	19.94
118	37.34
41	12.97
44	13.92
27	8.54
11	3.48



1 Person  
 2 Person  
 3 Person  
 4 Person  
 5 Person  
 6+ Person

TOTAL	%
54	16.07
112	33.33
52	15.48
59	17.56
34	10.12
12	3.57

Source: Applied Geographic Solutions, 2020

## **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.

## **ACTION ITEMS**

- Establishment of a rolling 3-year analysis to include housing trends as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)

## CHAPTER 13: COMMUNITY DESIGN

IC §67-6508(m) Community Design -- An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

### 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 a handful of cities in the State of Idaho which prohibits the sale of alcoholic beverages. *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 to 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, and Van Slyke Road may also become city corridors.

Especially along entry corridors, development within the Impact Area outside the City limits should be encouraged to comply with city standards for continuity upon future annexation into the city.



**TREE PLAN:** Maintain 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:** Maintain city-wide, all-encompassing sign criteria and design review process by which all signage is regulated with permits within the city, promoting signage that is complimentary and harmonious to the distinctive rural character of the community.

**CENTRAL BUSINESS DISTRICT:** Reflect the unique, distinctive rural character and design of the community by encouraging 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, promoting ample high-quality employment opportunities for area residents, while discouraging 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, drains, steep slopes, and ridge-lines 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.

**SIDEWALK AND STREET-SIDE DESIGN:** Maintain standards for the 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: Maintain city-wide standards 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.

## **ACTION ITEMS**

- Preservation of the city's status as one of a handful of cities in the State of Idaho which prohibits the sale of alcoholic beverages.
- Application of design element guidelines as presented in the comprehensive plan section above regarding the Rural Character of the Community
- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations including entry corridors, tree plan, sign ordinance, central business district, planned unit developments, sidewalk and street-side design, fencing, pathways & trails guidelines, and prohibition of sales of alcoholic beverages

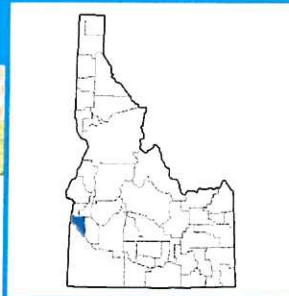
## **CHAPTER 14: AGRICULTURE**

IC §67-6508(n) – An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community.

### **EXISTING CONDITIONS**

The 2017 Census of Agriculture County Profile for Canyon County, Idaho is provided on the following pages. State and County Profiles for Idaho from the United States Department of Agriculture National Agricultural Statistics Service are available at:

[https://www.nass.usda.gov/Publications/AgCensus/2017/Online\\_Resources/County\\_Profiles/Idaho/index.php](https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/Idaho/index.php)



## Canyon County Idaho

### Total and Per Farm Overview, 2017 and change since 2012

	2017	% change since 2012
Number of farms	2,289	-2
Land in farms (acres)	274,952	-10
Average size of farm (acres)	120	-8
<b>Total</b>	<b>(\$)</b>	
Market value of products sold	574,757,000	+12
Government payments	2,463,000	+10
Farm-related income	22,638,000	+28
Total farm production expenses	521,718,000	+19
Net cash farm income	78,139,000	-17
<b>Per farm average</b>	<b>(\$)</b>	
Market value of products sold	251,095	+14
Government payments (average per farm receiving)	13,457	+188
Farm-related income	35,043	+30
Total farm production expenses	227,924	+21
Net cash farm income	34,137	-15

**8** Percent of state agriculture sales

#### Share of Sales by Type (%)

Crops	55
Livestock, poultry, and products	45

#### Land in Farms by Use (%) \*

Cropland	80
Pastureland	14
Woodland	1
Other	5

Acres Irrigated: 213,410

78% of land in farms

#### Land Use Practices (% of farms)

No till	3
Reduced till	8
Intensive till	14
Cover crop	5

#### Farms by Value of Sales

	Number	Percent of Total *
Less than \$2,500	956	42
\$2,500 to \$4,999	313	14
\$5,000 to \$9,999	295	13
\$10,000 to \$24,999	212	9
\$25,000 to \$49,999	121	5
\$50,000 to \$99,999	97	4
\$100,000 or more	295	13

#### Farms by Size

	Number	Percent of Total *
1 to 9 acres	1,051	46
10 to 49 acres	728	32
50 to 179 acres	242	11
180 to 499 acres	122	5
500 to 999 acres	87	4
1,000 + acres	59	3



United States Department of Agriculture  
National Agricultural Statistics Service

[www.nass.usda.gov/AgCensus](http://www.nass.usda.gov/AgCensus)

## **FUTURE CONDITIONS**

Agriculture and agricultural processing are expected to continue to be economic drivers for Canyon County, including the Greenleaf area.

## **ACTION ITEMS**

- Promote a farm-friendly community through scheduled review of city regulations against the following sections from the New Hampshire “Preserving Rural Character Through Agriculture – A Resource Kit for Planners”
  - “Is Your Town Farm Friendly? - A Checklist for Sustaining Rural Character”
  - “Agriculture Friendly Planning Regulations”
- Investigate “Transfer of Development Rights” with Canyon County as a possible farmland preservation tool

## **CHAPTER 15: IMPLEMENTATION**

IC §67-6508(o) – An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan

### **CHAPTER ACTION ITEMS & IMPLEMENTATION SCHEDULE:**

#### **CHAPTER 01: PROPERTY RIGHTS**

- Scheduled review of city code provisions to ensure compliance with Idaho Code §67-6508:A
- Scheduled review of the city's Comprehensive Plan and Future Land Use Planning Map

*Implementation:* - Review of Idaho Code §67-6508:A in Calendar 2022  
- Review of Comprehensive Plan & Map in Calendar 2025

#### **CHAPTER 02: POPULATION**

- Establishment of a rolling 3-year analysis to include population trends as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)

*Implementation:* - Rolling 3-year analysis with annual report starting in 2024

#### **CHAPTER 03: SCHOOL FACILITIES**

- Establishment of a rolling 3-year analysis to include education trends in Idaho as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)
- Encourage high-speed broadband internet infrastructure throughout the community, including requirement for broadband internet in all new development, infill of the existing city limits, and consideration of fiber-optic internet infrastructure as a city utility.

*Implementation:* - Rolling 3-year analysis with annual report starting in 2024  
- Require a broadband plan for all new subdivisions and PUDs  
- Development of a Broadband Initiative, including infill, in 2021

#### **CHAPTER 04: ECONOMIC DEVELOPMENT**

- Establishment of a rolling 3-year analysis to include economic development trends as part of background information for informed decision-making, with

such reported annually to the City Council and the Planning and Zoning Commission (P&Z)

- Scheduled review and update of the zoning map and future land use planning map to include land use designations supporting economic development of the community as a place to both work and live, in part by defining commercial and/or industrial nodes and corridors – Such review and update to include coordination of land use and roadways to support business freight where appropriate and in conjunction with the Chapter 8 (Public Services, Facilities, and Utilities) goal for development of capital improvement plans and/or facility plans and/or technical memorandums to better describe city infrastructure plans
- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations, including encouragement of in-fill projects
- Collaborative participation for effective regional economic development, including active membership and support of the Western Alliance for Economic Development
- In a collaborative effort with others and utilizing resources through the Western Alliance for Economic Development, work to define business development areas that have available land, infrastructure, and financing plans in place conducive to high-quality economic development
- Encourage high-speed broadband internet infrastructure throughout the community, including requirement for broadband internet in all new development, infill of the existing city limits, and consideration of fiber-optic internet infrastructure as a city utility.

*Implementation:*

- Rolling 3-year analysis with annual report starting in 2024
- Annual membership & support of the Western Alliance
- Review of Comprehensive Plan & Map in Calendar 2025
- Review of city code development regulations in Calendar 2023
- Require a broadband plan for all new subdivisions and PUDs
- Development of a Broadband Initiative, including infill, in 2021

#### CHAPTER 05: LAND USE

- Scheduled review and update of the zoning map and future land use planning map, including review for land uses that support economic development for commercial and industrial areas including, but not exclusive to, along SH-19, Peckham Road, Friends Road, and Notus Road
- Scheduled review of city code provisions to provide clear, cost-effective, and timely land use regulations

*Implementation:* - Review of Comprehensive Plan & Map in Calendar 2025

*- Review of city code development regulations in Calendar 2023*

**CHAPTER 06: NATURAL RESOURCES**

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations for protection of open space habitat as a percentage of new development, agricultural use, ground water quality, and air quality
- Develop 'stock' input tear-sheets for city comment on County land-use applications in the city's area of impact for protection of open space habitat, agricultural use, ground water quality, air quality, and other areas of concern
- Identify transit / carpooling locations for the community
- Development of a Wildlife Management Plan for adoption by Resolution of the City Council addressing the concerns of potential conflict with humans from crop and agricultural depredation, domestic poultry depredation, landscape destruction, and wildlife nuisances, including guidelines for mitigation of negative interactions with wildlife

*Implementation:* - Review of city code development regulations in Calendar 2023  
- Develop 'tear-sheets' for comment to County in Calendar 2022  
- Identify transit / carpooling locations in Calendar 2021  
- Development of a Wildlife Management Plan in Calendar 2022

**CHAPTER 07: HAZARDOUS AREAS**

- Scheduled review of the city's emergency operations plan (EOP) with Police, Fire, and other agencies for effective planning to address identified hazardous areas

*Implementation:* - Review and update of City EOP in year following County EOP or All Hazards Plan updates, or every five years in calendar years ending in a '0' or a '5' if not reviewed within the previous five years.

**CHAPTER 08: PUBLIC SERVICES, FACILITIES, AND UTILITIES**

- Development of mapping to graphically describe applicable portions of Idaho Code §67-6508:H
- Development of capital improvement plans and/or facility plans and/or technical memorandums to better describe city infrastructure plans and needs due to future growth
- Establishment of a rolling 3-year analysis to include identified community needs as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission



(P&Z) and serving as a basis for grant applications and discussion with land developers regarding exaction.

*Implementation:* - Rolling 3-year analysis with annual report starting in 2024  
- Mapping for Idaho Code §67-6508:H in Calendar 2022  
- Capital Improvement/Facility Plans & Technical Memos by 2025

#### CHAPTER 09: TRANSPORTATION

- City participation in the Community Planning Association of Southwest Idaho (COMPASS), Valley Regional Transit (VRT), and with local land jurisdictions for collaborative transportation planning and improvements, with intent to 1) Review city zoning and future land use maps for coordination with the existing and future transportation network; 2) Add park-n-ride facility or facilities and bike / pedestrian facilities (especially along SH-19) and other transportation features as deemed appropriate; and 3) Coordination of land use with key transportation routes and rail-road facilities to support freight and economic development

*Implementation:* - Annual memberships with COMPASS & VRT  
- Annual meeting with Golden Gate Highway District

#### CHAPTER 10: RECREATION

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations which encourage new development to consider the recreation needs of the community at large
- Development of a guide to recreational events, features, and opportunities within day-trip distance from the community
- Update the City's Transportation, Parks, and Trails Plan to also serve as a Recreation Master Plan, identifying types, sizes and locations of recreation facilities desired and mapping of such proposed sites.

*Implementation:* - Development of Recreation Guide in Calendar 2021  
- Review of city code development regulations in Calendar 2023  
- Update the Transportation Plan to also function as a Master Recreation Plan

#### CHAPTER 11: SPECIAL AREAS AND SITES

- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations that include consideration of the guidelines cited under Chapter 11: Special Areas or Sites 'Future Conditions'

*Implementation:* - Review of city code development regulations in Calendar 2023

#### CHAPTER 12: HOUSING

- Establishment of a rolling 3-year analysis to include housing trends as part of background information for informed decision-making, with such reported annually to the City Council and the Planning and Zoning Commission (P&Z)

*Implementation: - Rolling 3-year analysis with annual report starting in 2024*

#### CHAPTER 13: COMMUNITY DESIGN

- Preservation of the city's status as one of a handful of cities in the State of Idaho which prohibits the sale of alcoholic beverages.
- Application of design element guidelines as presented in the comprehensive plan section above regarding the Rural Character of the Community
- Scheduled review of city code provisions to provide clear, cost-effective, and timely development regulations including entry corridors, tree plan, sign ordinance, central business district, planned unit developments, sidewalk and street-side design, fencing, pathways & trails guidelines, and prohibition of sales of alcoholic beverages

*Implementation: - Review of city code development regulations in Calendar 2023*

#### CHAPTER 14: AGRICULTURE

- Promote a farm-friendly community through scheduled review of city regulations against the following sections from the New Hampshire "Preserving Rural Character Through Agriculture – A Resource Kit for Planners"
  - "Is Your Town Farm Friendly? - A Checklist for Sustaining Rural Character"
  - "Agriculture Friendly Planning Regulations"
- Investigate "Transfer of Development Rights" with Canyon County as a possible farmland preservation tool

*Implementation: - Review of city code development regulations in Calendar 2023  
- Investigate "TDR" with Canyon County in Calendar 2021*

#### CHAPTER 15: IMPLEMENTATION

- Please see identified actions in this chapter

#### CHAPTER 16: NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS

- Not applicable – No corridors in city limits or impact area

#### CHAPTER 17: PUBLIC AIRPORT FACILITIES

- Not applicable – No public airport facilities in the city limits

The City Clerk is designated as the responsible party to coordinate implementation, with assistance from others as needed. An implementation schedule summary table follows on the next page.

**IMPLEMENTATION SCHEDULE – Summary Table:**

<i>Schedule</i>	<i>Implementation Activity</i>
Ongoing	Require a broadband plan for all new subdivisions and PUDs
Annual	Membership with the Western Alliance for Economic Development
Annual	Membership with COMPASS and VRT
Annual	Meeting with Golden Gate Highway District for collaborative planning
2021	Development of a Broadband Initiative, including infill
2021	Identify transit / carpooling locations
2021	Development of Recreation Guide in Calendar 2021
2021	Investigate “TDR” with Canyon County in Calendar 2021
2022	Develop ‘tear-sheets’ for comment to County
2022	Mapping for Idaho Code §67-6508:H (public services, facilities, & utilities)
2022	Development of a Wildlife Management Plan
2022	Update the Transportation Plan to also function as a Master Recreation Plan
2023	Review of city code development regulations – Include review of concerns in chapters above for economic development, land use, natural resources, recreation, special sites, community design, and agriculture
2024	Rolling 3-year analysis with annual report – Include review of concerns in chapters above for population, school facilities, economic development, public services, facilities and utilities, and housing
2025	Review of Comprehensive Plan & Map
2025	Review and update of City EOP, if not updated within 5 years previous
2025	Capital Improvement/Facility Plans & Technical Memos in place to support chapter on public services, facilities & utilities

## **CHAPTER 16: NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS**

IC §67-6508(p) – After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

- As of the effective date of this document, the City of Greenleaf has not received notification from the Idaho Public Utilities Commission concerning the likelihood of a federally designated national interest electric transmission corridor through the city limits or impact area.

### *Energy Services and Public Utility Facilities:*

Idaho Power Company (IPC) is the electrical utility which provides power to the City of Greenleaf and the entire Canyon County. The company was established in 1916 and is engaged in the generation, transmission, distribution, sale and purchase of electric energy. The company is regulated by the Federal Energy Regulatory Commission and the Idaho Public Utilities Commission (IPUC). Idaho Power serves 24,000 square miles of service territory and over 1,000,000 people in southern Idaho and eastern Oregon. In the City of Greenleaf, IPC serves approximately 400 residential, commercial, and irrigation customers.

### *General Policies:*

- IPC has an obligation to serve all customers. The IPUC provides a forum, available to the city and the public, for consideration and determination of matters involving appropriate levels of service and the allocation of costs associated with providing that service.

### *Summary of Community Goals and Siting Criteria from the 2011 Western Treasure Valley Electrical Plan:*

- The Western Treasure Valley Electrical System provides reliable power at the least cost to customers.
- The Western Treasure Valley Electrical System supports economic development opportunities.
- The Western Treasure Valley Electrical System provides adequate power to meet needs now and in the future.
- The Western Treasure Valley Electrical System protects important viewsheds,

cultural and historic resources, and crucial plant and wildlife habitat on public and private lands.

- The Western Treasure Valley Electrical System keeps water clean.
- The Western Treasure Valley Electrical System keeps agricultural lands functioning.
- The Western Treasure Valley Electrical System minimizes impacts to communities and property values through sensible siting of electrical facilities.
- The Western Treasure Valley Electrical System is consistent with local plans and codes.
- The Western Treasure Valley Electrical System welcomes sustainable, cost efficient, clean energy production, and the siting of this production close to where it is used.
- The Western Treasure Valley Electrical System Plan Development Process facilitates communication between Idaho Power, the public, and elected officials, providing them with an opportunity to understand the electrical system “big picture”.
- The Western Treasure Valley Electrical System Plan reflects all interests in electrical system planning and implementation, resulting in a system which has public, political, and regulatory support.

### *Regional Electrical Plan*

In 2011, the Western Treasure Valley Electrical Plan was written with the assistance of a community advisory committee consisting of community representatives. The plan identifies infrastructure improvements and additions to address anticipated growth and provide reliable power far into the future. It provides a strategy to serve the electrical power needs of Idaho Power’s customers in a region made up of Canyon, Gem, Owyhee, Payette, and Washington counties of Idaho and Malheur County in Oregon. The Western Treasure Valley Electrical Plan provides preferred locations for future substations and transmission line routes recommended by the committee.

- The Western Treasure Valley Electrical Plan can be reviewed on the Idaho Power website or by using the following link:  
[idahopower.com/energy/planning/regional-electric-plans/](http://idahopower.com/energy/planning/regional-electric-plans/)

It is notable that requests for high voltage, high current demand, and/or 3-phase power on Peckham Road may best be done to Idaho Power Company with assistance from the Western Alliance for Economic Development (WAED), and may involve Canyon County and/or the Cities of Greenleaf and Wilder, as all three jurisdictions show commercial / industrial future land use along the Peckham corridor.

Greenleaf Area – Western Treasure Valley Electrical Plan 2011 map follows on the next page.



## CHAPTER 17: PUBLIC AIRPORT FACILITIES

IC §67-6508(q) – An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

- While a *private* airstrip is a feature of the Greenleaf Air Ranch development, there are no *public* airports in the City of Greenleaf as of the effective date of this document.