

**THE FOLLOWING SCRIVENER ERROR CORRECTIONS WERE
MADE TO THE FINAL DRAFT ON APRIL 26, 2018**

Page 15 – In Chapter 7 - Title X was changed to Title 10

Page 27 – Under Institutional Uses title – Churches was capitalized

Page 30 - On Table 12 –

Under Medium High Density - RMH was added

Under Heavy Commercial – C-1 was moved from Light Commercial

Under Light Commercial – RSC was added

Page 33 – Table 13 –

Bridgewater Elementary – was added

Page 47 – Reference to 25th Ave. was changed to 25th St



2018 City of Ammon Comprehensive Plan



This page intentionally left blank.

Table of Contents

Chapter 1. Foreword	5
Chapter 2. Purpose	6
Chapter 3. Planning Process	10
Chapter 4. Ammon History	11
Chapter 5. Area of Impact	14
Chapter 6. Amendment Process.....	15
Chapter 7. Definitions.....	15
Chapter 8. Property Rights	16
Chapter 9. Population.....	17
Chapter 10. Land Use	20
Chapter 11. Community Design.....	31
Chapter 12. Schools.....	33
Chapter 13. Transportation	35
Chapter 14. Parks and Recreation	43
Chapter 15. City Building Needs.....	45
Chapter 16. Special Areas, Agriculture, and Natural Resources	46
Chapter 17. Airports and National Interest Transmission Corridors.....	47
Chapter 18. Hazardous Areas	48
Chapter 19. Economic Development.....	50
Chapter 20. Strategic Plan	54
Chapter 21. Implementation	58
Appendix A: Idaho Local Planning Act Requirements	59
Appendix B: References.....	62
Appendix C: Public Comment Process and Summary.....	63

This page intentionally left blank.

Chapter 1. Foreword

This Ammon Comprehensive Plan is intended to guide development in the City of Ammon in a manner that achieves the shared vision expressed by its citizens for the future of their city, their communities, and their neighborhoods. The ideas that form the basis for this vision, and the policies and strategies to achieve them, are the culmination of comments from citizens, input from the Planning and Zoning Commission, the Mayor, and City Council members, along with guidance from the city's department heads and professional planning staff.

Although the citizens of Ammon participated in the plan's development by providing input on what they expect Ammon to be in the future, the plan is intended to be used by elected officials, the Planning and Zoning Commission, and city administrators as a framework for residential, business, recreation, transportation, utility, and other development plans. The Comprehensive Plan provides an overview of that vision and integrates the existing strategic plans and maps from the various city departments. Although those departmental strategic plans are not included in this document, the Comprehensive Plan summarizes and provides links to them. This allows for the departmental strategic plans to remain flexible as the needs of our citizens evolve and as the city continues to grow. However, their implementation remains consistent with the intent of, and direction from, this Comprehensive Plan. This allows for the Comprehensive Plan to serve as a living document that can continue to provide meaningful guidance well into the foreseeable future.

The City of Ammon is fortunate to have a strong administrative organization, including a knowledgeable professional staff and an engaged Planning and Zoning Commission. Under the direction of elected officials, the administration serves as the primary implementers of this Comprehensive Plan. The Comprehensive Plan recognizes that the administrative processes they follow to implement this plan can likely be streamlined. Revisions to the Comprehensive Plan, as well as re-visiting related development ordinances, can promote better and more efficient administration and implementation. To that end, it is recommended that the Comprehensive Plan be reviewed and amended as necessary at least once every five years.



Chapter 2. Purpose

In the early 1960s, the population of Ammon was nearly 1900 residents. Since then, the population has grown to more than 15,000 residents. The majority of the growth occurred between 2000 and 2007, with a large amount of both residential and commercial growth. With that kind of growth comes the need for planning that is designed to ensure that Ammon can remain the kind of place its citizens want to call home. This Comprehensive Plan is intended as a pathway for achieving a shared vision for the future of the City of Ammon as it continues to age, change, and grow. The plan will serve as a framework for decisions regarding existing and new developments in Ammon for the foreseeable future. All recommended strategies and policies are reviewed to comply with the requirement of the Idaho Code.

An important purpose of the Ammon Comprehensive Plan is to empower the citizens of Ammon through their elected officials to manage the changes that will happen in the City, rather than allowing the future of the City and its communities and neighborhoods to be dictated by change that is left uncontrolled. The citizens of Ammon who participated in Comprehensive Plan public input meetings overwhelmingly value the small-town atmosphere provided by their neighborhoods and communities. Much of that small-town feel comes from the predominant farms, ranches, and unimproved land that surrounds Ammon and nearby cities, and from the clean and quiet neighborhoods that are still closely connected to the town's agricultural roots. The citizens that participated in these meetings value their parks and open spaces. They want to live in a community that provides opportunities for recreation including parks, pools, bike paths, a community center, and sports fields. They also enjoy being closely connected to nearby shopping and dining and want opportunities to walk or ride their bicycles to those shops and restaurants.





FIGURE 1. TOP FOUR GATHERING PLACE OR CITY CENTER CONCEPTUAL DESIGNS SELECTED THROUGH CITIZEN INVOLVEMENT ACTIVITIES.

One way to achieve this kind of “connected” living is by developing a walkable city center or “gathering place.” The attendees of public meetings were asked to suggest locations where this kind of gathering place development would fit into the City. They were also provided with several choices of development types to select from and were asked what their vision of this gathering place or city center might look like. Moderators of the meetings asked the participants what they thought should be in this sort of development. The overall majority felt a gathering place like this would include retail shops, cafes, business offices, both low and high-density housing types, and provide a place for outdoor gatherings, cultural events, a library, and other facilities. The participants expressed a desire that this kind of development be connected to other areas of the community via trails and/or sidewalks which would allow residents access to their town’s best amenities by walking or biking.

The citizens of Ammon recognize that with population growth comes a need for improved infrastructure. They need transportation improvements like widening what were once rural roads into modern thoroughfares with traffic lights to control flow, improve access, and increase safety.



They recognize the importance of the fiber optic system as a new type of infrastructure that will be as important to the future of Ammon as improved roads are today. With fiber optic, citizens envision the ability to attract high-tech companies needing a skilled workforce, and with those companies, the opportunity for their children to lead productive lives in Ammon.

Although the citizens of Ammon want to keep their small-town atmosphere, they also recognize the need for commercial development to provide for residents' needs and for a broader tax base. However, they recognize that unchecked development will lead to a future that does not represent this shared vision. As articulated by one Ammon citizen,

"[There is a need for] wise management of space and resources that recognizes the intrinsic value of urban communities, rather than assuming that positive growth means the expansion of business, commercial, and rental units. Everyone knows that these three can be elements of a successful economic plan for a town such as ours, but we [should not allow] economic interests to be the highest priority in our planning."

The Ammon citizens who provided input to this plan understand the importance of a proactive Comprehensive Plan to achieving their vision for the future of Ammon. A large cross section of these citizens have requested more public involvement opportunities and an increased emphasis on communication and dialog by city leaders. They want opportunities to volunteer to help the City and have specifically asked for development of Citizen Committees. Many comments were similar to the ones below.

"A city is a community of people. We create a city with community participation and education."

"Involve the entire community. Pick up the vision and run with it."

The City's elected officials and staff value the input of citizen committees. The use of citizen committees in recent years has provided valuable input to City leaders. The Recreation Committee for the Parks Department and the Water Committee regarding conservation and metering of water have proven very effective. Citizen committees should continue to be used as a valuable tool for citizen involvement.



With regard to their neighbors in Idaho Falls, the citizens of Ammon see their future as being distinct and separate, and they seek an identity that is their own. However, they have recognized the advancements made by cooperation with Idaho Falls and encourage city leaders to continue that cooperation. Planning and Zoning, City Council and staff recognize that, along with the City of Idaho Falls, Bonneville County, Iona, Ucon and other cities that the City may work with such as Shelley in Bingham County are an important part of the ongoing growth of Ammon and, as such, cooperation among these entities is important.

The purposes listed below are the requirements that the State of Idaho dictates must be included within each city's comprehensive plan. In addition to meeting these requirements, the City of Ammon plan also has the added purpose of providing for citizen input, direction and involvement in the final document.

Idaho Code is as follows: 67-6502. PURPOSE. The purpose of this act shall be to promote the health, safety and general welfare of the people of the State of Idaho as follows:

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

In addition to the purpose of the Comprehensive Plan, Idaho Code Section 67-6508 specifies the minimum set of components which the Comprehensive Plan must contain, each of which is presented in this document.

Chapter 3. Planning Process

The process for building the City of Ammon Comprehensive Plan began with public involvement activities designed to engage residents in a discussion about what they want for their city. The City began the public involvement process with public meetings, open houses at Ammon schools, and involvement at community events like Ammon Days. It also conducted an online survey soliciting opinions of residents on a broad range of topics. A series of interviews were conducted with the Mayor, City Council members, members of the Planning and Zoning Commission, and business leaders. The results of these interviews and the input received from the public were used as the basis for developing the collective vision for the future of the City of Ammon. With this vision in mind, the heads of the various city departments developed implementation strategies designed to achieve the vision expressed by the residents of Ammon. (See Appendix C for details on Public Involvement.)



The economic development potential for Ammon was analyzed in the context of the regional economic outlook and the unique factors that could make Ammon stand out from other municipalities in the region. A population forecast was developed considering the potential for population growth, the need for additional residential development, and the growth in economic sectors necessary to meet that population growth. These analyses were used to set goals for economic development necessary to provide for the anticipated residential, commercial and industrial growth while remaining consistent with the vision expressed by residents for Ammon's future.

The vision, goals, and strategic plans were used to develop a draft plan that received ongoing review and revision. The Draft Comprehensive Plan was presented to the City Council and the Planning and Zoning Commission in early March of 2018. Work sessions were held for additional input from both of these groups. Input from the work sessions was incorporated into the plan and the land use map, and a Public Hearing was scheduled in May of 2018. On ?? ??, 2018 the Planning and Zoning Commission recommended the new plan be adopted by the City Council. On ?? ??, 2018 the City Council adopted resolution 2018-??R, adopting both the new plan and the new land use map. The City Council then directed staff to begin the implementation process for adoption of recommendations and policies for Vision2040.

Chapter 4. Ammon History

Settlement and Founding

In 1870, the two eldest sons of James C. Owen left Ogden, Utah for Leesburg, Idaho, lured by the promise of gold discovered there in 1866. When James Albert Owen (Albert) (age 18) and William Franklin Owen (age 16) arrived at the ferry crossing the Snake River at Eagle Rock, Idaho, they were told there would be a two-day delay before they could cross the river. The brothers decided to explore the area and rode east from Eagle Rock. They camped overnight near a small stream. The following morning, Albert rose to find a landscape that he said would make a “perfect spot for a farm.” He told his brother, “Someday I’m going to come back and take up this land.” The creek was Little Sand Creek and their campsite was likely near the present-day intersection of 17th Street and Crowley Road in the vicinity of Eagle Point Park. The brothers continued on to Leesburg to try their luck panning for gold. It has been reported that on their return to Utah, they paid for their ferry crossing at Eagle Rock with gold dust.

When Brigham Young encouraged his LDS followers to homestead in Idaho in 1885, Albert and William Owen were finally able to convince their father, three more brothers, and their families to move to Little Sand Creek in Idaho to claim land under the Homestead Act. After waiting fifteen years, Albert was finally able to stake his claim on the quarter section of land that included the spot where he and William camped on their way to search for gold. William staked his claim on the quarter section immediately to the southwest of his brother Albert, just to the east of present-day Ammon Road and north of Sunnyside Road on land that now includes Peterson Park. Their younger brothers Joseph, Daniel, and Nathaniel also staked claims for their own homesteads on land adjacent to or nearby Albert and William. All five brothers proved up on their homesteads and were granted patents and deeds for their land in 1890.

In 1887, Richard Cephas Holliday and his wife Lenna Azalia Holliday were granted a land patent on their homestead that included 320 acres along the west side of Ammon Road, south of 17th Street, and north of Sunnyside Road. Mr. and Mrs. Holliday sold the land to the G.G. Wright Loan and Investment Company in 1890.

In 1893, William Owen and his father James C. Owen each purchased from G.G. Wright 80 acres of the land that Mr. and Mrs. Holliday had sold in 1890. These 160 acres were at the intersection of Sunnyside Road and Ammon Road, and just to the west of William Owen’s homestead. In 1898, James C. Owen and his wife Sariah Owen sold their 80-acre share of that quarter section to their son William. In 1899, William Owen and his wife Lucinda E. Owen used these 160 acres for the Plat and Dedication of the Ammon Townsite. William Owen began selling lots in the Ammon townsite and in 1905 the village of Ammon was incorporated and a school district formed. C. W. Peterson, Joseph Anderson, A. F. Zitting, Nels Lee, and William Owen, served as trustees.

When he was ready to record the plat at the Bingham County Courthouse in Blackfoot (Bonneville County was not established until 1911), William had not yet selected a name for the town. He was asked if he might use the Owen name for the townsite. William replied that he had another project in mind that would use the Owen name. His father-in-law Horace Rawson, who was also the first bishop for Ammon, recommended that the townsite be named for Ammon, a prominent Nephite missionary in the Book of Mormon. William later established the town of Owendale on the north flank of Taylor Mountain.

William Owen continued to serve the Ammon community as a business leader and politician. He was elected as a County Commissioner and later as an Idaho State Legislator. William and Lucinda Owen built the large stone house on their homestead at the corner of Ammon Road and Samuel Street, overlooking the townsite of Ammon.

Agriculture and Irrigation

The primary industry in the Ammon area in the early days was agriculture. Although early settlers homesteaded here because of the water in Sand Creek and Little Sand Creek, the flow in those creeks was not sufficiently steady to guarantee successful crops and often brought more water than the creeks could hold. Flooding was a recurring problem during spring runoff. To address these issues, business leaders from Ammon, Eagle Rock, Lincoln and other communities formed the Eagle Rock and Willow Creek Canal Company in 1884. The new canal company constructed a headgate on the Snake River for the Eagle Rock Canal which carried water to the Willow Creek stream channel. In 1887, the Eagle Rock and Willow Creek Canal Company purchased the Anderson Canal and its water rights from the Snake River Water Company, owned by brothers John C. Anderson and Robert Anderson. The Eagle Rock and Anderson canals fed a complex system of new canals and ditches, and existing creek beds, including Willow Creek, Sand Creek and Little Sand Creek, bringing irrigation water to Ammon and the surrounding farmland. In 1902, the Eagle Rock and Willow Creek Canal Company combined with the owners of some of the smaller canals along the foothills, including the Hillside and Gardner Canals, to form the Progressive Irrigation District.

Early Industries

The Lincoln Sugar Factory was operated by the Utah-Idaho Sugar Company. It was constructed in 1903 and operated through 1979. It produced 2.6 billion pounds of sugar during its first 62 years of operation. Because it provided both a market for locally produced sugar beets and employment for local residents, the Lincoln Sugar Factory had a substantial economic impact in the Ammon area.

The soils around Ammon were known for their high clay content. Early settler Charles Hayes had been a brickmaker in England and began making bricks on his homestead near Sunnyside Road and Crowley Road. Without access to a kiln, these were simple, unfired adobe bricks. In 1939, Herman and Roy Pullman moved to Ammon from Burley where their father was a brickmaker. The Pullmans purchased 15 acres one quarter mile south of Sunnyside Road on Ammon Road. and opened Idaho Falls Brick and Tile Company.

Schools

The first school in Ammon area was in the home of Arthur Rawson near what is now the corner of Sunnyside and Crowley Rd in about 1891. The teachers in this school were his wife Margaret Rawson and their daughter Dora Rawson.

The first schools outside of homes were in buildings near the corner of what is now Owen Street and Central Ave. This is the same location as the present-day Ammon Elementary School. The first school building at this location was built in 1898 and was constructed from logs. A new framed school building was constructed nearby in 1900. This building became known as Old Hall and, in addition to its use as a school, it also served as a church, recreation center and many other community purposes.

When the Ammon townsite was incorporated in 1905, the first school board was established which included the same people as the town trustees as noted above. In about 1916, the Ammon Schools were organized into Independent School District 19. The closing of a number of schools in the hills to the east of Ammon sent more students to the Ammon community. The homesteads in the hills were primarily dryland farms and the drought of 1923 and 1924 resulted in an exodus from those communities and the closing of the schools there. Many of those families, and their students, moved to the Ammon area. In 1929, the Ozone school building was moved to Ammon onto the grounds of the current Ammon Elementary School. This building was known as the “Stucco Building” and remains in use today as the cafeteria for Ammon Elementary School.

A large fire in 1936 destroyed the one-story brick school building that provided for all grades from 1 through 12. The fire started in the brand-new gymnasium during the night following the one and only basketball game played there. Planning and construction began almost immediately resulting in the building now known as Ammon Elementary School.

Bonneville Joint School District 93 was created in 1951 and included schools in Ammon, Iona and Ucon. The building now known as Ammon Elementary School served as the District 93 High School until construction of Bonneville High School was completed in 1957.

Chapter 5. Area of Impact

The City of Ammon negotiated with Bonneville County to identify the portion of the unincorporated area of the county likely to be impacted by the growth of Ammon. Idaho Code 67-6526 requires that cities and counties identify the area of impact on a map and consider that area in the preparation of development plans. When identifying the area of impact, cities and counties are expected to consider the general trade area of the city, various geographic factors, and areas that can reasonably be expected to be annexed by the city in the future. The extent of that area is shown in Figure 2.

The following regulatory documents apply within the Ammon area of city impact:

- Bonneville County Comprehensive Plan (www.co.bonneville.id.us/images/PDF/PandZ/Comp_Plan.pdf)
- Bonneville County Subdivision Ordinance
- Bonneville County Zoning Ordinance (www.co.bonneville.id.us/images/PDF/PandZ/pzordinance.pdf)

The city and county have agreed to make their comprehensive plans, zoning ordinances, zoning maps compatible where possible. The county also agrees to make subdivision developments in the area of impact comply with the standards and criteria of the City of Ammon. The current agreement on the area of impact is controlled by City of Ammon Ordinance No. 285 and Bonneville County Ordinance No. 205-01 (both available at www.co.bonneville.id.us/images/PDF/Ordinances/205-01.pdf). The boundaries and terms affecting the area of impact can be renegotiated as conditions warrant the need for changing the area of impact.

For the purposes of this Comprehensive Plan, the existing area of impact is likely adequate to provide for the foreseeable future growth needs of the City of Ammon. Given that there is much undeveloped land within the area of impact, especially within the general extent of the current city boundary, consideration should be given to encourage filling these lands before those areas near the margin of the area of impact or before considering expanding the area of impact.

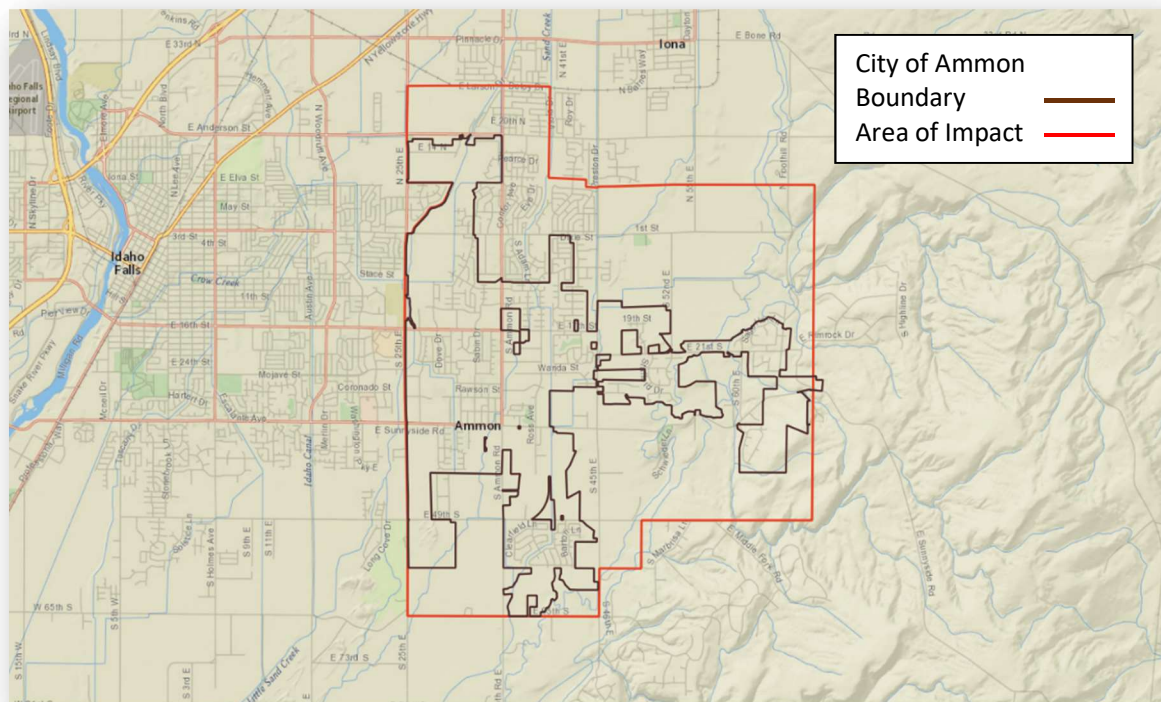


FIGURE 2. CITY OF AMMON BOUNDARY AND THE AREA OF IMPACT.

Chapter 6. Amendment Process

This Comprehensive Plan is based on projections, assumptions, and predictions about future conditions. There is some level of uncertainty associated with each of these and future conditions may deviate from the expectations used to develop this Comprehensive Plan. The City should review and amend this plan to meet actual conditions in the future.

The procedure for amending the plan is controlled by the Land Use Planning Act section 67-6509 (legislature.idaho.gov/statutesrules/idstat/title67/t67ch65/sect67-6509/) which provides requirements for the Planning and Zoning Commission and the governing board for amendment to the plan. Additionally, Ammon Code provides for timelines and requirements to be considered in Title 10, Chapter 4 (public.cityofammon.us/weblink/0/doc/56460/Page1.aspx). Section 10-4-3 requires that an “amendment is reasonably necessary, is in the interest of the public and is in harmony with the Land Use Plan adopted by the City Council.”

Chapter 7. Definitions

For the purposes of the Comprehensive Plan, the definitions as adopted in Title 10, Chapter 2 of the codified ordinances of the City of Ammon are hereby incorporated by this reference. These definitions are available online at www.ci.ammon.id.us by choosing the City Code, Title 10.



Chapter 8. Property Rights

The 5th Amendment of the United States Constitution and Article 1 Section 14 of the Idaho Constitution ensure that private property, whether it be land or intangible property rights, shall not be taken by the government absent just compensation. The Idaho State Legislature has also enacted statutory provisions requiring the state and local governments ensure that planning and zoning land use policies do not result in a taking of private property without just compensation. The statutory provisions include, among other things, a takings checklist generated by the Idaho Attorney General. The takings checklist must be used in reviewing the potential impact of regulatory or administrative actions on private property. (For more information go to www.ag.idaho.gov/publications/legalManuals/RegulatoryTakings.pdf.)



Chapter 9. Population

Since the incorporation of the City of Ammon in 1960 when the population was 1882, the city has grown to an estimated 15,252 residents in 2016 (Table 1). The greatest growth occurred between 2000 and 2010 when the population more than doubled, rising from 6,187 to 13,816.

TABLE 1. POPULATION

	City of Ammon	Bonneville County	State of Idaho
Total Population, July 1, 2016	15,252	112,232	1,683,140

Source – www.census.gov/quickfacts

The population of Ammon has a greater percentage of residents under the age 18 and a smaller percentage over the age of 65 (Table 2) than does the rest of Bonneville County or the State of Idaho.

TABLE 2. AGE DISTRIBUTION BASED ON CENSUS BUREAU 2010 POPULATION.

	City of Ammon	Bonneville County	State of Idaho
Under 18 years, percent	36.3%	31.5%	27.4%
18 to 64 years, percent	53.9%	57.6%	60.1%
65 years and over, percent	9.8%	10.9%	12.4%
Female persons, percent	51.1%	50.1%	49.9%

Source – www.census.gov/quickfacts

Ammon also has a higher percentage of residents that own their own homes compared to the rest of the county or the state (Table 3). The median value of owner-occupied homes is higher in Ammon than in the rest of Bonneville County. The median cost of ownership is somewhat higher in Ammon than in the rest of county or the state when including the cost associated with a mortgage. Excluding mortgage costs, median ownership costs are lower in Ammon than in the rest of the county or the state.

TABLE 3. HOUSEHOLD CHARACTERISTICS.

	City of Ammon	Bonneville County	State of Idaho
Housing units, 2010 Census	4747	39731	667796
Owner-occupied, 2012-2016	78.3%	71.5%	68.9%
Median Value of Owner-occupied, 2012-2016	\$167,000	\$157,100	\$167,900
Median Monthly Owner costs - with mortgage, 2012-2016	\$1,288	\$1,155	\$1,179
Median Monthly Owner costs - without mortgage, 2012-2016	\$308	\$334	\$345
Median Gross Rent, 2012-2016	\$781	\$733	\$764

Source – www.census.gov/quickfacts

There were 4,731 households in Ammon as of 2016 and an average of 3.09 persons living in each household (Table 4). This number is higher than the rest of Bonneville County and Idaho and likely reflects the higher percentage of residents under the age of 18. Ammon also has fewer households where a language other than English is spoken in the home (Table 4).

TABLE 4. FAMILY AND LIVING ARRANGEMENTS.

	City of Ammon	Bonneville County	State of Idaho
Households, 2012-2016	4,731	37,138	596,107
Persons per household, 2012-2016	3.09	2.89	2.69
Language other than English spoken in home	6.5%	10.9%	10.6%

Source – www.census.gov/quickfacts

Median household income and per capita income are much higher in Ammon than in the rest of Bonneville County and the rest of the state (Table 5). This is also reflected in a lower percentage of Ammon residents living in poverty.

TABLE 5. HOUSEHOLD AND PER CAPITA INCOME.

	City of Ammon	Bonneville County	State of Idaho
Median Household Income (in 2016 dollars), 2012-2016	\$63,045	\$52,831	\$49,174
Per capita income past 12 months (in 2016 dollars), 2012-2016	\$26,742	\$24,889	\$24,280
Persons in poverty, percent	7.3%	11.7%	14.4%

Source – www.census.gov/quickfacts

The greater income noted above is likely related to a higher level of education among Ammon residents. High school and university graduation rates are substantially higher than that found in the overall state and county populations (Table 6). Graduate degrees are held by 8.38% of Ammon residents (Table 7).

TABLE 6. HIGH SCHOOL AND UNIVERSITY GRADUATION RATES.

	City of Ammon	Bonneville County	State of Idaho
High School graduate or higher, percent of persons 25 years+, 2012-2016	95.7%	91.1%	90.0%
Bachelor's Degree or higher, percent of persons age 25 years +, 2012-2016	33.2%	27.8%	26.2%

Source – www.census.gov/quickfacts**TABLE 7. EDUCATIONAL ATTAINMENT AMONG AMMON RESIDENTS.**

< Grade 9	Grade 9-12	High School	Some College	Associates Degree	Bachelor's Degree	Graduate Degree
1.31%	4.83%	21.85%	26.48%	12.62%	24.53%	8.38%

Source – idaho.zoomprospector.com

Current Housing

The overall condition of housing within the City remains in good condition. Natural turnover of residential properties as subdivisions become older and less in line with the current trends has affected

some of the housing stock in the City but most of those properties have begun a trend of improvement and overall good condition once again.

The City continues to grow with new houses spread throughout the boundaries and new plats being proposed on a regular basis.

Some concerns were expressed by residents about the increase of multi-family developments and the numbers in each development. In general, the public feels the City has enough multi-family housing but recognizes that overall additional housing may be needed. In discussions during the public input process it was expressed that the City should keep the balance of single family to multi-family housing units relatively the same as it is now which is approximately 80% single family compared to 20% multi-family. Variances occur when large multi-family build developments are built which may require a few years for the single-family residences to reach a balance. The Commission recommends a balance of 80% to 20% on average. Placement of multi-family housing developments should take into account the size of the development. Those with a large number of apartments or condos should be located near arterial roadways. Other locations for smaller multi-family developments could be considered based on specific location and traffic flows.

Chapter 10. Land Use

This section of the Comprehensive Plan lays out the policies to be used in Ammon's future land use decisions. This section also contains the future land use map. The future land use map is a graphic representation of the policies within this chapter. The map is created by using the policies, existing land use patterns, proposed transportation systems, natural features such as the foothills and flood hazard areas/floodplains, population projections, and the ideas and opinions contributed during the citizen participation process. The comprehensive land use map can be found at <http://public.cityofammon.us/weblink/Browse.aspx?startid=58742>. Since the future land use map is a generalized representation of the following policies, the policies are controlling. The policies outlined in this chapter are to be consulted and used when staff, the Planning and Zoning Commission and the City Council are reviewing:

- Requests for zoning changes,
- Requests for annexations and initial zoning,
- Plans and expenditures for expansion of major infrastructure such as water and sewer trunk lines and transportation facilities which encourage growth,
- Plans for new major infrastructure such as parks, schools, and fire stations which will channel growth to certain locations, and
- Requests or investments in major public buildings such as city halls, libraries, recreation centers or city center facilities.

Projected Population Growth

The Bonneville Metropolitan Planning Organization (BMPO) has projected an estimated growth rate of 1.88% annually from 2014 to 2040 for the metropolitan area in its *2040 Long Range Transportation Plan*. The U.S. Census Bureau estimates the 2016 population of Ammon at 15,252 (Table 8). If this population is projected to 2040 using the BMPO estimated growth rate of 1.88%, the 2040 population of Ammon is projected to be 24,297. If the densities of Ammon do not increase beyond their 2016 densities, the amount of land required to hold the 2040 population and businesses ranges from approximately 3,900 acres to 4,700 acres. Today Ammon contains 4,831 acres, of which almost one-half is vacant. Although it appears as if the future growth until 2040 may be accommodated within the present boundaries of the city, not all of this vacant land may be easily or economically developed. Therefore, it is likely future annexations may be required to ensure both public and private investments are made in locations where private investments and public costs, including maintenance, are economically sound.

Table 8. Projected Ammon Population, 2040.

	2010 Population	2016 Population Estimate	2014-2040 Annual Growth Rate	Projected 2040 Population
Ammon	13,816	15,252	1.88%	24,297

SOURCE: U. S. Census Bureau and BMPO 2040 Long-Range Transportation Plan. Census count of 7,016 for 2000 population.

The area of impact contains over 11,000 acres and has sufficient land for growth beyond 2040. However, as with the presently annexed lands within Ammon, not all lands within the area of impact may be suitable for economic and efficient future municipal development. As Ammon grows into its area of impact, the natural features of the land, proximity to the existing infrastructure, the cost of maintenance of existing or proposed public facilities, the cost of development, and impact on neighboring land uses should be considered prior to approval of annexation and new development.

TABLE 9. 2017 ACRES BY LAND USE CATEGORIES AND 2040 ANTICIPATED DEMAND.

Land Use and (Zone)	Developed Acres, 2017	Vacant Acres, 2017	Percentage Vacant, 2017	Additional Acres Needed to Meet 2040 Demand, 24,297	Additional Acres Needed to Meet 2040 Demand, 29,598
Residential (R1, R1A, R2, R2A, R3, R3A, RE, RMH, RP, RPA)	1,958	1,347	41%	1,123	1,782
Commercial (C1, CC1, GC1, HC1)	291	355	55%	172	272
Office (PB)	26	17	65%	5	8
Industrial (IM1)	149	105	44%	140	223
Parks/Schools/Churches	188	4.5	3%	-	-

SOURCE: Table of acres in zones, City Administrator, City of Ammon, January, 2018.

Ammon's land use goal should be to foster a community which continues to recognize and respect its rural roots yet provides a variety of housing types and styles for its residents; encourages shopping opportunities for the region, community, and neighborhood; continues to support and enhance the infrastructure necessary to work and live successfully in the 21st Century; works to attract tech and professional businesses to the community; uses its natural features for open space and recreation; and through a public/private partnership, builds a city center or gathering place which provides a walkable environment of mixed-uses including community event space, small shops, public buildings, and mixed housing types housing and offices.

Policies Based on Existing Land Use Patterns

The land use policies and, therefore, future land use map reflect these existing patterns in land use in Ammon:

1. Regional and community commercial uses line 25th East and portions of 17th Street, one a major arterial street and the other a minor arterial street.
2. In limited and newer locations, high density residential uses buffer medium residential uses from commercial uses (Figure 3).
3. Community and neighborhood commercial uses have been channeled to the intersections of major or minor arterial streets.
4. Secondary school facilities buffer medium density residential uses from regional commercial uses.

5. Elementary schools are generally located in the center of the residential neighborhoods they serve.
6. In certain limited locations, parks reflect natural features or limitations to development.
7. Development on the foothills is generally proposed to be lower density; therefore, residential densities generally decrease further from regional commercial land uses and 25th East. Densities decrease as one travels farther from commercial land uses.
8. Residential densities are predominantly less than four units per acre.

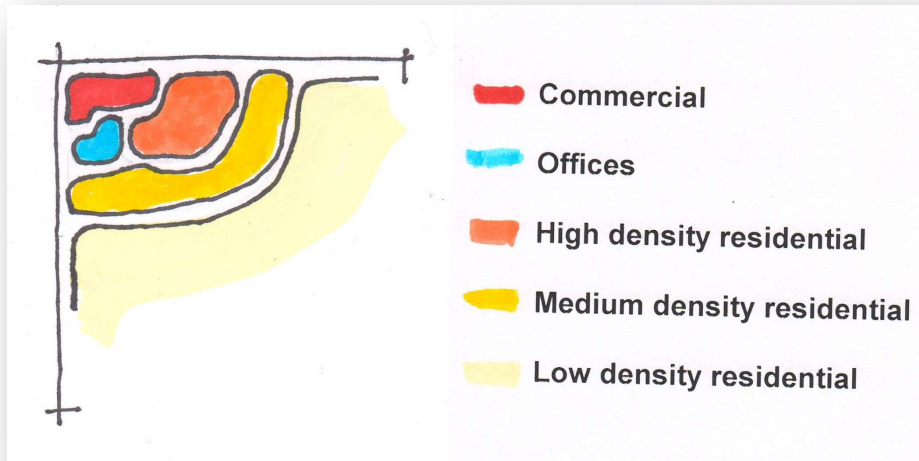
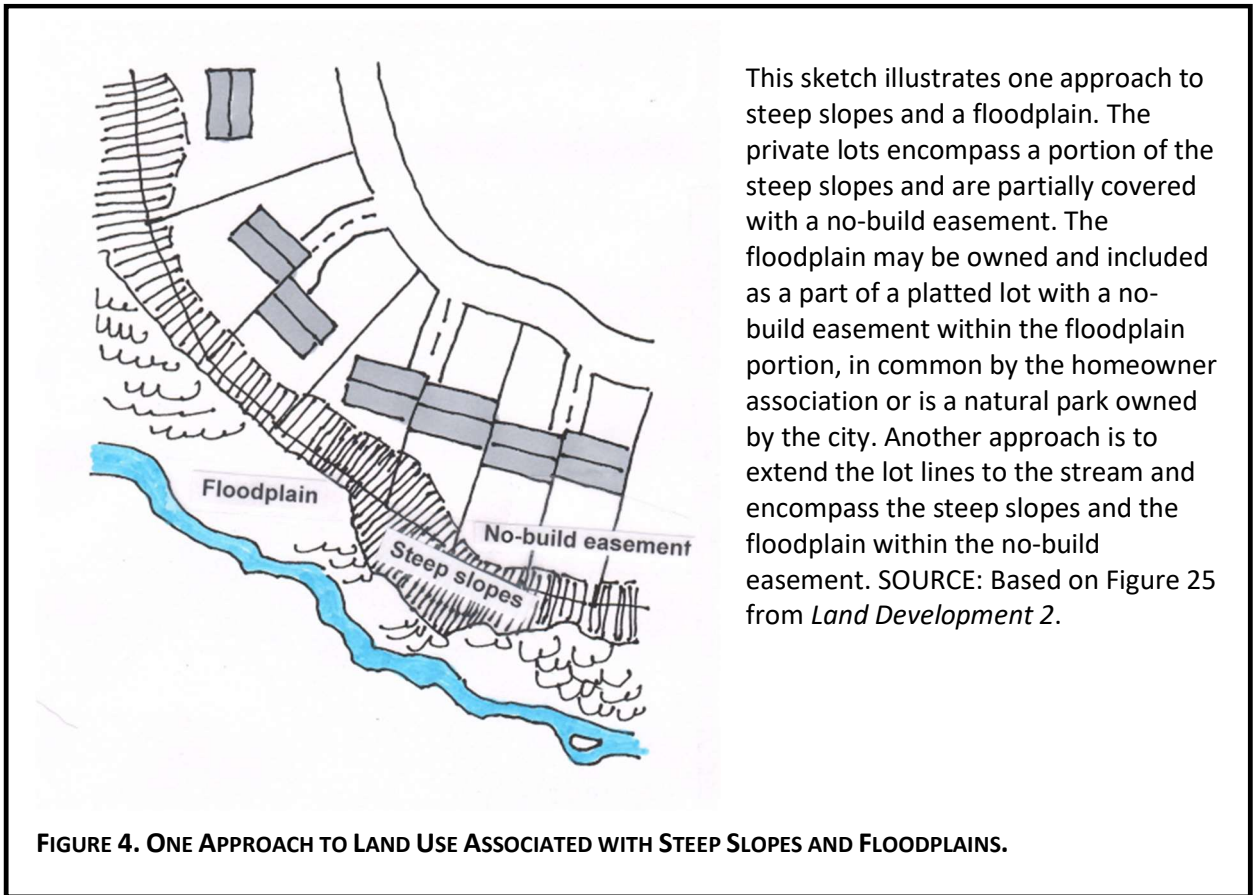


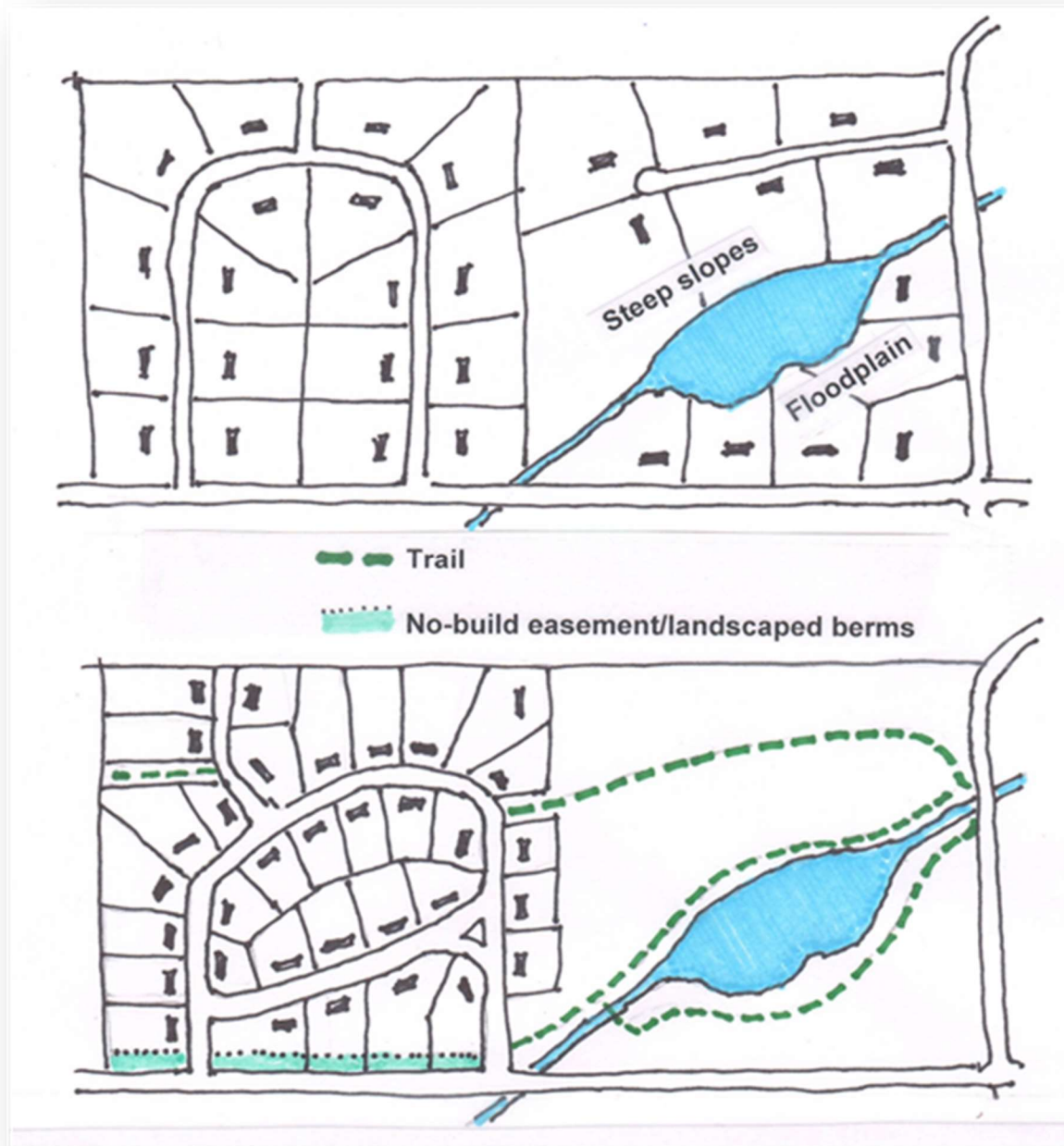
FIGURE 3. RECOMMENDED LAND USE PATTERNS AT THE INTERSECTION OF MAJOR AND MINOR ARTERIAL STREETS.

Ammon's land use policies and strategies should be to accomplish the following:

1. Recognize natural features, such as topography, floodplains, drainage areas, and wildlife corridors, may be amenities to development and may be used to enhance the community and neighborhood (Figures 4 and 5).
2. Encourage completion and submission of site analysis, including topography, hydrology including water table, soil suitability, drainage patterns, slope and similar natural features, prior to submission of preliminary development designs.
3. Protect life and property from natural hazards through, but not limited to, identification of such areas, open space and park plans and acquisition, reduction of densities in such areas, and enforcement of construction codes.
4. Preserve and protect the major transportation corridors in Ammon and enhance the experience of the visitor and resident by ensuring such corridors are attractive and inviting.
5. Protect the public investment in major transportation corridors through land use decisions which discourage strip commercial development; discourage mid-block commercial uses except on designated arterial roadways; require, when necessary due to anticipated traffic demand, traffic studies and related improvements; control highway access; and use landscaping to beautify as well as control traffic movement.



6. Recognize the benefits of different residential street layouts and encourage the use of the one which is most beneficial to the public in the proposed location. Grid layouts disperse local traffic, enhance walkability, and connect neighborhoods. Circular street layouts reduce costs for construction and maintenance, reduce the amount of impermeable cover, discourage through traffic, and encourage layouts which protect sensitive lands. Cul-de-sacs share the benefits of circular street layouts but should be used only when staff, Planning and Zoning and the City Council agree it to be in the best interest of the residents. Cul-de-sacs, while providing benefits, also provide significant issues when considering parking and snow removal.
7. If developments are constructed with circular street layouts or cul-de-sacs, pedestrian pathways should be provided to ensure neighborhood connectivity and to ensure convenient pedestrian access to schools, parks, and open space. Such paths might also provide access to small commercial facilities needed for daily goods.
8. Encourage infill development to ensure development is compact, economic and efficient.
9. Establish land use patterns which build on existing water and sewer facilities.
10. Link homes, schools, parks and shopping areas with bicycle and pedestrian paths. Consider using sensitive lands in such linkages.
11. Continue to require adequate storm water management for new development and explore methods to safely allow multi-use of such facilities.



Two different approaches to developing a site with steep slopes and a floodplain. The first approach uses large lots to avoid the difficult portions of the site. The second approach clusters the homes and dedicates the steep slopes and floodplain to either the use of the homeowners or the public. SOURCE: Based on Figure 14-10 from *Rural by Design* by Randall Arendt.

FIGURE 5. TWO DIFFERENT APPROACHES TO ADDRESSING STEEP SLOPES AND A FLOODPLAIN.

12. Develop site and design review standards to increase depth of yards adjacent to major streets and railroad. Encourage design treatments such as building orientation, height limitations, fencing, and landscaping to reduce land use conflicts, especially adjacent to major streets, the railroad, or heavier commercial and industrial areas.
13. To ensure open space on sensitive lands or to reduce conflicts with neighboring land uses, consider encouraging clustering of homes. Clustering reduces the cost of site preparation, provision of streets and utilities, and maintenance of streets and utilities. Housing clusters of 40 to 80 homes are safer for residents and offer the developer an economic unit.
14. Locate commercial and higher density residential uses at or near intersections of major roads, provided the layout of such uses allows sufficient land for safe ingress and egress not interfering with traffic flow near intersections.
15. Explore the development of a tech/research park to increase employment opportunities in Ammon.
16. Encourage land uses which generate major traffic to locate near major and minor arterial streets, provided the design of such uses reduces the impact on the street system by controlling access.
17. To retain the rural nature of Ammon, discourage lot splits in established subdivisions and protect existing farm operations from land use conflicts with proposed developments.

The policies by land use categories found on the future land use plan are as follows:

High Density Residential

1. The maximum density for high density residential is twenty dwelling units per acre.
2. High density land uses are proposed adjacent to or near major roadways and commercial areas.
3. High density residential uses offer flexibility in design. Parking, garages, storm water retention areas, landscaping, outdoor amenities, and larger yards can be used to buffer the dwelling units from the noise of neighboring land uses. Such buffering techniques should be encouraged in new high-density development.
4. Developments built at these densities should be walkable and, when available, can be served by transit. Site design should ensure such developments have walkways which connect housing with neighboring uses such as shopping areas, offices, schools, churches, and public facilities.
5. A mixture of housing types should be encouraged that may include, walk-up buildings, twin homes and/or duplexes, town homes and/or row houses, and condominiums and/or apartments within one development which broadens the occupant mix, fosters a neighborhood environment, and reduces the monotony of multiple buildings of the same exterior design and scale. If done on a smaller scale or mixed, different housing types do not overwhelm one another.
6. To create a walkable neighborhood, destinations should be within ¼ mile or five minutes walking time, sidewalks in residential areas should be at least five feet in width and wider in commercial areas, sidewalks should be separated from public roadways by a six to seven-foot-wide planting strip, and vehicle speeds should be 15 to 25 MPH. Traffic calming measures such

as narrow traffic lanes, gateways, landscaping, and corner flares also create a pleasant environment.

7. High density residential should be located near or provide for transit pickups as they are available. As high density developments are created in the City, there should be a review of the current transit stops for the potential of offering pickup on site or near the high density developments

Medium High Density Residential

1. The maximum density for medium high density is twelve dwelling units per acre.
2. Apartments and town houses offer flexibility in design. Parking, garages, storm water retention areas, landscaping, fencing, outdoor amenities, and larger yards can be used to buffer the dwelling units from the noise of neighboring uses. Such buffering techniques should be encouraged in proposed medium high density development.
3. Clustering buildings also offers the ability to buffer dwellings from major roads and neighboring land uses as well as offering an opportunity to create open space on sensitive lands.
4. As with high density, medium high density developments should be located near or provide for transit pickups as they are available.



5. Convenient pedestrian access should be available through the development and to schools, parks, and neighborhood commercial uses.

Medium Density Residential

1. The maximum density is four units per acre.
2. Medium density is envisioned to consist of single-family detached homes on smaller lots as well as single-family attached twin-homes. Often homes built at such densities will be a buffer between residential developments of higher densities and single-family homes on large lots or will be located on entrance ways to residential subdivisions.

Low Density Residential

1. The maximum density is 2.5 units per acre.
2. Low density residential consists of single-family detached homes on larger sized lots with wider side yard setbacks.

Institutional Uses (Schools and Churches)

1. Institutional uses such as elementary schools and churches should be located in residential neighborhoods on collector streets. Secondary schools should be located near minor or major arterial streets.
2. Shared use agreements should be pursued with schools to allow the playgrounds to be used outside of school hours by the surrounding neighborhood as park and open space.
3. A line of communication should be maintained between school and city personnel to regularly discuss population projections and anticipated growth patterns, needs for school facilities, and impacts of school location on municipal utilities and facilities. Discussions should also include potential requirements by the City as placement of schools are considered.

Heavy Commercial

Table 10. shows the general characteristics associated with heavy commercial developments. Not all numbers in this table fit eastern Idaho. These numbers are based on national numbers. Locally the market area is likely to be larger than found in the tables below while the population served is often smaller. As a result of a larger market area and longer distance to the shopping centers both the minutes of driving time and the distance in miles will likely be increased for this market

TABLE 10. CHARACTERISTICS OF REGIONAL AND SUPER-REGIONAL SHOPPING CENTERS.

Types of Shopping Center	Site Area	Population Served	Radius of Market Area		Leading Tenant	Number of Stores
			Minutes of Driving Time	Distance in Miles		
Regional	10 - 60 acres 50-acre average	150,000	20-30	8+	Full-line department store	40-80
Super-regional	15-100 acres	300,000	30+	12+	Three or more department stores	100+

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

1. Regional and super-regional shopping areas should be located on major and minor arterial streets (Figure 6).
2. Access from such shopping areas shall meet the standards of the Bonneville Metropolitan Planning Organization *Access Management Plan*, July 2012.
3. The clustering of major commercial developments should be encouraged at intersections. The continuation of commercial development along the frontage of arterial roadways should maintain low access egress for businesses along the frontage at major points or roadway intersections. A shared access traffic aisle should be required throughout developments along the entirety of the arterial roadway. Landscaping within all commercial developments should meet the requirements of Ammon Code Title 10, Chapter 5, Section 24.
4. Require perimeter landscaping for new commercial development. Landscaping not only reduces the visual impact of parking lots; it also directs traffic movement through the parking area and defines access to the neighboring street network. The Urban Land Institute states a reasonable amount of landscaping is 10% of the total site and 20% of the parking area. Such landscaping can be used for storm water retention and snow storage.
5. Shopping areas should buffer adjacent residential areas from the lights and noise of commercial areas by landscaping, fencing, and building placement.
6. Professional offices offer an effective buffer between major commercial areas and apartments and homes. If high density residential is located next to major commercial areas, the location of parking areas, garages, landscaping and fences for such residential uses should buffer the dwelling units from the noise and light of the commercial areas.

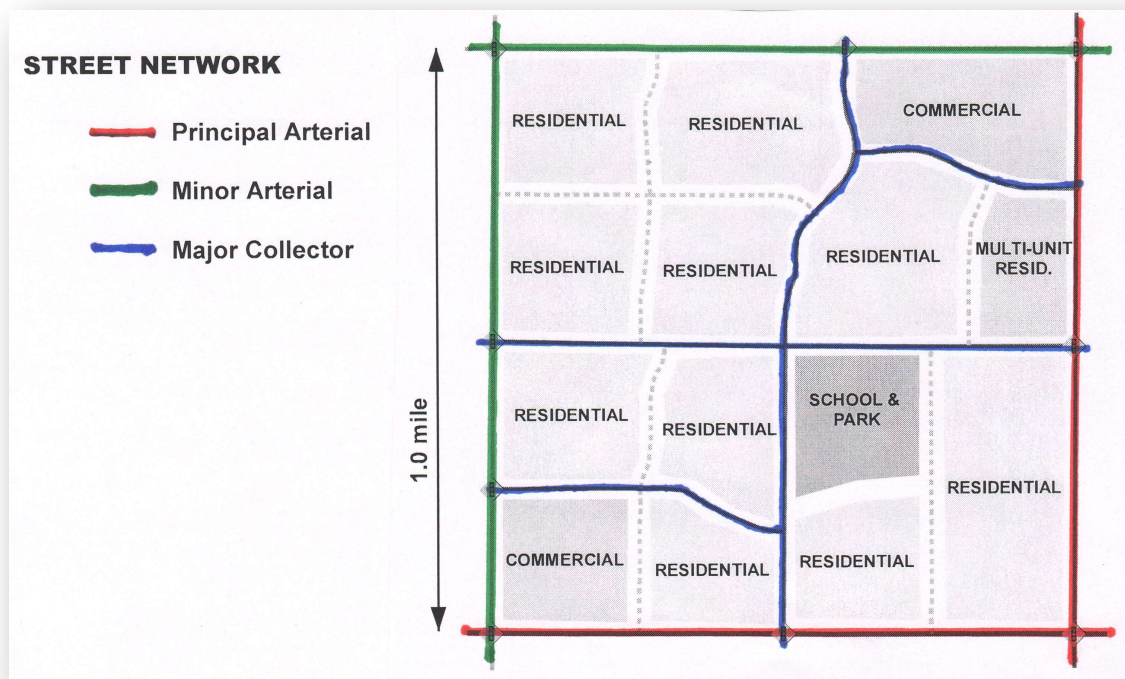


FIGURE 6. RECOMMENDED LOCATIONS FOR SITING COMMERCIAL DEVELOPMENT AT THE INTERSECTIONS OF ARTERIAL STREETS.

Light Commercial

Community and Neighborhood Shopping Areas and Professional Offices

As with the table above under regional shopping areas, not all the numbers fit eastern Idaho. These numbers are based on national numbers. Locally the market area is likely to be larger than found in the tables above while the population served is often smaller. As a result of a larger market area and longer distances to shopping centers, both the minutes of driving time and the distance in miles will likely be increased for this market.

However, the table still provides a framework for commercial locations and provides fairly realistic numbers for the site area necessary for stores and shopping centers (Table 11).

TABLE 11. CHARACTERISTICS OF COMMUNITY AND NEIGHBORHOOD SHOPPING CENTERS.

Types of Shopping Center	Site Area	Population Served	Radius of Market Area		Leading Tenant	Number of Stores
			Minutes of Driving Time	Distance in Miles		
Community	10 - 30 acres	40,000 - 150,00 50,000 average	10-20	3-5	Variety store	15-40
Neighborhood	2.5 - 10 acres	2,500-40,000 10,000 average	5-10	1.5	Grocery store	5-20

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

1. Neighborhood centers should be located in clusters at the intersections of arterial streets. Since they serve the immediate residential area, they may be located at intersections with minor arterials or with major collectors.
2. If neighborhood centers are located at the major arterial intersections, pedestrian access to the neighboring residential areas should be provided to allow residents to shop without having to use the arterial street to access the shopping area.
3. Access from such shopping areas shall meet the standards of the Bonneville Metropolitan Planning Organization most current Access Management Plan.
4. Shopping areas adjacent to residential areas should be required to use exterior lighting designs that shield the residential area from light pollution, as well as using fencing and landscaping to reduce noise from commercial areas.



Industrial

1. When reviewing requests by heavy industries that may have major off-site impact costs and infrastructure needs beyond what is available at the time of the request, those cost should be included as part of any approval and passed on to the developer as a required development cost.
2. When zoning for industrial uses, consider the predominant wind patterns from the southwest.
3. Locate industrial lands near major arterials with good access to highways, and/or adjacent to railroad facilities. Regional airport access is available by accessing the east and west arterial roadways and accessing either I-15 or Highway 20.
4. Buffer residential areas from industrial lands by roadways, office and shopping areas, open space, landscaping, berms, and fencing. Such buffering should be tailored to the industrial use. The buffering required for a food processing plant is likely to be different than the buffering required for a research laboratory or light assembly plant.

Parks and Open Space

1. The existing parks are shown on the future land use map as parks.
2. Future parks are shown symbolically on the future land use map to suggest a park or open space needed to serve the neighborhood as it develops.
3. Sensitive lands such as floodplains, wetlands, steep slopes, and drainages, plus exhausted gravel pits, may be shown as open space.

Land Use Categories and Applicable Zones

TABLE 12. LAND-USE CATEGORIES AND APPLICABLE ZONES.

Land Use Category	Applicable Zones
High Density Residential	R3, R3A, MU
Medium High Density Residential	R2, R2A, MU, RMH
Medium Density Residential	R1, R1A, MU
Low Density Residential	RPA, RP, RE, MU
Institutional uses	By Conditional Use Permit and/or allowed by zone
Heavy commercial	C1, HC1, CC1, GC1, MU
Light commercial	PB, LC/PB, RSC, MU, M-1
Industrial	I&M1, I&M2
Parks, open space	Residential, MU

Chapter 11. Community Design

Ammon has recently experienced tremendous growth. Such growth has followed a suburban pattern - roads are the primary, if not the only, means to travel from commercial development to residential subdivisions. Such a pattern does not provide for a walkable city center - an area where residents and visitors can gather and meet in a public plaza, sit outside, eat a pleasant lunch, and visit small shops such as bakeries, ice cream shops, and other specialty stores before walking back to their homes or offices. Suburban communities across the country have experienced the same issue and are working to create a “gathering place” or city center - a mixed-use development that may include single family housing as a part of the development or close to the development, as well as high density housing, offices and retail shops. It may be anchored by a public building such as a city hall, post office, or library. It may house a community center which brings families to the area. Parking should be designed to allow the development to be used as a gathering place, to benefit the businesses as well as the residents. Within the open area, a central space where small concerts or events could be included to fill out the goal of developing a gathering place or city center development. For this type of mixed use facility to reach its full potential and serve as intended, it should be done using a master plan. Examples of these types of gathering places are the City Creek Center in Salt Lake City, on a large scale, and Hyde Park in Boise, on a smaller, older scale. See Figure 7 for photos of examples of city centers.

During the public meeting process, attendees were informed that this type of development would be done by working with developers to obtain the desired results. Attendees were asked where they thought such a city center gathering place would best fit in Ammon. The top two locations suggested are

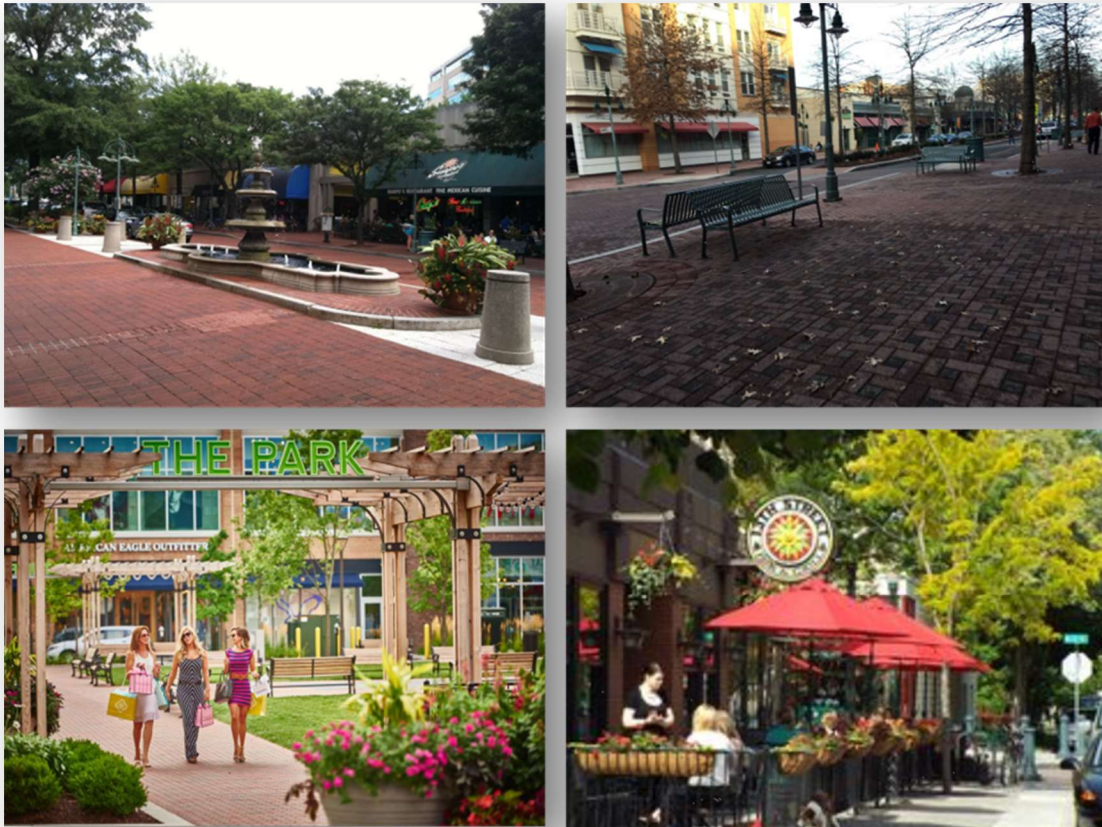


FIGURE 7. EXAMPLES OF CITY CENTER DEVELOPMENTS IN SHIRLINGTON, VIRGINIA; LIBERTY CENTER, OHIO; AND BOISE, IDAHO

at the northwest corner of 17th Street and Ammon Road and the southeast corner of Sunnyside Road and Ammon Road.

To be walkable for most residents, distances should be one-quarter mile or less, which is equivalent to a walking time of five to ten minutes. Considering the size of the City of Ammon, an area of approximately 75 to 80 acres would be sufficient to accomplish the goals of providing a gathering place for residents.

The design of the property should lend itself to being connected to neighboring developments via bicycle and pedestrian trails.

This type of development is a long-range process. It should bring together the City, design professionals, and private developers in a public/private partnership. A master plan of a city center design should be a required element of the development plan.

As commercial developments continue to grow within the City, the requirements for street frontage landscaping should be continued. All developments should be encouraged to maintain landscaping with low water use whenever possible. These areas enhance the appearance of the City and incorporate environmental principles that should be encouraged. New commercial developments should be encouraged to incorporate energy efficient buildings and creative storm water retention designs.

Residential developments should continue to be required to include a landscape strip along the road frontage within the right of way to allow for snow plowing in the winter and to enhance the appearance throughout the year. The City should require storm water retention that uses retention ponds be developed so they also provide for neighborhood parks. Areas under five (5) acres should remain with the homeowner's associations and maintained by the home owner's association. Those areas above five (5) acres could be dedicated as park areas within the City and developed by the developer by working with the Parks Department.



Chapter 12. Schools

The growth of Bonneville Joint School District 93 has been directly related to the growth in and around the City of Ammon. The City should continue to work with Bonneville Joint School District 93 as growth continues and additional educational infrastructure needs are recognized. The addition of the new Thunder Ridge High School northeast of the City will alleviate overcrowding in Hillcrest High School for a time and will serve some students within the City. As growth has continued, both elementary and junior high schools also have been affected. The City and the District share growth information and projections in an effort to fulfill the needs of the growing population. Enrollment figures for Fall 2017 reported to the City of Ammon by Bonneville Joint School District 93 for schools within the planning area are listed in Table 13.

TABLE 13. ENROLLMENT AT EACH OF THE BONNEVILLE JOINT SCHOOL DISTRICT 93 SCHOOLS IN THE CITY OF AMMON.

School	Students
Ammon Elementary	368
Bridgewater Elementary	456
Hillview Elementary	422
Rimrock Elementary	464
Tiebreaker Elementary	427
Woodland Hills Elementary	610
Mountain Valley Elementary	507
Sandcreek Middle School	897
Hillcrest High School	1645

More information on the schools in District 93 can be found at www.d93schools.org/.

During the comprehensive planning process, discussions with the Bonneville Joint School District 93 representative revealed that Sandcreek Middle School is at its maximum capacity and there is currently a need for at least one modular building containing two classrooms for the 2018-2019 school year. Overcrowding at some elementary schools remains a problem. The School District recently passed a bond to build a new middle school near the new Thunder Ridge High School. It is understood that the district will eventually ask for bonds to build additions to and possibly additional elementary schools to alleviate the overcrowding being experienced at this time. Currently, Woodland Hills Elementary has three modular buildings housing six classrooms which are expected to remain for the foreseeable future. Tiebreaker Elementary School has one modular building and the school is near capacity at this time.

Policies for Schools

The City and the District should continue to address concerns about overcrowding of schools as new annexation and development occurs. As part of that process, placement of future schools and access to those schools should be a primary consideration for the School District and the City. Guidelines for placement of schools should be considered and established as part of the implementation of this plan. Recommendations for addressing those guidelines or policies would be placement of high school, junior high or middle schools with direct access to major or minor arterial streets with no routing through residential subdivisions. Elementary schools should be located on residential collector streets whenever possible with consideration given to parent drop and bus drop in separate and distinct areas. As site plans and plats are proposed for new schools within the City, staff and, if needed, a traffic engineer should work with the district to assess accesses and transportation proposals to the schools from the areas within the new school's expected boundary.

Currently the school district is notified of public hearings on new annexations and the city should begin a policy of notifying the district when new plats are approved and recorded.

Working with the school district on programs that may involve exchanging facilities should be considered to help both agencies provide the public with items that may not be possible without sharing of facilities.

Chapter 13. Transportation

Roadways

The City's transportation planning must first consider that the major roadways of the City are those that connect the City of Ammon to City of Idaho Falls, namely 1st Street, 17th Street and Sunnyside Road running to east and west. The primary roadways running north to south connect the City of Ammon to Highway 20/26 on the north. These roadways are Ammon Road (S 35th East), Crowley Road (S 45th East) and Hitt Road (S 25th East). Of primary concern would be those areas of each of the east-west roadways that are unimproved. Figure 8 shows the functional classifications for existing roadways and Figure 9 shows the functional classifications proposed for roadways by 2040. Figure 10 shows the roadways expected to become congested in mid- and long-term planning projections. Recommended roadway improvements are shown in Table 14.

TABLE 14 RECOMMENDED ROADWAY IMPROVEMENTS

PROJECT	DESCRIPTION	IMPROVEMENT
1 st Street	S 25 th East (Hitt Road) to Tie Breaker	Reconstruction-asphalt, curb, gutter, sidewalk
1 st Street	Sand Creek Bridge	Reconstruction- upgrade to new width
Intersection	Sunnyside and Ammon Road	Widening, install signal lights
17 th Street	S 25 th East (Hitt Road) to Ammon Road	Resurface (Mill and in-lay project)
Sunnyside Road	Ammon Road to Ard Drive	Reconstruction-asphalt, curb, gutter, sidewalk
E 21 st	S 45 th East (Crowley Road) to Foothill Road	Reconstruction-asphalt, curb, gutter, sidewalk
17 th Street	Sand Creek Bridge	Replacement
Ammon Road	south of Sunnyside to E 49 th South (Township Road)	Reconstruction-asphalt, curb, gutter, sidewalk
Original Townsite	Roadways and utilities	Reconstruction-asphalt, curb, gutter, sidewalk
Hillview/Hillsdale	Roadways and utilities	Reconstruction-asphalt, curb, gutter, sidewalk
Ammon Road	17 th Street to 1 st Street	Reconstruction-asphalt, curb, gutter, sidewalk

First Street east of S 25th East (Hitt Road) carries heavy traffic through the City of Ammon from the adjacent county subdivisions. The bridge crossing Sand Creek near S 25th East on 1st Street needs to be replaced, adding a large amount to the overall cost of any project in this area. First Street is shared with the County as it passes the Tie Breaker subdivision and continuing to the east where it intersects Crowley Road (S 45th East). First Street should be a top priority for the City, which should take the steps necessary to have a design ready for the roadway to make it a target for future grant requests.

Sunnyside Road east of Ammon Road provides connection to both the City of Ammon foothill traffic and several county subdivisions. Like 1st Street, Sunnyside Road improvements should be designed and ready for submission for potential grants in the future. The intersection of Sunnyside Road and Ammon Road is served by a four way stop sign system. This intersection should get a traffic signal in the near future.

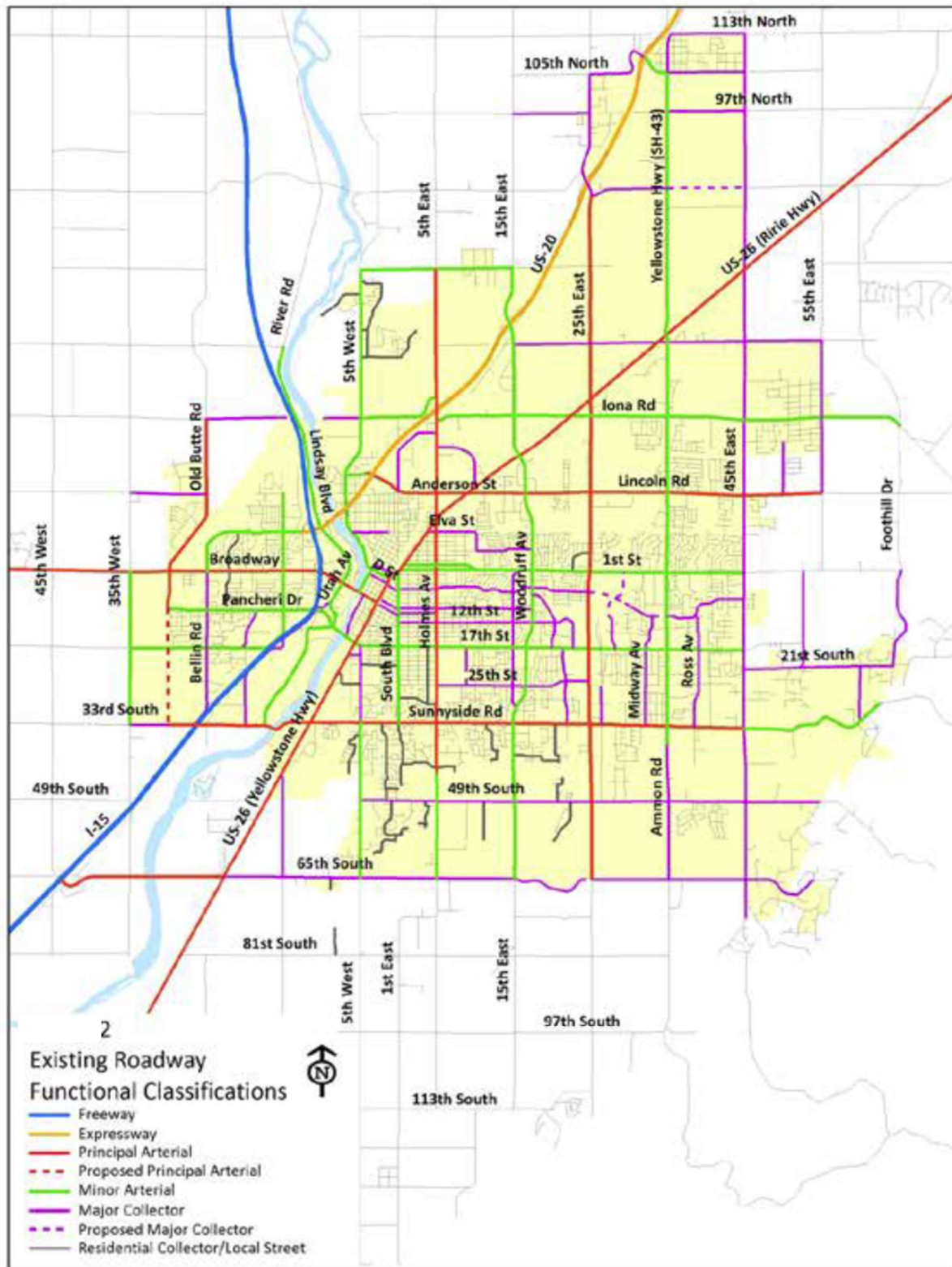


FIGURE 8. PRESENT FUNCTIONAL CLASSIFICATION OF EXISTING ROADWAYS. SOURCE: BMPO 2040 LONG RANGE TRANSPORTATION PLAN.

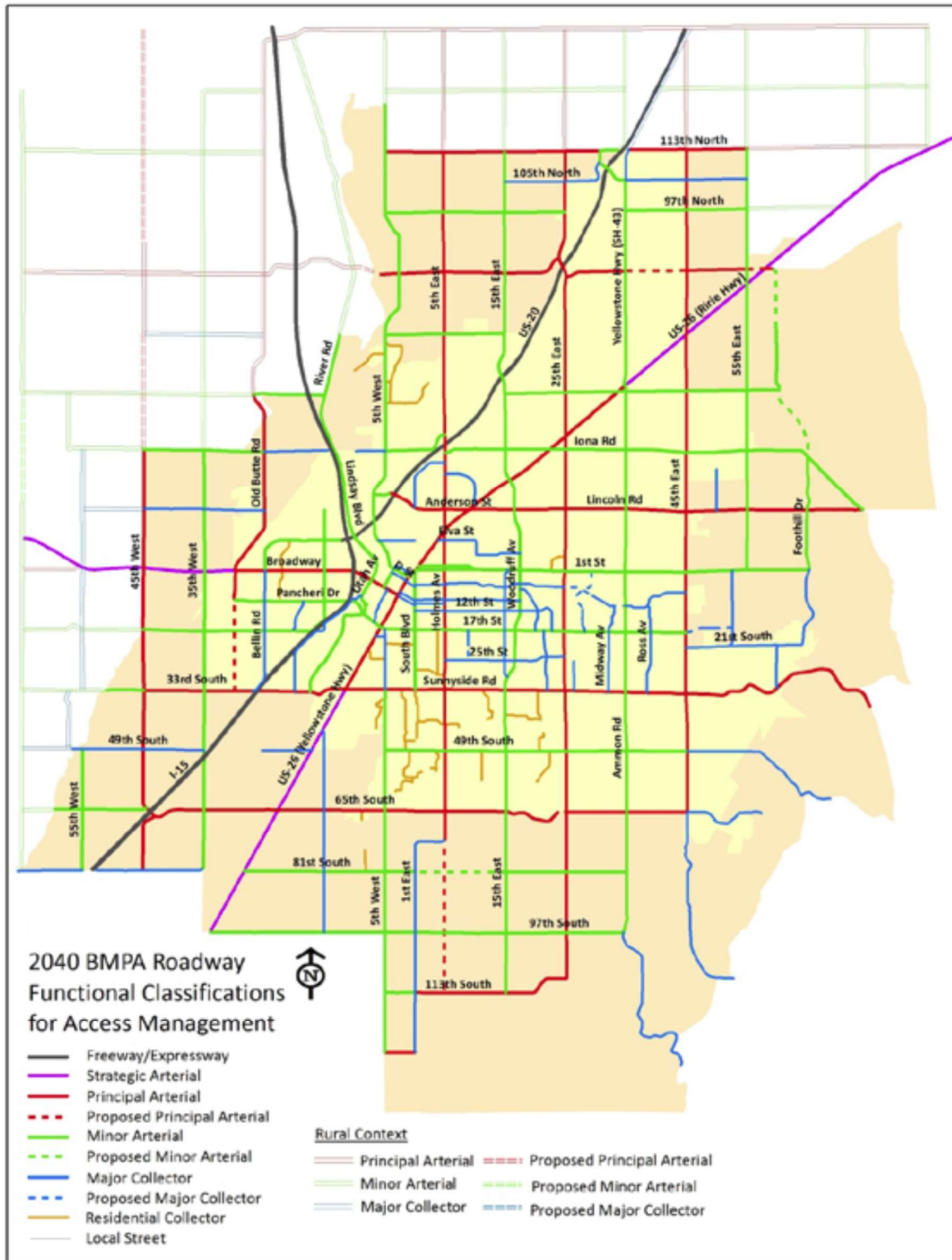


FIGURE 9. FUNCTIONAL CLASSIFICATIONS OF ROADWAYS PROPOSED FOR 2040. SOURCE: BMPO LONG RANGE TRANSPORTATION PLAN.

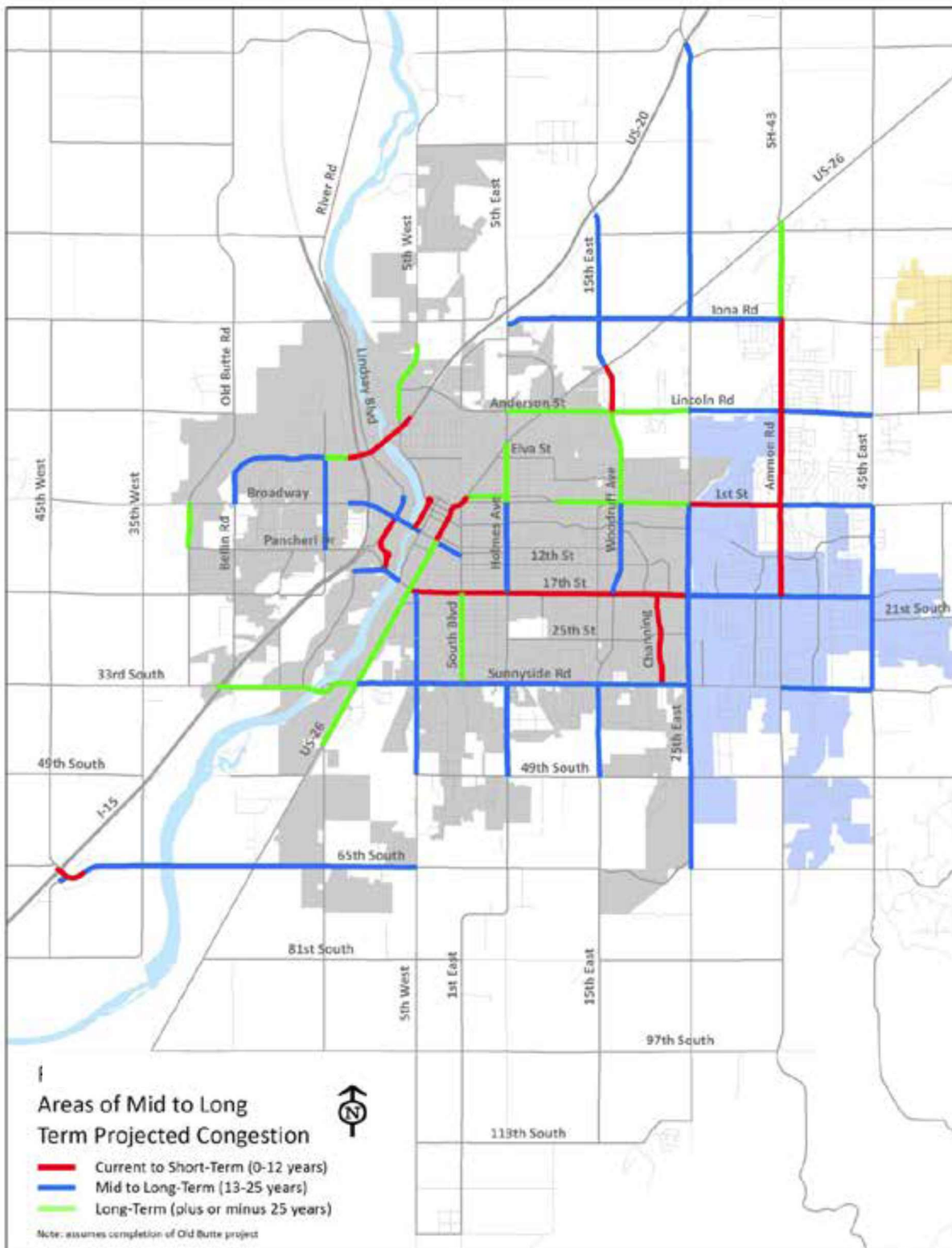


Figure 10. Projected areas of congestion. Source: BMPO 2040 Long Range Transportation Plan.

Ammon Road (S 35th East) south of Sunnyside Road needs maintenance and upgrading. This is a county roadway from approximately one-quarter mile south of the Sunnyside Road intersection, but it is the major roadway accessing the Woodland Hills, Cortland Ridge, Highland Springs and Mountain Bend Estates subdivisions which are all located within the City limits. This section of Ammon Road should be annexed to the City.

While Crowley Road (S 45th East) remains mostly in the county, it receives heavy traffic pressure from both county and City subdivisions. The City should work closely with the county in an effort to upgrade this roadway from the John Adams Boulevard intersection south to Township Road (E 49th South).

Maintenance projects for other roadways in the City are scheduled as each budget year is approved. Repairs, upgrades and maintenance programs are performed during the summer and fall seasons.

Other road concerns within the City are in the older neighborhoods. Most of the Original Townsite has 99-foot rights of way which are expected to be upgraded in the next decade. Many of these roadways have reached their expected design life. The area also does not have sidewalks or asphalt wide enough to allow bike and pedestrian lanes. The water system in this area has become old and the City repairs line breaks on a regular basis.

Similar issues also exist in the Hillsdale/Hillview subdivisions north of the Original Townsite. Both of these areas are part of the Ammon Master Plan project to upgrade water, sewer, streets and sidewalks. The City Council is working on a plan to schedule updates to these areas but a time frame has not been adopted. Early design and projected timelines for upgrades could make the City eligible for future grants.

The City of Ammon is a partner in the Bonneville Metropolitan Planning Organization (BMPO). This organization considers and provides guidelines for transportation issues in the region. The City of Ammon uses these adopted traffic plans and pedestrian/bicycle plans for reference for roadways standards and design as well as trails for pedestrian use. A current **Roadway planning guideline** can be found on the BMPO website (www.bmpo.org). Additional information on long range plans for transportation and traffic counts can be found by accessing the BMPO website.

In addition to the above-referenced sites, the City of Ammon has adopted the Idaho Standards for Public Works Construction (ISPMC). The website for this document is at lhtac.org/resources. Addenda to the document by the City of Ammon can be obtained by contacting the City Engineer. Additional information can be found by accessing the City of Ammon subdivision ordinance at public.cityofammon.us/weblink/Browse.aspx?startid=2416&dbid=0).

ADA Accessibility Transition Plan

The City is currently in the process of writing and adopting an ADA Transition Plan to bring the City into compliance with the Americans with Disabilities Act (ADA). This plan will address items within the City that may not currently comply with the ADA and will provide a process in which deficiencies may be addressed. All development coming into the City and updates to infrastructure or public buildings within the City should be reviewed at time when there are modifications or when reconstruction design is addressed. Once completed, the plan will be available on the City website at www.cityofammon.us

Airport and Public Transit

Currently, air transportation is provided by the City of Idaho Falls at the Idaho Falls Regional Airport. Mass transit is provided by Targhee Regional Public Transportation Authority (TRPTA) in partnership with the County, Idaho Falls, Ammon, and other cities in the region. Information on TRPTA can be found

by accessing their website at www.trpta.org. The site provides information on the regional transit plan as well as route information.

Biking and Walking Trails

Developing a system of biking and walking trails that connects parks and schools and connects neighborhoods to commercial areas has been identified by many Ammon residents as a priority. Participation in the “Connecting our Community” program along with Idaho Falls and BMPO provides an important opportunity to achieve this goal. Figure 11 shows the existing biking and walking trail system and recommended improvements.

High priority biking and walking projects recommended within the City of Ammon planning area include:

- Midway Bicycle Boulevard (John Adams to Sunnyside Rd)
- Derrald Ave/Owen St Bicycle Boulevard (25th E to Ammon Rd)
- East-West Ammon Bicycle Boulevard (Sand Creek foot bridge to McCowin Park)
- John Adams Bike Lanes (as development occurs)
- East 21st South Multi-Use Path (45th E to Rimrock School Path)

Walking and biking paths and trail connections should be considered on all new developments within the City.

Additional information about Connecting Our Community can be found at www.idahofallsidaho.gov/621/Connecting-Our-Community.

The City of Ammon, with support from the Idaho Department of Health and Welfare, conducted a study focused on improving walkability within the city. The issue of greatest concern in this study was the students attending Hillcrest High School, Sandcreek Middle School and Ammon Elementary School crossing Sunnyside Road. In addition to school crossing, this crosswalk also serves residents crossing Sunnyside Road to access the City swimming pool, McCowin Park and other areas north of Sunnyside.

The following were recommendations for reducing these concerns:

- Installing a Pedestrian Hybrid Beacon or similar device.
- Installing median islands at locations along Sunnyside to break up the visual monotony and wide-open appearance of the corridor for motorists.
- Implementing a “tactical urbanism” project that would include temporary medians at the crossing location and trees in large pots in what is now a sidewalk buffer paved with asphalt.
- Other design treatments to narrow lanes and create greater street friction in the school zone to slow traffic.

Other design treatments and policy recommendations resulting from the study include the following.

- Work with Bonneville Joint School District 93 to continue investing in neighborhood schools and perform a more comprehensive life-cycle cost analysis that includes transportation for any new schools in the City or within the area of impact.
- Require new developments to construct buffered sidewalks on arterial and collector roadways, and prioritize upgrading old sidewalks to meet new standards, including ADA design requirements.
- Require street connectivity within the one-mile grid system roads, to improve walkability with collector roads and “micro-path” connections between disconnected roads and cul-de-sacs.

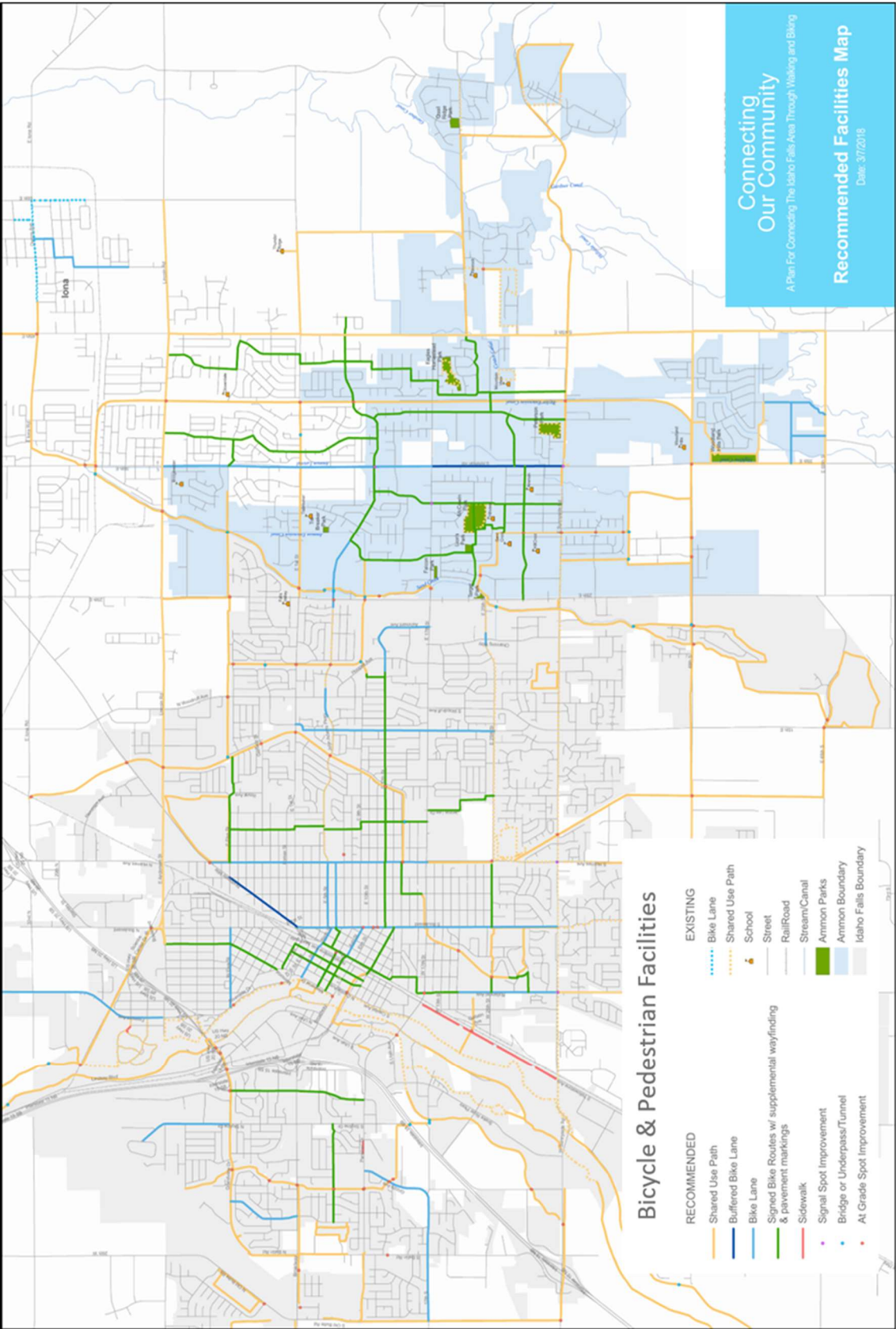


FIGURE 11 LOCATION OF EXISTING BIKING AND WALKING TRAILS AND RECOMMENDED IMPROVEMENTS TO THOSE.

- Require compliance with the Manual on Uniform Traffic Control Devices when sidewalks are blocked or closed during construction, including proper ADA-compliant barricades and designation of pedestrian detour routes.
- Establish a design standard for residential street widths that discourages excessive vehicle speeds.

The study also recommended the following actions as priorities for improving walkability within the City of Ammon.

- Make community connectivity a goal for all plans and projects that have the potential to impact walkability.
- Identify where connections are easiest and most effective, and then budget for those improvements.
- Prioritize linking subdivisions to schools, parks, and other gathering places.
- Place greater emphasis on connectivity when reviewing development plans, including requesting assistance from the health district with those reviews.
- Assess where bike lanes could be added to existing roadways.
- Find low-cost solutions (e.g. asphalt) to temporarily fill sidewalks gaps along existing major roads.



Additional specific projects recommended by the study include the following:

- Stripe crosswalks at Ammon Road and 17th Street with high-visibility markings.
- Examine the merit of right turn slip lanes/pedestrian refuge islands at all four corners of the intersection at Ammon Road and 17th St.
- Consider a mid-block crosswalk and Pedestrian Hybrid Beacon signal (or similar device) near 17th Street and Heather or 17th Street and Trailwood.
- Add curb extensions at Owen Street and Carolyn Lane.
- Consider a roundabout at the Derrald Avenue and Eagle Drive intersection.
- Stripe crosswalks at the intersections of Eagle Drive and Sunnyside Road with high visibility markings.

The study recommended working in partnerships with Eastern Idaho Public Health, BMPO, Bonneville County, City of Idaho Falls, Eastern Idaho Regional Medical Center and the Bonneville Joint School District 93 to plan, finance, and implement these recommendations.

Recommended priorities for bicycle and pedestrian projects include:

- A bike lane on Midway from Sunnyside Road to 17th Street.
- A bike lane on Midway from 17th Street to John Adams.
- Signage along Salmon, Bittern, and Targhee Streets from the Ammon Foot Bridge to S 25th East.
- Signage along 17th Street from Midway to S 25th East (Hitt Road).
- Signage along Sunnyside Road from Midway to Eagle/s 25th East (Hitt Road).

Chapter 14. Parks and Recreation

Residents of Ammon recognize the importance of their parks, trails, and greenspace to the overall quality of life in Ammon. Seventy percent of survey respondents said they use Ammon city parks often and 44% said their favorite place to go in Ammon is the parks. In general, Ammon residents are in favor of improving and expanding their parks.

Ammon presently has approximately seventy acres of parks. The National Parks and Recreation Association (NPRA) categorizes parks according to their use, size, and location. Community parks are generally greater than ten acres and include sports fields, pools and other larger amenities. They typically serve an area covering a 0.5 to 3-mile radius. In Ammon, McCowin, Peterson, Woodland Hills and Eagle Point Parks would be considered as Community parks.

Neighborhood parks are generally smaller, covering five to ten acres and serving a 0.25 to 0.5-mile radius area. In Ammon, these parks would include Lions, Falcon, Tie Breaker, and Target parks. The older areas of Ammon likely have sufficient Neighborhood parks to meet residents' needs. However, the newer neighborhoods need additional park facilities to meet the coverage recommendations. This issue should be addressed with each new development providing sufficient parks to meet these recommendations.

The City parks offer many amenities that are available to the public. The amenities include a basketball court, baseball fields, soccer fields, bocce ball courts, playground equipment, shelters, gold disc, a swimming pool, splash pad. Many of the sports fields and the shelters are available for reservations and can be booked by going to the City website at www.cityofammon.us.

Currently, new developments are required to retain the storm water calculated for new subdivisions. Because of the continued need of maintenance, the City has, in the past, accepted these retention areas after they have been landscaped into the park system and designated them as "greenspace" rather than parks. It is the recommendation of this plan that all new retention areas that are to be dedicated to the City parks system be required to be no less than five (5) acres. This change should be implemented to



encourage development of neighborhood parks that have the area and parking for the subdivision where it exists. That may include but not be limited to swing sets, sports fields, etc. Retention areas under the recommended size should remain as part of a home owners association (HOA), which should maintain the retention area to standards set forth by the Engineering Department of the City.

Although NPRA now recommends that cities develop their own standards for determining the amount and distribution of parks, their former guidelines can be useful as a benchmark to guide planning. NPRA's previous standard for Community parks was to provide 5 to 8 acres for every 1,000 residents, and 1.25 to 2 acres per 1000 residents for Neighborhood parks. The standards recommended a total of 6.25 to 10.5 acres of parks for every 1,000 residents. Using this approach to meet a goal of maintaining the existing ratio of park acres per 1,000 residents, by 2040 the City would need to develop an additional twenty acres of parks.

Developing a system of biking and walking trails that connects the parks and schools, and connects neighborhoods to commercial areas has been identified by many Ammon residents as a priority. Participation in "Connecting our Community" along with Idaho Falls and BMPO provides an important opportunity to achieve this goal.

In addition to parks within the City, the residents of Ammon also have access to abundant outdoor recreational opportunities in the region. Ammon is fortunate to have access to public land administered by the U.S. Forest Service, National Park Service, Bureau of Land Management, Bureau of Reclamation, Idaho Department of Parks and Recreation and Idaho Department of Fish and Game. These public lands provide world class opportunities for sight-seeing, flyfishing, alpine and cross-country skiing, camping, snowmobiling, off-highway vehicle trails, white-water sports, boating, big game hunting, mountain biking, rock climbing, hiking and backpacking.



Chapter 15. City Building Needs

As the City continues to grow there will be needs for additional buildings or an addition to the existing City Building. Additional space for the City Building is available on property already owned by the City adjacent to the current City Building. Currently, the City budget has set aside money within each year's budget designated for expansion of the City Building at a time the City Council determines it necessary.

The Building Department is currently housed in the City of Ammon Office Building. Growth of this department will increase the need to expand the existing building.

The Engineering Department is also housed in the City of Ammon Office Building. It is recommended that as the needs for a new office building is found the Engineering Department and its related services remain in the City Office building. This department is regularly required to meet with the public which come to the City Building for inquiries and questions.

An additional fire station will be required in the future as the City continues to grow into the foothills east of the City. That building is being budgeted for and is part of the Fire Department strategic plan. Land and other needs for this building should be considered as the City continues to annex and develop properties in the Ammon Foothills.

The Public Works Department is currently housed in the Bruce Ard Operations Facility. This building is relatively new and has land available for expansion as needed.

The growth of the Fiber and IT Departments will present potential needs for a larger area for offices and equipment than that currently used. These departments are also housed in the Bruce Ard Operations Facility with land available for expansion should the need arise.

The current Parks Building is adequate for the existing needs for that department but the addition of recreation programs will present space issues. As this occurs, space for the recreation program needs should be addressed.



The City of Ammon is part of the Bonneville County Library District, which entitles all residents access to the Idaho Falls library. As the City continues to grow, the demand for a local library will continue to grow as well. Consideration should be given to developing a library facility, perhaps as a branch of the Idaho Falls Library under the Bonneville County Library District, or through the development of a virtual library making use of the capabilities of Ammon's fiber optic network.

Chapter 16. Special Areas, Agriculture, and Natural Resources

Special Areas

There are a number of sites in the vicinity of Ammon that could be considered special for their historic, architectural, ecological, archaeological, wildlife or scenic character. The Ammon Elementary School building was constructed in 1937 and holds substantial historical relevance to Ammon residents. On the same property is a school building moved to Ammon from Ozone in 1929. Both buildings are still in use today and are operated by Bonneville Joint School District 93. No properties within the Ammon city boundary or the area of impact are known to be on the National Register of Historic Places.



Many Ammon residents enjoy the viewshed of the foothills to the east of Ammon. Maintaining this viewshed should be given consideration in development decisions as the city continues to expand toward the foothills. The foothills and land further east provide abundant wildlife habitat. Efforts to understand and maintain connectivity of migration corridors should also be a consideration for developments expanding toward and into the foothills.



Agriculture

The first settlers in the Ammon area came here to claim farmland under the Homestead Act, and Ammon still plays a vital role in the surrounding agricultural community. More than 75% of the Ammon area of impact is on soils rated by the USDA-Natural Resources Conservation Service as “Prime Farmland if Irrigated.” Common crops grown in the area of impact include potatoes, wheat, barley, alfalfa, and grass sod. Several large tracts of undeveloped land occur within the boundaries of the city of Ammon, and the City continues to encourage use of these undeveloped lands for farming.



Natural Resources

Sand Creek and Little Sand Creek are the only substantial waterbodies within the planning area. Sand Creek enters Ammon near the site of the old sugar factory on Lincoln Road between Hitt Road and Ammon Road. It leaves the City near the intersection of Hitt Road and 25th St. Little Sand Creek flows through the old Ammon townsite. It enters the city from the northeast approximately one-half mile north of 17th St. and Crowley Road and exits one-half mile south of Sunnyside Road west of Ammon Road. Both of these streams are federally protected and have been modified from their natural channel shape and function and serve primarily as canals today. However, certain portions of these streams could serve as corridors for biking and walking paths.

Within the Ammon city boundary and the area of impact are areas with slopes exceeding 10%. These areas are primarily associated with the foothills. Some of these areas have slopes that may be steep enough to impose certain limitations on development. Consideration for use of these areas should include an analysis of the stability of the material on these slopes to support the proposed use.

Chapter 17. Airports and National Interest Transmission Corridors

There are no public use airports in the Ammon area of impact. The nearby Idaho Falls Regional Airport is outside the planning area and is owned and operated by the City of Idaho Falls.

There has been no notification of a designated national interest electric transmission corridor in the vicinity of the City of Ammon or in the area of impact.

Chapter 18. Hazardous Areas

According to the Bonneville County Emergency Management Plan, there is the potential for four high risk hazards which could affect the City of Ammon: Earthquakes, Flooding/Dam Failure, Wildfires, and Hazardous Materials Incidents. For additional information on hazards within the City and Bonneville County see the Bonneville County Multi-Jurisdiction All Hazard Mitigation Plan (AHMP) at www.co.bonneville.id.us/images/PDF/EOC/Public%20Version%20of%202014%20AHMP_Approved_RELEASED%20VERSION_3-20-15.pdf

Earthquakes

Fault lines exist in the area southeast of Swan Valley and are known to cause frequent, small earthquakes in the area of Palisades Dam. Larger earthquakes, including the Borah Peak and Hebgen Lake earthquakes, do occur in the region. Earthquakes could affect Ammon, and could result in damage to unreinforced masonry buildings, bridges, dams and other structures.

Flooding and Dam Failure

Some areas within the boundaries of the City, as well as the impact area, are within the FEMA floodplain mapping designations as potential flood areas. The City, developers and engineers review each development request for potential flood plain designations. The City does not permit residential development within subdivisions without engineering data and modifications to prevent the potential hazard of flooding to residences. Commercial buildings are permitted within the flood plain area but must be elevated above the base flood elevation. Flood plain designations can be found on the FEMA website at msc.fema.gov/portal.

Threat of flooding is associated primarily with the Willow Creek and Sand Creek drainages. This flooding hazard is most likely associated with rapid snowmelt in winter. This flooding can be exacerbated by rain occurring along with that snowmelt. The proximity to smaller drainages associated with the foothills in the eastern part of the Ammon area of impact increases the likelihood of this threat. These rapid runoff events have been known to bring localized flooding and inundation to neighborhoods in Ammon. Ammon City Code Title 7, Chapter 10 details limitations on land use in flood plains.

Failure of either Palisades Dam or Ririe Dam would cause catastrophic flooding requiring large-scale evacuations and potentially heavy loss of life in large parts of Bonneville County. Because of the connection through the Willow and Sand Creek drainages, a failure of Ririe Dam would likely cause inundation of much of Ammon and its Area of Impact. Flooding from a failure of Palisades Dam would result in inundation of much of Idaho Falls with lesser impact on Ammon. However, the response to such an event would likely result in significant secondary impacts to residents of Ammon.

Wildfires

While wildfires have yet to breach the boundaries of the City and are not considered a major threat to the City, the potential of wildfires spreading into the City of Ammon from the undeveloped lands east of the City certainly exists. According to the Bonneville County All Hazard Mitigation Plan (AHMP). A wildfire is defined as a fire that is caused naturally or by humans and occurs in areas of combustible vegetation, typically in or near wildland areas. Typically, wildfires occur in areas that are undeveloped except for the presence of roads, railroads, and power lines. Wildfires occur near areas where improved property and wildland fuels meet at a well-defined boundary. For more information on wildfires within the area please refer to the AHMP link above.

Hazardous Material Incidents

There are no known facilities in Ammon that manufacture, store, or distribute substantial amounts of hazardous material. None of the major transportation corridors for hazardous materials pass through or near the city of Ammon.

Policies

In order to minimize the potential for injury or damage from natural and manmade hazards, certain policies should be pursued.

1. Continue to participate in the Federal Emergency Management Agency (FEMA).
2. Cooperate with the county, neighboring cities, communities, irrigation districts, flood control districts to address actions necessary to establish structures or other means to eliminate or mitigate the risk of flooding in the Willow and Sand Creek watersheds upstream of Ammon.
3. Flood potential will be considered when designating use categories on the future land use element and when assigning zoning categories.
4. Activities located in the flood prone area will be designed to minimize damage caused by flooding.
5. City of Ammon should continue efforts to improve maps of locations and severity of flood damage. Flood control structures and mitigation projects resulting from planning coordinated with the county and developers should be implemented. Funding through FEMA should be sought to support the implementation.
6. City of Ammon should continue to work with the Bonneville County Emergency Management Office and follow suggestions adopted in that organization's Emergency Management Operations program to address how services and aid will be handled in an emergency.



Chapter 19. Economic Development

Over the past twenty years, Ammon has focused primarily on promoting itself as a hub for regional retail development. This approach has been successful in bringing new commercial development in the retail sector. These retail developments have resulted in an overall increase in the tax base that supports city amenities, making Ammon a community that is an attractive place to live.

With this success in making Ammon a part of the center of retail shopping in eastern Idaho, future economic development should focus on providing employment opportunities that provide sufficient income to allow citizens to both live and work in Ammon. In the Population discussion earlier in this plan, it was noted that educational attainment and median income are substantially higher in Ammon than the rest of the county and the state. To achieve goals related to meeting employment needs for a population with higher educational achievement and commensurate income, this focus should include development of technology centers within the city. These centers could be medical, research, communications or technology development.

Goal #1. Target sectors of the economy that will provide significant employment opportunities to residents of Ammon, thereby allowing the city to be a desirable place to live, work, and recreate.

Goal #2. Develop an economic base complementary to the active, outdoor lifestyle enjoyed by Ammon's residents.

Goal #3. Identify sites having the necessary criteria for developing technology parks and sites for other new commercial development that lend themselves to increased business activity and nonresidential use to preserve larger areas as primarily residential neighborhoods.

Goal #4. Ensure the ability for the City to continue to fund, improve and support itself, including its infrastructure.

Policies to achieve these goals include the following.

- Collaborate with regional development initiatives that attract industries to eastern Idaho, yet allow Ammon to differentiate itself by featuring its unique capabilities.
- Capitalize on Ammon's fiber optic network to attract employers in the high-tech, medical, and professional industries.
- Collaborate with the Idaho National Laboratory, other major federal programs, and their supporting private commercial contractors to bring pieces of these programs to Ammon.
- Develop a qualifications and capabilities document for marketing that highlights Ammon's ability to support the kind of industries Ammon wants to attract.
- Ensure infrastructure capacities necessary to support industries attracted by Ammon's fiber optic capability.
- Accelerate completion of the fiber optic network, especially fiber to homes, to ensure this amenity continues to stand-out within the region.

Ammon, Idaho Falls, and Bonneville County have historically shared close ties in the economic growth of the area. We expect that trend to continue in the future.

Ammon should market itself as part of the Idaho Falls Metropolitan Area by participating in regional economic development initiatives. Eastern Idaho has unique amenities that make it attractive to industries and companies that recognize quality of life as an important asset for attracting the best

employees. Efforts to attract commercial development will need to take advantage of all of the amenities available in the region. Ammon should see itself as part of a “technology corridor” extending from Pocatello to Rexburg with two major universities as bookends to that corridor. Once an industry has shown interest in the region, then Ammon can distinguish itself with its special capabilities.

Ammon does have features that provide advantages over other municipalities within the county. One of the greatest limiting factors for commercial development is the availability of land suitable for commercial development. There is more land available for commercial development in Ammon and its area of impact than there is in surrounding areas.

Ammon’s single most important feature that would attract desirable industries is the fiber optic network. The broadband connectivity capabilities owned by the City of Ammon are not found anywhere else in the region. Ammon’s fiber optic network should be attractive to high-tech industries and professional service industries that require reliable broadband connectivity. Along with the regional amenities, the fiber optic network could make Ammon an attractive opportunity to lure companies from denser urban areas that are looking for better quality of life for their employees.



It is important to not understate how significant the fiber optic network will be to expanding opportunities for higher-paying, skilled jobs in Ammon. This is a unique capability that sets Ammon apart from the rest of the region. Because of that, it is of critical importance that Ammon prioritize, if not accelerate, the completion of its fiber optic network, including connecting residential neighborhoods and homes. Ammon should anticipate that significant employment growth will come in the form of telecommuting, which will mean a need to ensure connectivity to residential neighborhoods as well as to commercial developments and technology parks.

Achieving the goal of bringing higher-paying jobs to Ammon will mean re-targeting economic development from retail to high-tech, medical, and other professional service industries. A starting point for that would be to have City Council members attend technology marketing symposia rather than retail symposia as has been done in the past.

To support attracting these kinds of industries, Ammon should consider developing, or participating in developing, one or more technology parks that bring the necessary infrastructure to support high-

technology industries. This would include identifying areas within the city or the area of impact where this support infrastructure could be most efficiently developed. In addition to access to the fiber optic network, suitable electrical power, transportation, fire protection, water, sewer, etc. would need to be provided. Having a building of approximately 75,000 square feet already on site would greatly improve the ability to attract an initial tenant.

The Idaho National Laboratory (INL) is the largest economic driver in eastern Idaho and will continue to have an impact on the economic growth of Ammon. The INL programs are expected to remain stable or expand over the next twenty years. However, the uncertainty surrounding the Advanced Mixed Waste Treatment facility is a concern, and Ammon should join with other regional efforts to ensure the future of that funding. There is the potential for an advanced computing center and a cyber security center bringing opportunities for growth, especially as Department of Homeland Security (DHS), Federal Bureau of Investigation (FBI) and the Navy continue to expand their presence in eastern Idaho. Ammon provides opportunities for these federal programs and the related supporting companies through its fiber optic capabilities. Seeking collaborative opportunities with INL, other federal programs, and their associated support industries should be a focal area for marketing Ammon's capabilities.

Development of the Small Modular Reactor (SMR) project by NuScale Power and Utah Associated Municipal Power Systems (UAMPS) could be a significant opportunity for economic development in eastern Idaho over the next twenty years. Because they provide scalability and flexibility in power production, SMRs are considered to be a disruptive technology, forcing a change in the way nuclear power can be incorporated into the electrical generation marketplace. This is a prime opportunity for Ammon to capitalize on its fiber optic network to take advantage of this potential to attract supporting technology industries.

With the nearby outdoor recreational opportunities, Ammon's high-tech amenities could be attractive to the recreational technology (rec-tech) industry. Recreational technology has been a rapidly evolving industry and includes products like wristband fitness devices, Emergency Position Indicator Beacons (EIPRB), avalanche beacons, GPS navigators, along with apps for smart devices used in outdoor recreation. Many of Ammon's residents are avid outdoor recreationists and rec-tech users. They could provide a unique capability as a test bed for product development. Development of recreational trails would also increase the attractiveness of Ammon to the rec-tech industry.

Ammon should also consider preparing for commercial opportunities that support the growth of the College of Eastern Idaho (CEI). CEI is expected to be the second largest community college in Idaho within five years. Planning for and supporting the kinds of high-tech and professional businesses needed to support a growing college nearby would provide a unique economic growth opportunity for Ammon.

There are also factors that could limit economic growth and may require some investment to make this economic development plan successful. The fiber optic network provides a unique capability for Ammon. However, the kinds of industries that could be attracted by the availability of that broadband connectivity also require large amounts of electricity. Planning for future upgrades to the electrical infrastructure in Ammon and the area of impact should include an understanding of the amount of electricity that these industries will require and continued coordination between the City and Rocky Mountain Power. These industries will also require expanded capacity for delivering water and for processing wastewater. Expansion of these facilities are reviewed on a regular basis and the City is now

able to project future needs based on requested requirements within proposals by development inquiries.

Many of the high-tech industries that Ammon could attract would also expect convenient airline service. At present, the Idaho Falls Regional Airport (IFRA) is experiencing high costs due to limited seat capacity, a limited number of airlines, and limited number of destinations. Within the economic region, the Pocatello Regional Airport also services many businesses and residents. The City of Ammon should recognize the importance of having a regional airport that is as close as IFRA, and support efforts by the City of Idaho Falls and other regional entities to improve opportunities to expand air service in eastern Idaho.

Ammon will need to develop a strategy for funding the investments needed to achieve these economic development goals. Ammon is remarkably fiscally responsible but does have two bonds yet to pay off. Ammon can expect that attracting high-tech, medical, and professional businesses will increase the tax base to help meet future fiscal goals. However, a systematic approach to identifying and securing grants and cost-sharing opportunities needs to be developed in order to prepare Ammon's infrastructure for this growth. A starting point for this would be to provide training sessions to City Council on the kinds of funding opportunities that are available and the proposal requirements needed to secure those funds.

As mentioned previously, it will likely be important to work collaboratively as part of regional economic development opportunities to first attract companies to eastern Idaho. Many of the opportunities require a rapid response to describe a city's capabilities and qualifications in order to demonstrate the basic requirements the company may be looking for. To be able to participate effectively in those requests for qualifications, the City should develop and keep current a brief statement of its capabilities to support the high-tech, medical, and professional industries it has targeted.



Chapter 20. Strategic Plan

Knowing the “destination” or vision for a community is merely one required element for a city’s success; another is having a “roadmap” or a strategic plan that helps it get there. The City Council and the City Department Heads have worked together over the years to develop and maintain an ideology regarding expenditures related to upgrades, maintenance and new capital improvements that will help the residents within our City. The departments estimate and budget for their needs based on existing and projected needs. Much of the unknown is an understanding of the actual growth in the City, including where growth will occur and what type of growth it may be. Our hope by incorporating the City Strategic planning objectives into the Comprehensive Land Use Plan is to make available to the decision makers, and to those desiring to build and expand our City, what is required to accomplish growth and development at a pace and in an economic pattern that will let new growth pay for itself, and, therefore, not burden the existing residents with costs attributed to new growth. The projections within the comprehensive plan will be used by departments to project future needs. The studies used by the departments in the City will also provide the Departments and the City Council with the needed information to require new development to participate in the cost of future expansion. By addressing the strategic and planning components of the City together, the City is better able to envision the plans



and the goals of the City as a whole and each department’s needs for the future.

The strategic plan of each department projects specific needs related to growth and the existing day-to-day needs that each department anticipates will maintain the quality of life and level of service that our residents expect. The goal is to ensure that the improvements and maintenance needs of residents currently living in the City are met by these budgets and projections.

It is imperative that as part of the growth process each department is involved and has the ability to project additional needs created by new development, and that those needs are addressed at the time of development.

Additional information on the projected needs and costs set by certain departments can be found in the chart linked <http://public.cityofammon.us/weblink/Browse.aspx?startid=58742> . This chart shows the

current projects, equipment and much of the maintenance for the Fiber, Fire, Parks, Sanitation, Streets, Wastewater and Water Departments. The strategic plan amount shown within each department's plan are subject to approval during the budgeting process every year. Funding is reliant on the funds that may have been previously set aside by each department, new yearly funding as well as grants as they become available. Some departments have not been included as a part of this plan. Currently, the City does not have an officially adopted policy on the use of a strategic plan. Those departments which have not been mentioned are mostly reliant on the services provided by other departments. In the future, these departments will be included separately and will be available for review at the link above.

Fiber Optic Department

The Fiber Department has grown from a department serving the needs of the City into one that serves commercial businesses and public service centers such as schools and churches. In 2017, the City began taking fiber to homes in residential areas by using an opt-in local improvement district (LID). Fiber LID projects offer residents the ability to choose if they would like to be included in the LID and have the fiber installed to their homes during the construction phase of each project. The decision on what neighborhoods are selected to receive fiber projects each year is based on the residents of neighborhoods and subdivisions indicating interest in the fiber improvement districts. The areas with a high percentage of interest are then contacted by public information notices to determine the actual level of interest. If a neighborhood's interest is high enough to project a successful project, it is then considered and may be included in the next year's fiber improvement project.

The City of Ammon Fiber Model has become nationally recognized for its process in providing service to both residents and other developments. Much like the installation of city infrastructure in new developments, the current fiber installation plan includes the majority of the costs of setup and installation to be paid for by the users as opposed to by the City. The City then takes responsibility for maintenance and operations of the system. For this reason, the Fiber Department does not have a yearly estimate in the City's strategic plan.

Questions on fiber and its installation should be directed to the Fiber Department of the City. Information concerning the fiber progress in the City can be found at www.cityofammon.us. It is expected that as the City moves forward with the fiber project the requests and pressure to speed up the residential connections will accelerate. This may mean the addition of equipment and personnel to meet the demands as we complete the connections to residential homes.

Fire Department

The Fire Department provides fire, technical rescue and fire prevention/education services for the City of Ammon. These services are provided from one main, centrally-located fire department headquarters. The full-time staff includes one Chief, two Deputy Chiefs and two Captains; and a part time staff that includes paid-call firefighters and one administrative assistant. The City recognizes that the continued success of our Fire Department hinges on the success and the development of our personnel.

As the City continues to grow outside its existing boundaries, consideration should be given to the need of an additional fire station to maintain the current level of service expected by the City leaders and residents. The primary concern for the Fire Department as the City grows will be the need for land to provide a location for a second fire station. The consideration of land should be discussed at any future annexations or new plats submitted in the Ammon Foothills.

Engineering Department

The Engineering Department is an integral part of the City in that it reviews plans for development of subdivisions, roadway upgrades, water, sewer and general infrastructure upgrades, working very closely

with the Public Works Department. Currently, the strategic plan's projected needs for the Engineering Department is included in the various Public Works Departments' budgets, although it is recommended that the Engineering Department begin submitting for approval at budgeting time engineering for proposed major improvements to infrastructure within the City. Some of those improvements is considered separately from the Public Works strategic plan to allow for long-term planning for new development.

The Engineering Department should order or perform assessments for easement, rights of way and any related surveys needed as part of the day to day operations of all departments.

Reviewing the needs of extensions and upgrades for future development is a major part of the Engineering Department's function. Recommendation on water and sewer upgrades or extensions should be considered with each new plat submitted and every annexation. Developer participation in needed improvements should be explained at the time a development is requested.

Public Works Departments

The Public Works Department consists of Water, Waste Water, Sanitation, and Streets. This department continues to grow as the needs and level of service to City residents expand. The most important consideration for Public Works is to maintain the existing infrastructure. Currently the department is working on areas that have been found to be behind schedule on repairs and maintenance. The City Council recently adopted a master plan for the Original Townsite and the Hillview/Hillsdale subdivisions. These areas should continue to be a focus since they have the oldest infrastructure in the City. Funding for these needed repairs and maintenance should be of major concern as the City expands or improves roadways outside this master plan area. Grants may be available for upgrades to existing infrastructure and should, when possible be used.

The Public Works Department and its associated departments, working with the Engineering Department reviews the needs, expansion requirement and operations of the City water, waste water, and storm water needs.

Monitoring the water needs of the City and the potential requirement for water mitigation and/or the need for additional water rights, wells or expansion is done by the Public Works Water Department working with the City Engineer and the Public Works Director. Review of new development is reviewed for potential effects on the water system. Water studies may be required as part of this review and may be required of the developer as part of consideration for annexation or expansion of existing developments.

The waste water facility, which is a public partnership between the cities of Ammon and Shelley, and Bonneville and Bingham Counties, handles the majority of waste water treatment for the City of Ammon. This entity is called the Eastern Idaho Regional Waste Water Authority (EIRWWA). Capacity and potential need for expansion is reviewed by the City Engineer and Public Works Director in conjunction with the Board of EIRWWA. One portion of the City continues to be served by the City of Idaho Falls for waste water processing. There are plans in the near future to eliminate this service by expanding the area currently serviced by the City of Ammon via EIRWWA.

Reviews of these facilities include a review of new development requirements and regularly includes water and/or waste water facility studies to determine improvements needed to allow for expansion of those systems related to new growth. Regular review of existing conditions is performed usually on an annual basis.

Portions of the City are serviced by the Iona Bonneville Sewer District (IBSD) for waste water and some areas are serviced by Falls Water for culinary water service. The Engineering Department works closely with these entities regarding expansion within their designated areas as well as potential repairs or maintenance needs that may be reported or discovered by the City.

Summary of Strategic Plan Ideology

Each department should review and update their individual plans each year, including projecting long term goals as they are determined. Budget approval by the City Council should consider the items listed within the department's strategic plan.

Each department should review and take advantage of appropriate grants that meet the department and the City's vision whenever possible. Long term consideration of a designated grant writer may be a consideration in the future.

Chapter 21. Implementation

As we move from researching, developing, reviewing and approving the new Ammon Vision 2040 Comprehensive Plan we must understand that the plan will only be effective if the implementation is carried out as planned. We should consider the final adoption of the plan to be a guide for action and change. As we were directed by the Planning and Zoning Commission and the City Council to do, this plan sends us in the direction to place standards, development requirements and adopt ordinances to place the recommendations within the plan in place. A goal of the plan is to provide a plan that was easy to read, easy to find items in question and to guide those looking at moving into the area, developing property and for those involved in decision making for the City easy access and vision of what was expected within the plan. We hope that the public, developers, the Planning and Zoning Commission and City Council members now and in the future will review this document for its intent and rely on these pages as a vision to what the stakeholders, survey participants, those attending public input meetings and City officials expected as they provided the input. Throughout the plan there are links to documents and sites that will expand the information needed for those using it.

Some of the implementation that should occur following the adoption of the Vision 2040 is:

- Update existing and create zoning ordinances to require the recommended items not currently included in the City Code.
- Implement and adopt the standards and design requirements controlled by the Engineering Department. Part of this stage would be a review of Title 10, Chapter 29, Subdivision Ordinance to meet the current requirements and needs of the Planning and Zoning Commission and the Engineering Department.
- Identify needed improvements recommended and implement strategies to include the improvements as identified in the plan.
- Research and identify potential funding for projects identified as well as the potential of public/private partnerships.
- Set up a process for updating and verifying all links and documents linked through the internet for this plan.
- Staff should review the ideas identified within the plan as needed for the success of the plan and begin budgeting as possible to reach the recommendations in the plan.
- Notify all agencies involved within the plan area such as Bonneville School District 93, Bonneville County and Idaho Falls of the adoption of the plan and map and work with these agencies as possible to implement the recommendations within shared projects.
- Staff should work with Council to help develop a policy for economic development and job creation.
- The Planning Department and the Parks Department should work together to help implement the needed bike/ped items within the City.
- A review of Title 7, Chapter 10, Flood Plain Requirements should be considered by the Flood Plain Administrator working with the Planning Department.
- Staff should work together to present a Strategic Plan policy to the City Council for adoption. Once adopted that plan should be placed within the documents in the Comp Plan folder on the City website.
- Incorporate the Vision 2040 into all future strategic plans and guiding policy documents.

Appendix A: Idaho Local Planning Act Requirements

IDAHO CODE TITLE 67

STATE GOVERNMENT AND STATE AFFAIRS

CHAPTER 65

LOCAL LAND USE PLANNING

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

- (a) Property Rights — An analysis of provisions which may be necessary to 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.
- (b) Population — A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.
- (c) School Facilities and Transportation — An analysis of public school capacity and transportation considerations associated with future development.
- (d) Economic Development — An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.
- (e) Land Use — An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.
- (f) Natural Resources — An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.
- (g) Hazardous Areas — An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.
- (h) Public Services, Facilities, and Utilities — An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.
- (i) Transportation — An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights of

way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor and other related transportation facilities.

(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.

(k) Special Areas or Sites — An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

(l) Housing — An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the 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.

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

(n) Agriculture — An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community.

(o) Implementation — 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.

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

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

Nothing herein shall preclude the consideration of additional planning components or subject matter.

TABLE 15. LOCATION OF REQUIRED ELEMENTS IN THIS COMPREHENSIVE PLAN.

Element	Location in Plan	Page No.
Property Rights	Property Rights Section	16
Population	Population Section	17
	Projected Population Growth Section	20
School Facilities and Transportation	Schools Section	33
Economic Development	Economic Development Section	50
Land Use	Land Use	20
Natural Resources	Natural Resources Section	46
Hazardous Areas	Hazardous Areas Section	48
Public Services, Facilities and Utilities	City Building Needs Section	45
	Strategic Plan Section	54
Transportation	Transportation Section	35
Recreation	Parks and Recreation Section	43
Special Areas or Sites	Special Areas Section	46
Housing	Population Section	17
	Land Use Section	20
Community Design	Community Design Section	31
Agriculture	Agriculture Section	46
Implementation	Strategic Plan Section	54
	Implementation Section	58
National Interest Electric Transmission Corridors	Airports and National Interest Electric Transmission Corridor Section	47
Public Airport Facilities	Airports and National Interest Electric Transmission Corridor Section	47

Appendix B: References

- Arendt, Randall. *Rural by Design*. American Planning Association. 1994
- Beyard, Michael and others. *Ten Principles for Developing Successful Town Centers*. Urban Land Institute. 2007.
- Bonneville Metropolitan Planning Organization. *2040 Long Range Transportation Plan*.
- Bonneville Metropolitan Planning Organization. *Access Management Plan*. July, 2012.
- Booth, Geoffrey and others. *Ten Principles for Reinventing America's Suburban Business Districts*. Urban Land Institute. 2002.
- City of Ammon. *Comprehensive Plan* as amended May 4, 2017.
- City of Ammon *Zoning Ordinance*, City of Ammon website.
- City of Eagle. *2015 Eagle Comprehensive Plan*, Chapter 6.
- Easton, Gregory and John Owen. "Creating Walkable Neighborhood Business Districts." *Makers Architecture and Urban Design*. June, 2009.
- Ewing, Reid and Robert Holder. *Best Development Practices: A Primer for Smart Growth*.
<https://www.epa.gov/smartgrowth/best-development-practices-primer-smart-growth>
- FEMA 2002 Flood Insurance Map, City of Ammon.
- Greenblatt, Alan. "The Quiet Revolution Happening in the Suburbs." *Governing*. December, 2017.
- Idaho Flood Hazard Map. Idaho State Department of Water Resources.
www.idwr.idaho.gov/Floods/map.html
- Jarvis, Frederick D. *Site Planning and Community Design*. National Association of Home Builders. 1993.
- Kaiser, Edward and others. *Urban Land Use Planning*. University of Illinois Press. 1994.
- Kelly, Eric Damien and Barbara Becker. *Community Planning: An Introduction to the Comprehensive Plan*. Island Press. 2000.
- Kulash, Walter M. *Residential Streets*. Urban Land Institute. 2002.
- Lynch, Kevin and Gary Hack. *Site Planning*. The MIT Press. 1990.
- McNally, Kevin. *Design Guidelines for Walkable Communities*. Niehoff Studio, January 29, 2010.
- National Association of Home Builders. *Land Development 2*. 1981.
- "The Future Belongs to Walkable Communities," *Planning Commissioners Journal*. March, 2010.
- Porter, Douglas R. *Making Smart Growth Work*. Urban Land Institute. 2002.
- Sisson, Patrick. "New high-end developments bring the city to the suburbs," *Curbed*. January, 2017.
- U. S. Fish and Wildlife Service. *National Wetlands Inventory*. www.fws.gov/wetlands/Data/Mapper.html

Appendix C: Public Comment Process and Summary

Citizen Involvement Process

To be successful, this Comprehensive Plan must represent the shared vision of its citizens for the future of Ammon. Discovering that shared vision is one of the first critical goals in developing the Comprehensive Plan. A public involvement plan was developed and implemented to ask the citizens of Ammon about their vision for the future of their City. The process for ensuring citizen participation in the development of this plan included outreach using traditional print and broadcast media outlets, the City of Ammon website, social media, online surveys, and direct interaction with citizens at public meetings and civic events. A special Vision 2040 webpage was launched on the City of Ammon as a clearinghouse for information about the Comprehensive Planning process and opportunities for citizen involvement.

Traditional media including newspapers, television and radio were engaged through a press release announcing the plan update and opportunities for public comment. The City of Ammon website and Facebook page were used to announce opportunities for public involvement.

The first civic event used to reach the public was Ammon Days in August, 2017. Citizens were offered flyers containing information about the Comprehensive Plan update. The flyers included phone numbers, and website and email addresses for submitting input. Citizens who provided their email addresses during the Ammon Days events also received follow-up communication via email.

A public opinion survey was published on Survey Monkey in early November 2017 and remained open through January 2018. The city's website and Facebook page were used to encourage citizens to offer their opinions through that online survey. A total of 176 respondents used the survey to provide their input.

Planning personnel developed a PowerPoint presentation about creating a Comprehensive Plan and made it available on the Vision 2040 webpage.

A series of six public meetings were planned and Facebook Events were created for each of these meetings to invite public participation. The meetings took place at various locations around the city including City Hall on November 14, Rimrock Elementary School on November 29, Woodland Hills Elementary School on December 13, Tiebreaker Elementary School on January 10,

The screenshot shows a survey titled "City of Ammon Comprehensive & Strategic Planning" with a "Preview & Test" header and an "INVITE" button. The survey question is: "1. How would you rate the overall quality of life in the City of Ammon?" with five radio button options: Very Good, Good, Neither Good nor Bad, Bad, and Very Bad. A "No Opinion" option is also present. The survey is displayed on a background image of a wooden fence. At the bottom, it shows "2. How familiar are you with the City of Ammon Comprehensive Plan?" and a progress bar indicating "0 of 27 answered".

Ammon Elementary School on January 11, and Mountain View Elementary School on January 17. At these events citizens were presented with opportunities to:

- Review the 2012 Comprehensive Plan
- Review the current Zoning Map
- Review the Connecting Our Community Map and suggest additional routes for walking and biking paths by drawing them on the map
- Vote on design concepts for a new “city center/gathering place” development
- Provide responses to public opinion survey questions
- Interact with City officials and planning personnel about the planning process
- Sign up on the email list to receive future information about the planning process

Broadcast media were invited to the public meetings and KIFI Local News 8 interviewed Mayor Dana Kirkham and planning consultant Julie Foster. These interviews were aired later that evening on KIFI.

Planning personnel also conducted interviews with the Planning & Zoning Commissioners, city council members, department managers, past Mayor, new Mayor, and members of the business community.

The Draft Comprehensive Plan was presented at a public meeting of the Planning & Zoning Commission for their review and recommendation. The Plan was then presented to the City Council at a public meeting for their approval and adoption.



Summary of Public Input

The survey results show that more than 90% of respondents find the quality of life in Ammon as Good or Very Good. In an open-ended question, 44% of respondents said their favorite place to go in Ammon was the parks, and 70% said they visit their parks often. Being home with their families was the favorite place for 20% of respondents and shopping was third at 9%. Nearly equal numbers of respondents said Parks, Shopping, and the Small-Town Feel were the best features of Ammon. The most suggested new amenities they would like to see added to Ammon included bike and walking paths, a library, and a recreation center.

When asked about street improvements, common themes they expressed included widening certain arterial roads, adding traffic lights at busy intersections, and better snow removal. Other transportation improvements suggested included improving sidewalks and bike paths/lanes connecting neighborhoods, schools, parks, and shopping districts. Respondents also noted the desire for transportation improvement projects to include landscaping that enhances the aesthetic and environmental qualities of their town.

When asked about a gathering place or city center concept for Ammon, common themes among respondents were that this be an urban village with retail shops, dining, and business offices. It might also include high density housing. It might include a plaza to act as a gathering place for outdoor events, cultural activities, concerts, etc. The kind of development might also be a place for a library. Figure 12 shows the locations suggested through public involvement processes for a gathering place or city center.

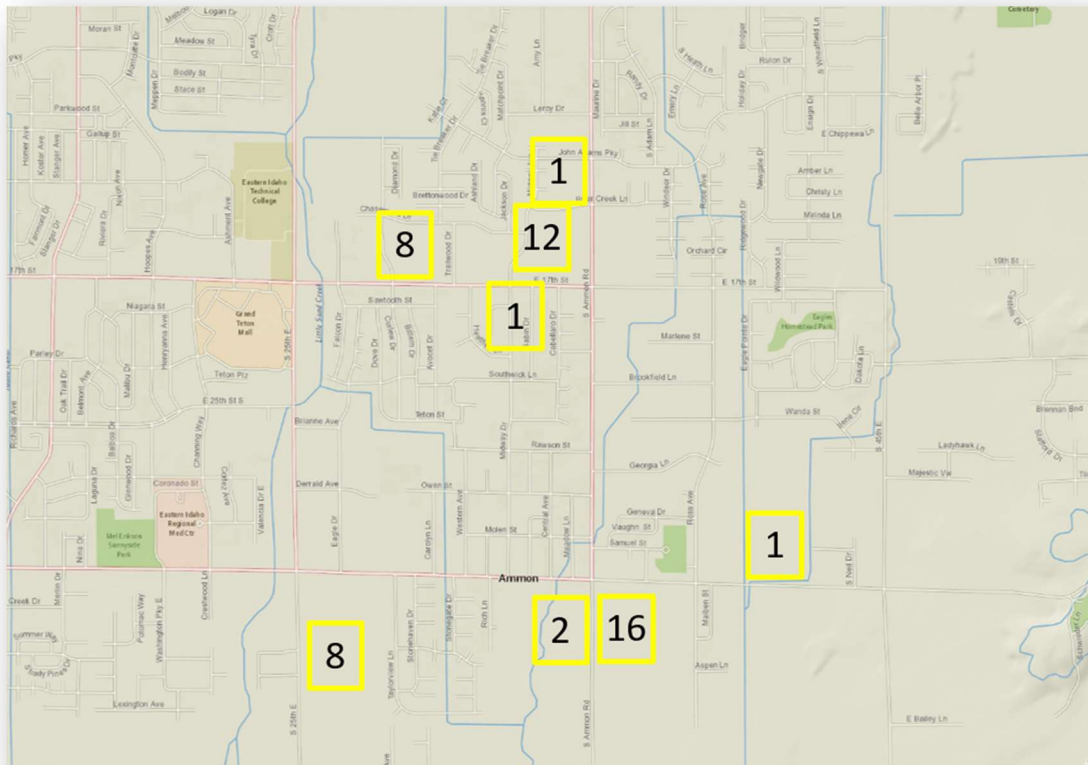


FIGURE 12. LOCATIONS SUGGESTED THROUGH PUBLIC INVOLVEMENT FOR A GATHERING PLACE/CITY CENTER DEVELOPMENT. NUMBER INDICATES HOW MANY PEOPLE SUGGESTED THIS LOCATION.

Survey respondents overwhelmingly reported that housing in Ammon is somewhat affordable or very affordable. Seventy percent felt that Ammon needs more single-family housing.

When asked to describe their vision for Ammon in twenty years, the most common theme was that Ammon should retain its small-town, friendly atmosphere. They see Ammon as a “fun place to live” with enhanced opportunities for outdoor activities, more open space and green space connected with sidewalks and biking and walking paths. They want a town that is not overly commercialized, but with sufficient business and commercial development to maintain a solid tax base. They would like to see some commercial development nearer to neighborhoods but associated with major road intersections. Some respondents expressed a desire to encourage commercial development in the technology sector that capitalizes on Ammon’s fiber optic infrastructure and could provide high-paying jobs.

Survey respondents also expressed a concern that their twenty-year vision would require the development and implementation of a plan that guides residential, commercial, and industrial development, and investments in the transportation improvements necessary to support that development. Respondents also requested more opportunities to provide input beyond this planning process. They expressed a need for more communication from, and with, city hall. Respondents asked for opportunities to participate on citizen committees that could provide more direct input.

One common theme in the vision for the future of Ammon is that it become a city that is clearly separate and distinct from Idaho Falls. However, many of the survey respondents also recognized the importance of continued cooperation and collaboration with the City of Idaho Falls.

Summary of Interviews with Business Leaders

Interviews were conducted with community business leaders to learn their thoughts on the role of commercial and residential real estate development in Ammon. The following is a summary of their input to the Comprehensive Plan.

These business leaders felt that one of the things that makes Ammon attractive is the very responsive planning staff at the City of Ammon. They credited the planning staff as being willing to work with developers to find creative solutions that keep projects on track but remain within the guidelines and development goals set by the City of Ammon. They reported that city leaders have been rather progressive in wanting to see development come to Ammon. The fiber optic system is clearly an advantage for Ammon in attracting businesses and new residents. For those who want to live in the outskirts, the fiber optic system makes it easier to provide suitable broadband access in Ammon than, for example, on the west side of Idaho Falls.

Business leaders suggested that Ammon could be even more attractive if it could find a way to control costs on water and sewer connection fees and service. In most municipalities these two are combined, but in Ammon they are separate entities. This adds complexity and cost for new development projects. Ammon might consider finding a way for the two to be administered conjunctively within the city as a way to both simplify the process and control costs.

Business leaders said the city should find ways to provide training for new, inexperienced members of the Planning and Zoning (P & Z) Commission. The Commission is asked to address complicated planning problems and their decision-making process might benefit from opportunities to network with P & Z commissions in other cities, or by using consultants to provide additional support on some of the more complicated issues.

Business leaders thought that Ammon could also benefit from developing a city center or gathering place where people could congregate as a community. Such a place could provide a focal point to serve as the “heart of the community.”

Developers are responsible for building roads on their properties, but the City is responsible for all other roads and rights of way. Business leaders felt that Ammon has generally done a good job of keeping up with widening and improving intersections. Road improvements they suggested include 17th Street from Ammon Road to Crowley Road. The intersection of 17th and Crowley Road is anticipated to be of growing concern and consideration should be given to prioritizing a project there. Additional widening is needed at Sunnyside Road from Ammon Road to Crowley Road and all of Crowley Road. Ammon Road will also need to be widened soon, both south of Sunnyside Road and north of 17th Street. The City should develop a program for installing traffic signal lights. Use of local improvement districts (LID) could be considered as a way to fund these projects.

Ammon requires a certain number of acres be set aside for parks and green space, but business leaders felt that some consideration should be allowed regarding how these spaces fit within the overall design concept for a specific development and how they fit within the overall green space system across the city. They agreed that trails and walking paths are an important asset, especially for those moving here from elsewhere. Trail systems are becoming culturally more important for any city, but a funding mechanism must be part of developing any sort of trail or green space system. Likewise, they felt that sidewalks in neighborhoods and connecting neighborhoods to commercial developments are very important for the future. The business leaders suggested that Ammon should consider finding ways to bring sidewalks to those neighborhoods where they presently do not exist.

Summary of Interviews with Elected Officials

The outgoing and incoming Mayors and the sitting City Council members were asked to provide their thoughts and ideas on improving infrastructure and city processes that could provide for enhanced quality of life in Ammon. The following information represents areas of commonality among the officials based on the interviews with elected officials.

There was concern expressed that we should be working to “fill in the gaps” rather than stretching out too far. Although it may be more desirable to live on the outskirts, it stretches city departments like water, sewer, and streets too thin. In-fill developments do not do that. It was also expressed that City Council needs to continue the discussions about multi-family dwellings and the effects they have on cost of services and effects on property values. We need to conduct an analysis to find the appropriate balance between single-family homes and apartments or condos.

Elected officials expressed an interest in creating a gathering place or city center development. This should be a public/private partnership with a developer interested in creating an area that evokes an “old town” feel and provides a community center. However, we should also consider plans for bringing some of that same feeling to other existing commercial districts. For example, we could develop a plan for 17th Street to have more of a “downtown” feel with landscaping that includes trees, benches, and wider sidewalks. We could still maintain four lanes but narrow the streets to slow traffic and make these areas more “walkable.” This could encourage more commercial growth in these areas while providing some of the amenities that a city center development would bring.

Tiny neighborhood parks are important to the communities they serve, but elected officials expressed concern that these smaller parks can be more expensive to maintain. They indicated a need to develop another park up on the hill that is comparable to McCowin Park but might encompass 20 to 30 acres. It would be good to see developers cooperate to make better use of green space by adjacent developments, and to ensure that there is connectivity between the developments and our parks. They also recognized the need to refurbish some of our older parks with new equipment, updated tennis courts, basketball courts, and sports fields. They expressed an understanding of a need for all-access or adaptive park equipment. Our parks and a new gathering place development could provide a focal point for biking and hiking trails, but also for new cultural activities. Some officials expressed an interest in developing a covered performance stage that could open up opportunities for concerts, music or theater festivals, etc.

Much of the thoughts expressed by elected officials involved our transportation infrastructure. They recognized a need to develop a plan to prioritize installation of sidewalks, curbs, and gutters in those neighborhoods that should have them. They also suggested that a priority be placed on upgrading the intersection of Ammon Road and Sunnyside Road to include traffic signal lights. They want a plan for upgrading 17th Street between Ammon Road and Crowley Road within the next ten years. Likewise, 1st Street between Hitt Road and the Tie Breaker neighborhood needs to be updated.

They expressed a need to look at the future of connector roads, like Crowley Road and 21st Street, that will likely become important arterials over the next 20 to 30 years. We need to explore options for developing these major roads in a way that provides for transportation needs, but without creating a “concrete jungle.” We want to find a way for those roads to maintain the open, rural character of those areas.

They expressed a need to consider the formation of a sewer district within the next five years.

There should be a goal of having our fiber optic network reach every home in Ammon. We should see half of the city covered within the next four years and the entire city within eight years.

Elected officials expressed a need to explore opportunities to diversify our commercial sector. We are presently heavy on retail, but we should work to attract high-tech or manufacturing. This could include working with INL as a partner for attracting these kinds of industries. We should look to a vision of Ammon becoming a “start-up” city that is attractive as an incubator for entrepreneurs because of our fiber optic network, low taxes, and low cost of living. We should be encouraging graduates from colleges and universities in eastern Idaho to make use of the advantages that Ammon offers as a launchpad for their new ideas and business ventures.



AMMON DAYS

SPONSORSHIPS AND BOOTH REGISTRATIONS

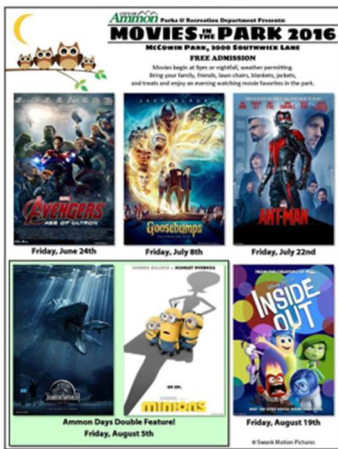
SPLASH PAD IS NOW OPEN!

We love your rocks!

We love to see your beautiful, creative rocks in and around Ammon! We want your families in the parks and enjoying the gorgeous weather. Please just be sure to think about safety when placing your rocks.

City of Ammon Youth Council

Now accepting applications for the 2017-2018 Mayor's Youth Advisory Council. Deadline April 21st



YOU'RE INVITED

REMODELED POOL BUILDING OPEN HOUSE

Come check out the new improvements! Refreshments will be served

All the excitement of the Scottish Highlands
Free community admission, all ages!
SCOTTISH FESTIVAL THIS SATURDAY

May 13, 2017 • 9am-5pm • McCowin Park

Kids of All Ages Parade



ATTN: VENDORS
SET UP A VENDOR TABLE AT THE GAZEBO LIGHTING

MONDAY MAY 22ND 2017
Mayors' Bike Ride

Take a bike ride with the Mayor! Join the Mayors of Ammon, Idaho Falls, Iona and Ucon on a ride from Community Park to McCowin Park and back.



Meet at Idaho Falls Community Park at 6:00pm
This family friendly event is in partnership with the Bonneville Bicycle Pedestrian Advisory Committee. Free refreshments will be provided by Wackerli Subaru.

You're invited!

SAYING FAREWELL TO MAYOR KIRKHAM AND WELCOMING MAYOR COLETTI AND NEW COUNCIL

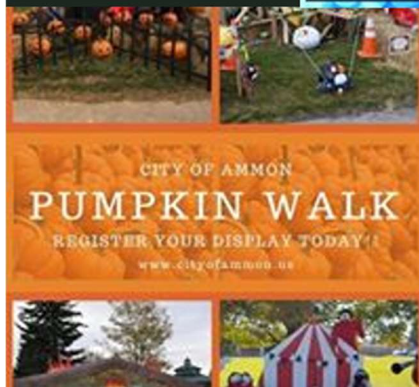
Public Meetings Re: Fiber Optics

PUBLIC INFORMATION MEETINGS
WEDNESDAY, JUNE 14TH AT 5:30PM OR 7:30PM
AMMON PUBLIC WORKS BUILDING, 3435 S. 400 E.
PUBLIC HEARING
THURSDAY, JUNE 15TH AT 7:00PM
CITY OF AMMON BUILDING 2135 S. AMMON RD.

REGISTRATION DEADLINE FOR T-BALL & SOFTBALL

City of Ammon
Independence Day

The City of Ammon officers will be closed Tuesday July 4, 2017. Regular hours will resume Wednesday July 5, 2017.



Register Today for...
Swim Club

THINKING ABOUT SERVING YOUR COMMUNITY?
City Council Election Packets Available

Visit the City building at 2135 S. Ammon Rd. today to pick up your election packet.

