

# City of Shelley



## Comprehensive Plan



2025 - 2035

*Adopted by the Shelley City Council*

*On: 12/11/2024*

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# Acknowledgements

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We extend sincerest thanks to all those below for their diverse and crucial roles in developing this plan for the future of our city:

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## Community:

Over 300 community members participated in surveys and public input meetings, contributing their time and input to this plan.

# Introduction

## About the Comprehensive Plan

The Local Land Use Planning Act of 1975 requires that municipalities throughout Idaho draft and adopt a comprehensive plan. Simply put, the purpose of this comprehensive plan is two-fold:

1. To provide information on the existing state and trajectory of the city, and
2. To establish a vision for the future of Shelley and the pathway to pursue it.

This plan is the guide to which staff, elected and appointed officials, developers, and all other members of the community refer for direction in making decisions and investments which influence the evolution of the form of the city. It exists first and foremost to promote the orderly development of the city; conserve the value of property; promote the public health, safety, and general welfare of city residents; and further the vision developed for the community by the community through a thorough public engagement process.

Once adopted, the comprehensive plan is a legally binding document. It is the City and its representatives' responsibility to weigh all local land use decisions against this plan to ensure the outcomes are consistent with the policies, objectives, goals, and visions contained herein.

Idaho Statute also mandates what must be addressed in a baseline plan. Municipalities are free to organize and add to these requirements however they see fit, so long as the baseline requirements are met. Unless specifically determined to be unnecessary, according to Idaho Statute 67-6508, comprehensive plans must at a minimum address the following:

- (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 firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

(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, riverbank 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.

State law provides two more components which the City of Shelley has deemed unnecessary to include in the plan as they are irrelevant to the City's geographic situation. They are:

(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.

For clarity and efficiency, within this plan, related components are grouped together into chapters.

#### Growth

- Population
- Property Rights
- Housing
- Community Design
- Land Use
- Annexation and Area of City Impact

#### Recreation and Open Space

- Recreation
- Special Areas or Sites

#### Environmental Stewardship

- Natural Resources
- Hazardous Areas
- Climate Resiliency and Disaster Mitigation

#### Economy

- Agriculture
- Economic Development

#### Transportation

- Transportation

#### Public Services

- Public Services, Facilities, and Utilities
- School Facilities and Transportation

Within these chapters are two non-mandatory components the city has elected to include: Annexation and Area of City Impact in the growth chapter, and Climate Resiliency and Disaster Mitigation in the Environmental Stewardship Chapter.

## Plan Development and Community Engagement

Community engagement was an integral part of developing this plan – the existing conditions, the goals, and the vision. Together, the Southeast Idaho Council of Governments, Inc, worked with the city to plan and host three open houses held three different months at three different locations. This approach was intentional and aimed to acquire as much participation from as diverse a group of Shelley residents as possible. By having each meeting at a different community location, residents had multiple opportunities to interact with the material, engage with their planning and zoning commissioners, and share their input at whatever place was most comfortable and convenient for them.

More specific mechanisms and formats for gathering feedback included:

- Hard copy and digital comment cards
- Printed and online Survey
- Written annotations on printed maps
- Posters to write individual goals and aspirations for the city and specific plan components
- Face-to-face conversation with the planning commissioners responsible for developing and workshopping the goals

## Implementation and Monitoring

### How to Use this Plan

The process of creating a municipal comprehensive plan is an incredibly valuable community exercise, however, to drive ongoing progress and see the fruit of these planning efforts requires far more intention and work, a deep understanding of the interconnectedness of the plan components, and the every-day dedication and collaboration of municipal staff, elected and appointed officials, and town residents. One of the first steps to ensuring this plan’s ongoing efficacy is ensuring that the interconnectedness of each of the chapters and the plan components within them is clearly understood and engrained in the minds of those charged with upholding and implementing the vision, goals, objectives, and policies within it. Although divided into chapters, each component of this plan is related to many others and progress cannot be made towards one goal without having effects (positive or negative) on the progress towards another. Those with the responsibility and desire to see this plan implemented positively and successfully should familiarize themselves with every word of this plan and remind themselves of its purpose often. Opportunities to move Shelley closer to realizing its vision will be presented not only in large decisions and initiatives, but also in the small everyday actions of seemingly little consequence. Understanding the relationships and

relevance of one component to another is integral to the deep, holistic view necessary to implementing this plan effectively.

This overview discusses the relevance of different topics within municipal comprehensive planning and their interconnectedness.

### 1. **Growth:**

- *Population:* Understanding current and projected population trends is essential for planning future infrastructure, services, and housing needs.
- *Property Rights:* Balancing property rights with community needs ensures fair and equitable development while respecting individual freedoms.
- *Housing:* Planning for adequate and diverse housing options supports a growing population and promotes inclusivity and affordability.
- *Community Design:* Thoughtful community design fosters social interaction, improves quality of life, and promotes sustainable development patterns.
- *Land Use:* Efficient land use planning optimizes resources, minimizes sprawl, and enhances the overall functionality and attractiveness of the community.
- *Annexation and Area of City Impact:* Strategic annexation and delineation of areas of city impact help manage growth and ensure coordinated development within municipal boundaries.

### 2. **Recreation and Open Space:**

- *Recreation:* Providing recreational opportunities enhances community well-being, promotes active lifestyles, and contributes to the overall attractiveness of the area.
- *Special Areas or Sites:* Preserving special areas or sites such as parks, green spaces, and cultural heritage sites enriches the community's identity and enhances its livability.

### 3. **Environmental Stewardship:**

- *Natural Resources:* Protecting natural resources through conservation and sustainable practices ensures long-term environmental health and resilience.
- *Hazardous Areas:* Identifying and mitigating risks associated with hazardous areas such as floodplains and wildfire-prone zones is crucial for public safety and property protection.
- *Climate Resiliency and Disaster Mitigation:* Planning for climate resiliency and disaster mitigation measures helps communities adapt to changing environmental conditions and reduces vulnerability to natural disasters.



#### 4. **Economy:**

- *Agriculture:* Supporting agricultural activities preserves local food systems, promotes rural livelihoods, and contributes to the economic diversity of the community.
- *Economic Development:* Encouraging economic development initiatives stimulates job growth, fosters innovation, and enhances the overall prosperity of the community.

#### 5. **Transportation:**

- *Transportation:* Planning for efficient transportation networks improves accessibility, reduces congestion, and supports economic vitality and quality of life.

#### 6. **Public Services:**

- *Public Services, Facilities, and Utilities:* Ensuring adequate public services, facilities, and utilities infrastructure supports population growth and enhances community livability.
- *School Facilities and Transportation:* Coordinating planning efforts with educational institutions ensures the provision of quality school facilities and transportation options to support the needs of residents.

Interconnectedness: These topics are interconnected and mutually reinforcing. For example, population growth drives the need for housing, which in turn impacts land use planning and transportation infrastructure. Economic development influences transportation demand and the provision of public services. Environmental stewardship considerations inform land use decisions and infrastructure development to mitigate risks and preserve natural resources. Recreation and open space planning contribute to community well-being, environmental quality, and economic vitality. Effective comprehensive planning requires a holistic approach that integrates these interconnected topics to create sustainable, resilient, and vibrant communities.

## A View of Our City

### History

In the spring of 1885 John F. Shelley, George, and James Steele, left their homes in American Fork, Utah, with a light wagon loaded with a month's supply of provisions and headed north to Idaho where they heard there were fine opportunities for young men to secure good land and make comfortable homes. Upon arriving in the Snake River Valley in southeastern Idaho, they found the grass tall and green, because of the abundance of rain fall, and wildflowers growing everywhere.

They traveled to Eagle Rock, now known as Idaho Falls, then to Iona, the farming section to the east. After choosing tracts of land to homestead they returned to American Fork for their families and the rest of their belongings.

John F. Shelley was especially impressed with the area ten miles south of Idaho Falls. Several times he had made trips to this area and could see the possibilities of the land and the prospects for water with which to irrigate it.

A few families were scattered throughout the area, and Mr. Shelley decided to establish a mercantile business and lay out a town site. Having used his homestead right in Iona, Mrs. Shelley filed on 160 acres of the land, and in the spring of 1892. Mr. Shelley built the first store, barn and residence.

Mr. Shelley desperately needed building supplies, yet at this time there was no scheduled train stop. But Mr. Shelley persuaded the railroad company officials to stop the train long enough for a carload of lumber to be unloaded. The lumber was thrown carelessly from both sides of the train car in order to keep from holding up the train too long.

In the fall of 1892, Mr. Shelley moved his family to their new home, platted a town site, and began selling city lots to the people who came to seek new homes. A name was needed for the growing town. Mrs. Shelley suggested Shelco, and Mr. Shelley suggested Shelton. The name Shelco was submitted to the Oregon Short Line Railroad Company who had constructed the railroad spur. The railroad company replied, "Name your town what you wish. We have already named the spur Shelley".<sup>1</sup>

The town was officially incorporated in 1904 and throughout the years has come to be known for its friendly agricultural spirit and especially the annual Spud Days festival held the third Saturday of each September.

## Geography

Shelley, Idaho is located in northern Bingham County on the east side of the Snake River. Although politically it is more strongly tied to the region to the south, functionally and economically Shelley is often more affected by its northern neighbor, Idaho Falls.

# **Chapter 1:**

## **Growth**

# Our Vision

## Chapter 1 - Growth

### Overview

**Population:** The City of Shelley currently has a population of 5,110 people. The rate of change in population from 2010 to 2022 slowly decreased from approximately 15% to 6.7%. Linear growth projection shows the population increasing to 6,171 by 2040 and 7,350 by 2060.

**Land Use:** The City of Shelley is largely rural, agricultural and low-density area; however, it is seeing more development occur on the edges of city limits with housing developments. There is a need to see more density and infill development in their downtown and center of town areas.

**Housing:** Residential land use represents the largest land use type in the City of Shelley and will continue to be the dominant category. According to the U.S. Census Bureau in 2000, there were 1356 occupied housing units in Shelley. The majority of the units – 935 are owner-occupied and 421 of the households are renter-occupied.

**Community Design:** Design patterns with the City of Shelley primarily align with rural and agricultural development. There is unintentional results of significant unimproved areas toward the center of town and downtown areas where the intended purpose for low-density and open space if preventing development and infill.

**Property Rights:** The City of Shelley is committed to the protection of private property rights. This plan references the Idaho Attorney General’s Idaho Regulatory Takings Act Guidelines, including a checklist, in order to support the analysis of any proposed land use regulation, policy, restriction condition or fee.

### Existing conditions

#### Population

“Population -- A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.” (Idaho Statute 67-6508)

The City of Shelley’s population in 2022 was 5,110. 50.07% of the population is female and 49.93% is male. The largest age group in the city is the 20-34 age group, consisting of 32.32% of the population. Approximately 48% of the population is in the 25-64 age groups and just under 19% of the population is in the 65+ age group.

82.6% of the City of Shelley’s population is white. 2.1% identify as Black, American Indian or Alaska Native, or Asian along while 7.2% identifies as some other race alone. 7.9% of the population

identifies as two or more races. This shows a general increase in racial diversity in the City of Shelley since the 2010 census.

The population considered below poverty level has significantly decreased in the City of Shelley since 2010, as shown in the *Poverty Status* population table below. And the population below the poverty level is over 3% lower in Shelley than Bingham County.

<b>POPULATION: Poverty Status</b>												
Location	Total Population		# Families		# Families Below Poverty Level				# Individuals Below Poverty Level			
	2020	2010	2020	2010	2020	%	2010	%	2020	%	2010	%
Shelley	4,785	4,409	1,102	1,067	45	4.1	158	14.8	382	8	776	17.6
Bingham County	47,992	45,607	11,617	11,061	1,533	13.2	1,818	15.5	5,153	11.3	7,209	15.8

<b>POPULATION: Racial Demographics</b>			
	<b>2000</b>	<b>2010</b>	<b>2020</b>
<i>Population of one race:</i>	97.823%	97.913%	92.017%
<i>White alone:</i>	89.929%	88.954%	82.675%
<i>Non-white:</i>	7.894%	8.959%	9.342%
<i>Black or African American alone:</i>	0.184%	0.272%	0.460%
<i>American Indian and Alaska Native alone:</i>	0.682%	0.817%	1.149%
<i>Asian alone:</i>	0.262%	0.748%	0.502%
<i>Native Hawaiian and Other Pacific Islander alone:</i>	0.026%	0.159%	0.000%
<i>Some other race alone:</i>	6.740%	6.963%	7.231%
<i>Population of two or more races:</i>	2.177%	2.087%	7.983%
<b>Total:</b>	<b>100.000%</b>	<b>100.000%</b>	<b>100.000%</b>

## Land Use

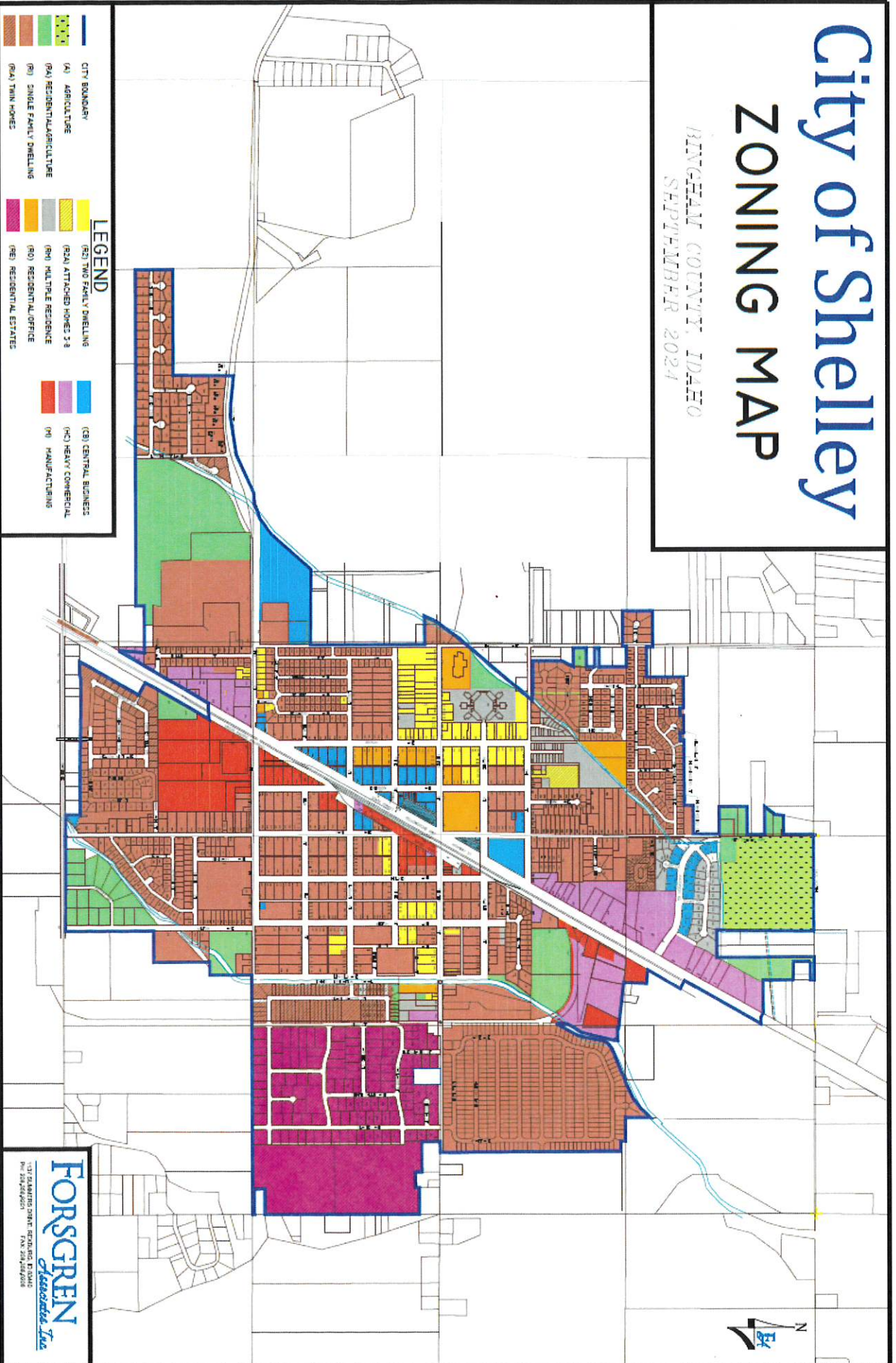
“Land Use -- An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating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

Overall, Shelley’s existing land use is characterized by a mix of agriculture, residential areas, commercial zones, public facilities, green spaces, and transportation infrastructure. A current zoning map as of the adoption of the plan is seen here:

# City of Shelley

## ZONING MAP

HINGHAM COUNTY, IDAHO  
SEPTEMBER 2024



**FORSGREN**  
*Associates Inc.*

1117 EASTMAN DRIVE, INCORPORATED SQUARE  
BOISE, IDAHO 83725  
PHONE: 208-333-8888 FAX: 208-333-8888

Should any changes occur, the most up-to-date zoning map will be maintained for public use on the City of Shelley's website along with all related zoning ordinances which include clear descriptions of each zone, its intent, and permitted uses within it.

Below is a summary of primary existing land uses within city limits:

1. **Agricultural uses:** Much of the land surrounding Shelley city limits is dedicated to agriculture. Within the city limits, the largest vacant lots, or those that are not developed with buildings, are typically utilized for agricultural and farming purposes. Officially the city has two agricultural zoning designations:
  - Agriculture (A)
  - Residential Agriculture (RA)
2. **Residential uses:** Within Shelley there are several neighborhoods of varying ages consisting primarily of single-family homes. Multifamily dwellings, apartments and other types of housing are less common but have increased in recent years. Residential land use constitutes a significant portion of the city's developed land. Currently the City has eight zoning designations that allow residential uses:
  - Residential Agriculture (RA)
  - Single Family Dwelling (R)
  - Twin Homes (R1A)
  - Two Family Dwelling (R2)
  - Attached Homes 3-8 (R2A)
  - Multiple Residence (RM)
  - Residential/Office (RO)
  - Residential Estates (RE)
3. **Commercial and Industrial Zones:** Shelley has commercial zones where businesses operate including restaurants, service providers, and other local stores and establishments that cater to the needs of the local population. While the commercial sector may not be as extensive as in larger cities, there are retail areas and industrial/manufacturing zones within the city limits. Shelley zoning currently has 3 related designations:
  - Central Business (CB)
  - Heavy Commercial (HC)
  - Manufacturing (M)
4. **Public and Institutional Land:** Public and institutional land includes schools, government buildings, parks, and other public facilities. While there is no specific zoning designation for these uses, they are permitted uses in many of the other zoning districts of the city and are often near to or integrated into neighborhoods and other zones to best reach current and future students and residents.
5. **Open Spaces and Natural Areas:** Shelley does not currently have a specific zoning designation or requirement for open or recreational space. Rather, they are allowed and included in other zones of the city. These spaces contribute to the quality of life in the community and provide opportunities for residents to enjoy time outdoors and hold community events.



## Community Design

“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.” (Idaho Statute 67-6508)

“This element concerns itself with community identity and design feature that represent an attractive community appearance for Shelley. Maintaining and enhancing the livability of the community relies on conserving the area’s natural and historic features, protecting its scenic vistas, enhancing entrance corridors and ongoing efforts to upgrade unique areas of the City.

Community design is a term that is used to describe the image and character of a city’s natural and developed environment. It deals with the visual qualities of the city as a whole as well as its relationship to the surrounding countryside, and the relationship among its parts to major transportation corridors and to principal focal points. In the narrower sense, community design deals with the development patterns of specific areas (e.g. business districts, industrial areas, residential neighborhoods) and is therefore, less abstract.

Shelley’s business district is located in the center of town, which is well defined and runs along the Highway 91 corridor. Currently, the business district contains several vacant buildings, many of which are in a deteriorated condition. The Shelley Urban Renewal Agency is an agency which is concentrated on economic development in the downtown area of Shelley. With the assistance of tax increment financing monies, the downtown area will be able to concentrate on infrastructure development, which will assist in bringing new businesses to the area.

The industrial area in Shelley is located along Spud Alley, which is parallel to the U.P.R.R., with a high concentration of industrial uses along Highway 91, in the southern portion of the City.

All neighborhoods and districts in Shelley should be encouraged to develop in a manner that expresses concern and appreciation for the aesthetic qualities of the physical environment while allowing each neighborhood and district to be recognized as an individual entity.

The objective in designing communities for rural areas is to establish residential areas adjacent to main service centers, thereby providing easy access to necessary goods and services.

Neighborhoods should be encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment while retaining their unique characteristics.”

## Housing

“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.” (Idaho Statute 67-6508)



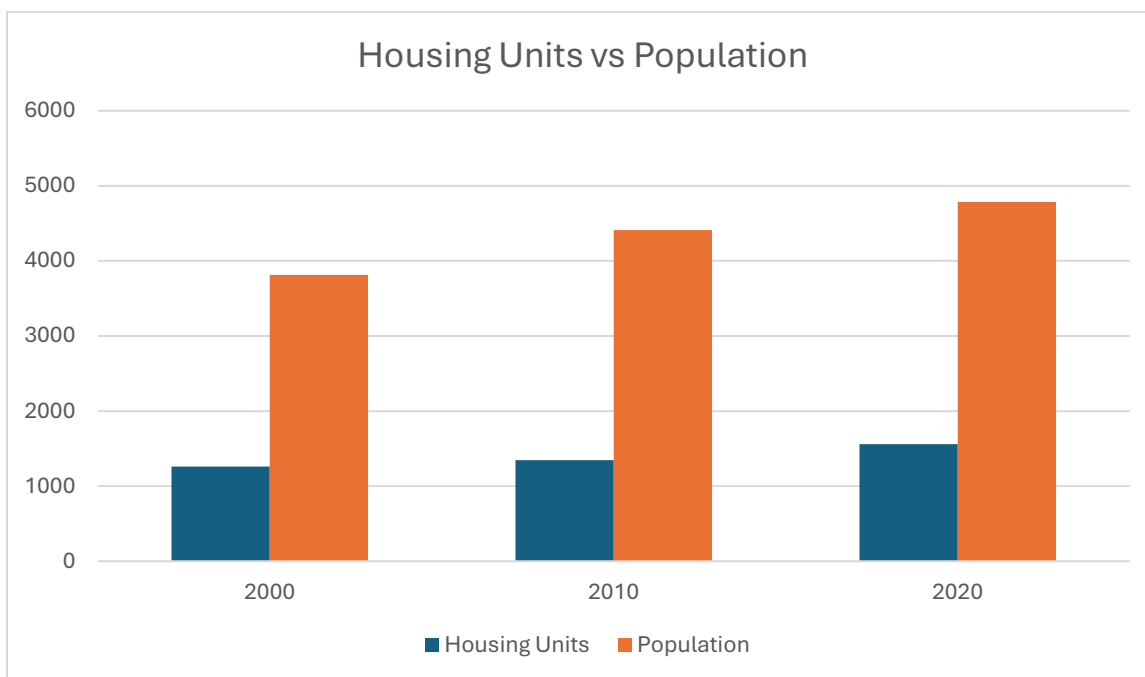
As most areas in Idaho, the City of Shelley currently faces high housing costs and low housing inventory, which is a difficult environment for its current residents and potential residents. Housing development is happening within the City and its impact area, but the City is needing to address infrastructure concerns before allowing much more development to occur.

The City of Shelley is predominantly made up of low-density residential development. 79.9% of homes in the City are single-family detached homes while the other 20.1% are apartment style housing with 2-10+ units. City zoning does allow for multiple types of multi-family housing options that can be developed within the City; however, this type of development has not currently occurred.

Of the 1558 housing units within City limits, 76% of the units were built before the year 2000. While residential use is the majority use within the City, and housing development is happening within City limits and in the City impact area, there is a need to evaluate how the city can encourage infill development toward the city center and commercial area in order to address vacant, underutilized and blighted areas that could be redeveloped into residential uses.

DATA (All information from data.census.gov)

Year Structure Built	Shelley	Bingham County
2010-2019	66	1,093
2000-2009	306	2,207
1980-1999	244	3,199
1960-1979	505	5,112
1940-1959	155	1,788
1939 or earlier	282	2,241
Total Units	1558	15,640



## Shelley Unit Breakdown

Units in Structure	Number	Percentage
1 Detached	1165	79.9%
1, Attached	0	0%
2 apartments	46	3.2%
3 or 4 apartments	39	2.7%
5 to 9 apartments	133	9.1%
10 or more apartments	75	5.1%
Mobile home or other housing	0	0%

## Property Rights

“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.” (Idaho Statute 67-6508).

The City of Shelley wishes to ensure that land use policies, restrictions conditions, and fees do not violate private property rights, adversely impact private property values, or create unnecessary technical limitations upon the use of the property which would constitute a taking of rights.

### Checklist

In order to evaluate new ordinance proposals and development reviews, the City should ask the following questions prior to any land use action.

1. Does the regulations or actions result in the permanent loss or temporary physical occupation of property?
2. Does the regulation action require a property owner to dedicate a portion of property or grant an easement?
3. Does the regulation deprive the owner of all economically viable uses of the property?
4. Does the regulation have a significant impact on the landowner’s economic interest?
5. Does the regulation deny any fundamental attribute of ownership?
6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action, and does the condition imposed substantially advance that purpose?

## Goals

**G1:** Provide for future population growth consistent with community goals and policies as expressed in the Comprehensive Plan.

**G2:** Promote the continued development of commercial and industrial areas, as well as the development of well-planned neighborhoods and residential areas.

**G3:** Promote the balanced development of housing types and densities that ensure an adequate supply of safe, affordable housing that meets the needs of the City residents while prioritizing prevention of further urban sprawl in the City and area of impact.

## Objectives

**1A:** Maximize the effectiveness of public investments, strategically plan infill and other development within the city core.

**1B:** Consider new land development compatibility criteria, which evaluate development proposals based on flexible physical, social, economic and aesthetic criteria.

**1C:** Development should consider the current and future resources and infrastructure in order to maintain economical costs and preserve the community's quality of life; adhering to a process of planning reviews, development agreements, and levying fees where applicable.

**2A:** Encourage the development of commercial and industrial land uses in areas outlined as "priority" for commercial and industrial development by the Planning and Zoning Commission (reference to MAP, to be completed by P&Z)

**2B:** The development of well-designed neighborhoods and commercial areas of Shelley should be directed by consistent thoughtful decisions, recognizing alternatives and impacts, adhering to the public hearing process, and aligning with the goals of the City of Comprehensive Plan.

**3A:** City zoning allows for a variety of housing types in Shelley, and it is a priority to balance the approval of those residential types and densities.

**3B:** Housing development and construction shall be environmentally sensitive and shall employ recognized building and development standards and codes.

**3C:** The city encourages the development of affordable housing developments.

## Implementation

<b>Section</b>	<b>Strategy</b>
<b>Population and Growth</b>	<i>1A.i.</i> Ensure Development occurs only when adequate public facilities and infrastructure are available and financially guaranteed.
	<i>1A.ii.</i> Ensure growth is planned and directed in a way that minimizes sprawl, including encouraging Bingham County to develop regulations that address urban sprawl in the wider County.
	<i>1A.iii.</i> Promote and approve infill development before expanding city boundaries, especially focused on vacant or unimproved properties.
<b>Land Use and Design</b>	<i>2A.i.</i> Develop and implement a downtown revitalization plan, which will attract new industries to the City.
	<i>2A.ii.</i> Develop and utilize a priority map for Planning and Zoning to reference when reviewing potential commercial and/or industrial land uses.
	<i>2A.iii.</i> Promote the development of high-quality and environmentally compatible residential areas that contain green space and are walkable to park, schools, and commercial areas.
	<i>2A.iv.</i> Support the City’s annexation plan, future land use map, and codes regarding city building and appearance.
<b>Housing</b>	<i>3A.i.</i> Promote diverse housing types in a variety of locations within City limits, especially promoting infill housing developments that adhere to surrounding densities.
	<i>3A.ii.</i> Maintain a well-balanced stock of housing types and densities as allowed by Code.
	<i>3A.iii.</i> Development and housing construction must adhere to minimal land disturbance, loss of vegetation, and prevent adverse exposures to surrounding land and properties.
	<i>3A.iv.</i> Development plans must adhere to standards set by the City in regards to tree planting, green space, street design, sidewalks, and water and sewer services.

**Chapter 2:**  
**Recreation and Open Space**

# Chapter 2 - Recreation and Open Space

## Overview

**Recreation:** The City of Shelley is home to seven parks and a pool and has access to a number of outdoor recreational opportunities for their residents. There is also a walking path that residents can enjoy along the banks of the Snake River. There are a number of recreation opportunities available to youth and adults in the community.

**Special Areas or Sites:** There is a collection of historically significant buildings in the Shelley city limits, especially focused in the commercial and downtown corridors.

## Existing conditions

### Recreation

“Recreation -- An analysis showing a system of recreation areas, including parks, parkways, trailways, riverbank greenbelts, beaches, playgrounds, and other recreation areas and programs.” (Idaho Statute 67-6508)

“An appealing, livable community requires more than an orderly pattern of development. A balanced, healthy environment also requires parks, open spaces and ample opportunities for indoor and outdoor leisure activities. In addition, the community should be attractive, so people enjoy and have pride in their surroundings. An important aspect of appearance is the way in which natural growth and landscaping provides a framework for man-made improvements.

Recreation is the personality of the city and brings together a community. The absence of good recreation can lead to an empty community lacking excitement and fun that recreation brings. Therefore, it is important that any community has strong recreation to bridge together its citizens.

Shelley Parks:

- Shelley City Park is located between Highway 91 and the 200 block of North Park Ave. This Park has four baseball diamonds, two shelters with picnic table, a basketball court, and newly updated playground equipment.
- Brinkman Park is located across from Shelley High School on the corner of East Fir and Hansen Avenue. This park has a skatepark, tennis courts, a handball court, a basketball court, and one shelter with picnic tables. The City is currently undertaking a project to improve this park with new tennis courts in order to serve the wider community and host tennis tournaments for the high school.
- James B. Bleak Park is located on Byron Street and has new playground equipment.
- Pillsbury Park is located next to the Shelley Swimming Pool at 440 S. Milton. This park has one small shelter on the upper level of the park, and two larger shelters with tables to accommodate large groups on the lower level. There is a basketball court and several pieces of playground equipment.

- Crofts Twilight Park is located on Twilight Drive. This park has one small shelter and access to water. There is a Pickleball court and some modern playground equipment that is ADA accessible.
- Kiwanis Park is located on Center Street and offer a small gazebo.
- Brent Way Park is located on Brent Way and offers a playground.
- All other green spaces, recreational areas, and retention green spaces the City of Shelley owns and maintains.

The Shelley Pool is open from approximately the end of May through the first of September depending on weather conditions. The pool staff provides swimming lessons during the morning hours and the pool is open for public swimming during the afternoon.

#### Boating and Fishing Activities

- Gem Lake Dam is located three miles north of Shelley on the Snake River. This park offers water skiing, fishing, and shelter for picnicking.
- Bingham County North Park is located two miles west of Shelley on the banks of the Snake River. This park offers boating and fishing access. This park hosts RV parking with hookups, picnic shelters, and tables. It has an enclosed playground, basketball courts, baseball diamonds, and open grassy areas to be used for various games. Also, next to this park is the Red Baron RC Model Airplane Flyers air strip. Several times during the year, members from all over gather to compete.

A nature trail connects the City of Shelley to the Bingham County Park. The trail consists of two miles of paved sidewalk that follows the banks of the beautiful Snake River.

Many recreational programs are offered throughout the year to keep both adults and youth busy. The list includes:

Swimming Lessons	Adult Co-Ed Softball
Grid Kid Football	Teen Co-Ed Softball
Flag Football	Volleyball
Jazz Basketball	AYSO Soccer
Girl's Softball	Wrestling
Boy's Baseball	Hunters Education
T-Ball	Pickle Ball and Tennis Courts

#### Special Areas or Sites

“Special Areas or Sites -- An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.” (Idaho Statute 67-6508)

The cultural heritage of Shelley is rich and diversified. Immigrants from every continent established farms, homes and businesses during the settlement years. The racial and cultural diversity of Shelley is expanding and will continue throughout the planning period.

The element of the plan addresses sites that are important because they have historical, archeological, scenic value or special purpose within Shelley. Such areas should be identified and protected for the benefit of future Shelley residents. The community's character and individual identity depends largely on the landmarks, special places, and historical sites that help to make up the physical environment.

Shelley has a number of architecturally and historically significant buildings and sites that continue to reinforce the character of the city. For instance, the Snake River Historical Homestead is located two miles west of Shelley and south of the Bingham County North Park. The Kirkpatrick Building is the most southern building in the park and the oldest building in Bingham County. The Eldridge Schoolhouse is the second most southern building in the park. The Kirkpatrick Building and the Eldridge Schoolhouse are currently in the process of becoming historical buildings.

It is important to preserve and enhance this mixture of architectural styles and eras that maintain a sense of historic continuity and link with the past. The rehabilitation of Shelley's historic buildings will require public support and review combined with private efforts. As the city continues to grow, it is important to identify and protect the special sites within Shelley.

## Goals

**G1:** Provide for the recreational needs of the residents of the community.

**G2:** Cooperate in maintenance and improvements of the quality of local cultural and historic resources and sites.

## Objectives

**1A:** Allow residents to enjoy an accessible park system that includes a variety of indoor and outdoor recreation opportunities.

**1B:** Ensure parks and recreation opportunities are advertised for visitors to the area and City.

**1C:** Ensure access to the Shelley Community Center.

**1D:** Provide quality recreation opportunities to the city residents at low costs.

**2A:** Recognize that historical and cultural sites and resources add significant value to the Shelley area.

**2B:** Preserve the City's heritage by protecting its special sites and structures.



## Implementation

Section	Strategy
<b>Recreation</b>	<i>1A.i.</i> Ensure parks and recreation options are multi-purpose, wide in breadth and accessible to all users.
	<i>1A.ii.</i> Ensure with new development that green space and recreation connectivity are prioritized in the planning process.
	<i>1A.iii.</i> Pursue funding opportunities to enhance and improve recreation options that relieves the burden of cost to the community
	<i>1A.iv.</i> Develop and implement a citywide Parks and Recreation Plan, which identifies areas for recreation, open space and wildlife viewing.
	<i>1A.v.</i> Allow for commercial recreational facilities in proper zones that follow city priorities for recreation opportunities.
<b>Special Areas or Sites</b>	<i>2A.i.</i> Increase public awareness of historic resources, preservation programs, and the community’s heritage by rehabilitating existing structures and providing economic incentives to retain and/or upgrade historic buildings.
	<i>2A.ii.</i> Adhere to procedures in reviewing plans, programs and policies in cooperation with the Idaho State Historical Society or other agencies as needed.
	<i>2A.iii.</i> Maintain an inventory of historical, significant (defined architecturally, archeologically, or ecologically), and scenic areas/sites within the City of Shelley boundaries and impact area.
	<i>2A.iv.</i> Integrate historical preservation and urban conservation into the public planning process.

**Chapter 3:**  
**Environmental Stewardship**

# Chapter 3 - Environmental Stewardship

## Overview

**Natural Resources:** Shelley, Idaho, benefits from a range of natural resources that are deeply integrated into the city's economy and way of life. Agriculture, supported by fertile soil and ample water resources, is the most significant natural resource impacting the city. The presence of mineral resources and the potential for renewable energy development also play a role, albeit more indirectly. Recreational resources further enhance the livability of Shelley, making it not only a place of economic activity but also a community with a strong connection to its natural environment.

**Hazardous Areas:** These areas can be characterized as a parcel prone to flooding or land with unstable soil conditions. Most of the lands in question in the Shelley area are in private ownership and can be built on with proper precautions. Development of these areas with the City's planning area should not be a City liability as long as regulations and standards are enforced. Additional safeguards should be identified and imposed where necessary; any residential development in hazardous areas needs to have hazards sufficiently mitigated.

**Climate Resiliency and Disaster Mitigation:** This is an evaluation of environmental, economic and social risk factors that provides a general assessment of the community. Disaster preparedness is also discussed in brief. As the logistics for preparedness are continually being updated, it is important to note that the City may participate in a number of preparedness activities that best suit the community at the time. Overall, the City of Shelley faces risks of environmental and economic issues or disaster due to the dependence on the agricultural based economy. These can be better mitigated with diversification, but that diversification can impact social factors that must be balanced.

## Existing conditions

### Natural Resources

“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.” (Idaho Statute 67-6508)

One of the most important ongoing planning challenges, however, is to adequately conserve and balance the natural resources of the City of Shelley with population growth and the protection of the lifestyle which makes the city an attractive place to live.

The potential for growth, not only in agriculture but also in related industries, is of great importance to the local economy. This greatly depends on the conservation of the natural resources that support the City's agricultural base. It remains the responsibility of the Shelley community to protect its natural resources. Orderly and planned development will contain growth within manageable boundaries and greatly assist in protecting resources. Recognition of natural

resources is extremely important and will ensure future development is harmonious with its natural environment.

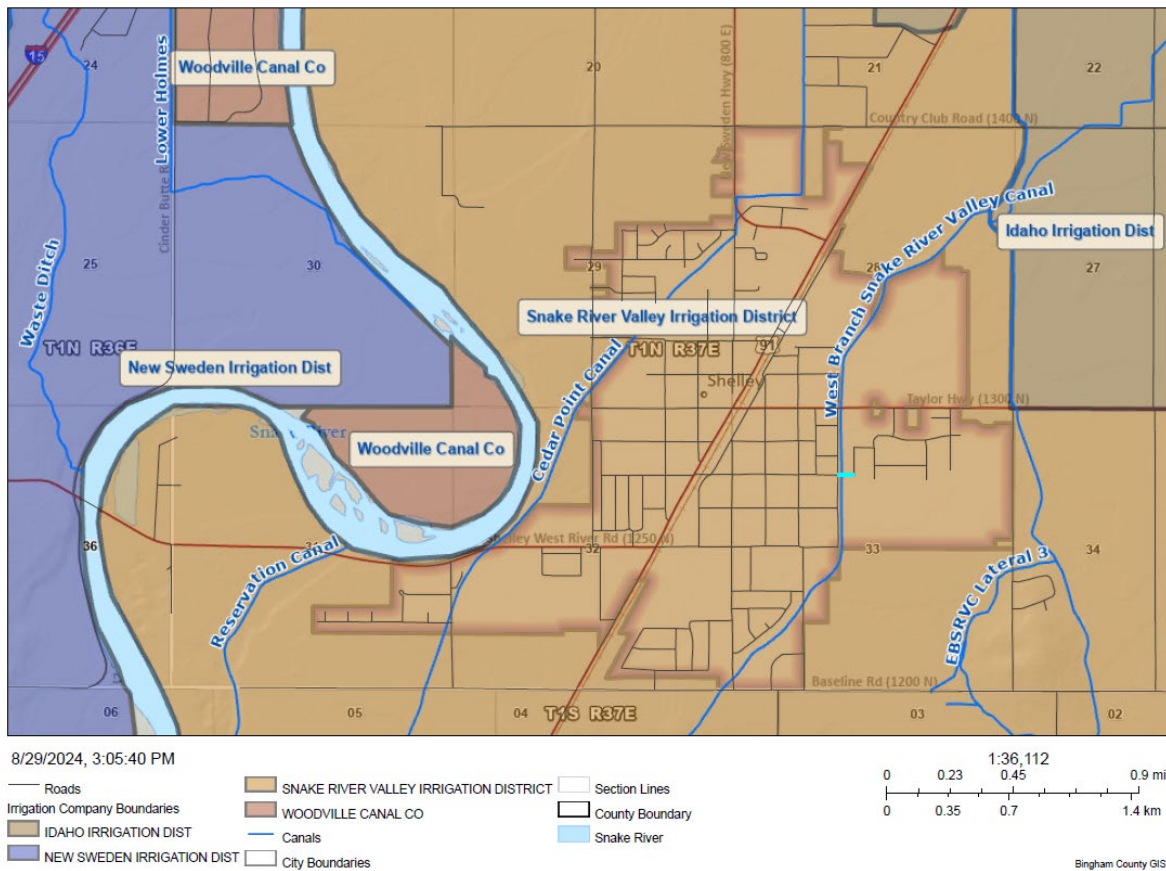
The balance of the natural resources, which benefit Shelley, lies outside of the city limits in the surrounding area of Bingham County. The Comprehensive Plan of Bingham County contains a full description of soils, water, mineral resources, fish and wildlife.”

Compared to other cities on the Snake River in Bingham County, Shelley is at a low risk for flooding. Only the areas closest to the Snake River are affected by flood chance with nothing within city limits at risk for flooding. North Bingham Park is the most at risk for flooding with around 75% of the park at 1% annual chance flood hazard. Flood plains are only existent directly on the Snake River and away from development.

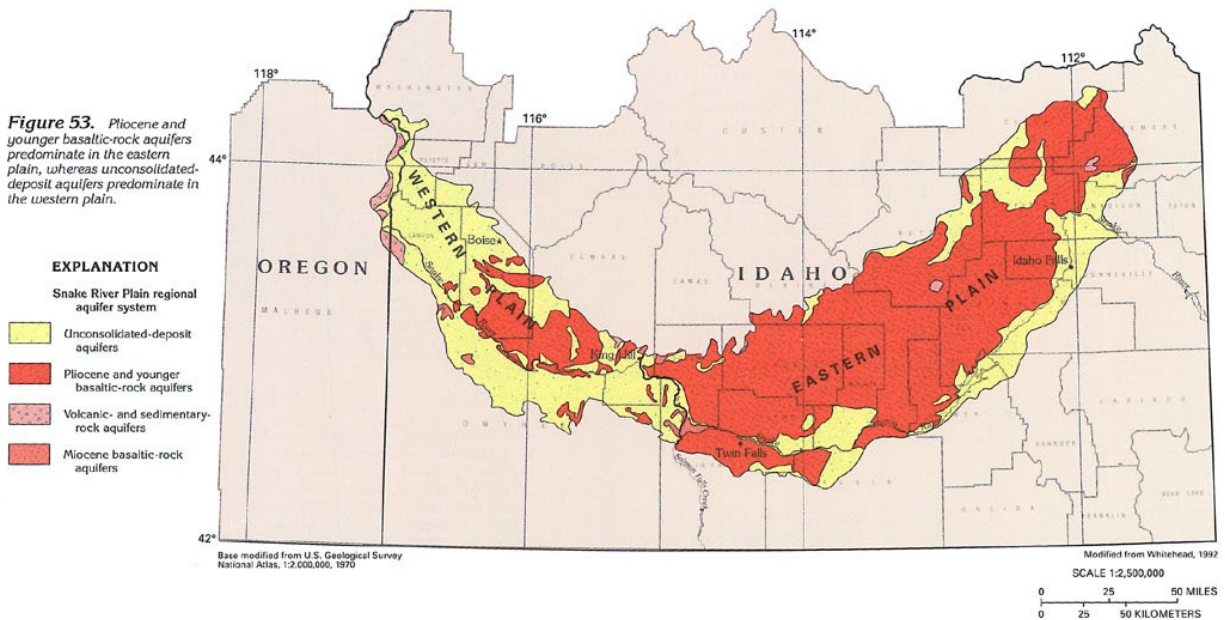
As noted, the Snake River flows north-south directly to the west of Shelley, and is the site of community recreation, as the City boasts a walking path and park running along the Snake River. The main irrigation district of Shelley is the Idaho Irrigation District. This district has two main irrigation canals in Shelley: Cedar Point Canal and West Branch Snake River Valley Canal.

Outside of Shelley City limits, there is the Reservation Canal, East Branch Snake River Valley Canal, and the Allen’s Branch- Butte Arm Canal.

Canal Company Map - Shelley Area



Shelley’s water comes from the Snake River Plain Aquifer system, as shown in the above map ([https://pubs.usgs.gov/ha/ha730/ch\\_h/H-Snake\\_River1.html](https://pubs.usgs.gov/ha/ha730/ch_h/H-Snake_River1.html)). In 2009, the Eastern Snake River Plain Aquifer Comprehensive Aquifer Management Plan (or CAMP) was passed into law by the Idaho State Legislature. It is a long-term program ensuring proper management of water supply and demand in the Eastern Snake River Plain Aquifer (ESPA). This was the result of groundwater levels in parts of the ESPA declining, leading to a cumulative decrease in aquifer storage, decreased spring flows, and changing Snake River flows that resulted in insufficient water supplies to satisfy existing beneficial uses. Idaho Water Resources Board (IWRB), at the request of the Idaho State Legislature, prepared and submitted a Comprehensive Aquifer Management Plan to address the water supply-and-demand imbalance.



Overview information available at <https://idwr.idaho.gov/iwrp/water-planning/camps/espa/>.

Given the characteristics of the area, Shelley and the surrounding County have prime potential for renewable energy, such as wind and solar. The flat terrain and open spaces of the Snake River Plain are suitable for wind farms, and the high number of sunny days could support solar energy projects. The City should note the impact of this, as renewable energy could provide future economic opportunities for Shelley as the region and state pursue sustainable energy sources. It could also help diversify the local economy beyond agriculture. Determining the need for and want of these types of projects needs to be balanced with the community’s want to maintain its rural character, the importance of using prime farmland for the agricultural industry and other development opportunities.

## Hazardous Areas

“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.” (Idaho Statute 67-6508)

As Shelley expands, more land areas become attractive for development because of their proximity to the cities of Blackfoot and Idaho Falls. Some of these areas will not be suitable for development because of physical reasons and may be designated as Hazardous Areas.

A Hazardous area could be a parcel of land next to the river that floods, or a parcel of land with unstable soil conditions. The Federal Flood Insurance Administration has completed flood hazard area studies, and the Soil Conservation Service has identified areas with potentially hazardous soil conditions.

Most of the lands in question are in private ownership and can be built on with proper precautions. Development on designated hazardous areas within the planning area should not become a liability to the City.

Many hazardous materials are stored or transported in Idaho on a continuing basis. These include herbicides, pesticides, gasoline, acids, explosives, chemical fertilizers, and radioactive materials. Although no major hazardous material disasters have occurred, the potential exists. As transportation routes, terminals, and storage locations appear to be the major areas of concern, Shelley should be relatively safe. The major transportation route is the interstate highway, which lies four miles to the west and there are no major terminals or storage locations in the city beyond those used for gasoline storage.

The city regulates development and has adopted construction standards that are enforced within the city and the area of impact. When hazardous conditions are present, additional safeguards should be imposed. Residential or other types of intensive development should not be permitted in hazardous areas, unless the hazards can be sufficiently mitigated.

## Climate Resiliency and Disaster Mitigation

The risks and factors influencing Shelley's future resilience and sustainability are complex and multifaceted. Let's break them down:

### *Environmental Risks and Factors:*

1. Climate Change Impact:
  - a. Temperature Rise: Shelley, like much of Idaho, may experience an increase in average temperatures, which could affect local agriculture, water resources, and ecosystems. Warmer temperatures may also lead to longer and more intense wildfire seasons in surrounding areas, posing a direct threat to air quality and safety.
  - b. Drought: Southeastern Idaho is susceptible to drought, which could become more severe with climate change. This would impact water availability for agriculture (a significant part of the local economy), residential use, and natural ecosystems.
  - c. Water Resources: The Snake River, which is crucial for irrigation and drinking water, could face reduced flow levels and water quality issues due to decreased snowpack in the nearby mountains and altered precipitation patterns.

### *Economic Risks and Factors:*

- a. Agriculture Dependency: Shelley's economy is largely dependent on agriculture, particularly potatoes. Climate change could impact crop yields due to altered growing seasons, increased pests, and water scarcity, threatening the local economy.
- b. Population Influx: As climate conditions worsen in other regions, Shelley might see an influx of residents from areas less well-suited to cope with natural disasters. While this could provide economic opportunities, it may also strain local resources, housing, and infrastructure.
- c. Resource Scarcity: With potential water shortages and increased competition for resources, the local economy could face challenges. This might lead to higher costs for food and water, impacting both residents and agricultural producers.

### *Social Risks and Factors:*

- a. Population Growth and Demographics: If Shelley becomes a more attractive destination for climate migrants, the town could experience rapid population growth. This could lead to social challenges, such as the need for more housing, schools, and healthcare services.
- b. Community Cohesion: Rapid changes in population and resource availability can strain social cohesion, especially in small communities like Shelley, which may not be accustomed to large-scale demographic shifts.

### *Disaster Preparedness and Response Systems:*

- a. The City of Shelley participates in the Bingham County Hazard Mitigation Plan. This plan identifies potential hazards to the communities and outlines appropriate responses or ways to address the potential hazards.
- b. The City has a text notification system that can be used to inform its citizens in cases of emergency or provide general widespread information.
  - c. The City is part of the Shelley-Firth Fire District that is a volunteer fire department. Shelley boasts a fairly new fire station that serves a large geographic area. The District experienced a fire that destroyed its Firth Fire station in 2021. The Fire District is working to rebuild this station, but currently must operate solely out of the Shelley station which strains volunteer readiness and response times.

### *Is Shelley Well-Situated to Thrive Amid Resource Scarcity?*

Shelley's situation presents both opportunities and challenges. Its reliance on agriculture and natural resources makes it vulnerable to climate change, but its rural nature and strong community ties could offer resilience. Whether Shelley can thrive amid resource scarcity will depend on its ability to adapt to changing conditions, manage resources effectively, and prepare for potential population growth.

#### 1. Opportunities:

- a. **Agricultural Innovation:** Investing in sustainable farming practices and water-efficient technologies could help Shelley's agricultural sector adapt to climate change.
- b. **Community Planning:** Proactive planning for population growth and resource management could position Shelley as a resilient community.

#### 2. Challenges:

- a. **Resource Management:** Ensuring sustainable water use and balancing agricultural needs with residential demand will be critical.
- b. **Infrastructure and Services:** Shelley's ability to expand infrastructure and services to meet potential new demands will determine its long-term sustainability.



## Goals

**G1:** Preserve and manage the natural resources of the community.

**G2:** Protect the public health, safety and general welfare from unsafe conditions.

**G3:** Evaluate and spread awareness surrounding risk factors relevant to the City of Shelley.

## Objectives

**1A:** Promote water and soil conservation.

**1B:** Protect and reward agricultural land uses to prevent encroachment by other uses, and from erosion caused by development.

**1C:** Encourage strategic growth and infill development within city limits utilizing city and URA resources.

**1D:** Minimize air, soil, and water pollution.

**1E:** Minimize improper waste disposal in the Shelley area.

**1F:** Identify and protect wildlife habitats in the Shelley area, and that attract tourists to the Shelley area.

**2A:** Minimize the likelihood of damage resulting from geologic and seismic hazards.

**2B:** Identify public concerns and incentivize public participation in addressing areas of concern.

**3A:** Analyze relevant risk factors to Shelley in the near-term and long-term.

**3B:** Gather public input on risk factors in order to formulate solutions for the City in cases of emergency.

## Implementation

<b>Section</b>	<b>Strategy</b>
<b>Natural Resources</b>	<i>1A.i.</i> Require soil and water conservation plans be provided in a Development Plan presented to the City for review and approval.
	<i>1A.ii.</i> Continue to pursue the installation of water meters throughout the City.
	<i>1B.i.</i> Encourage future land acquisition for recreational areas in advance of urban development to meet the future open space needs of the community.
	<i>1C.i.</i> Consider development regulations that would mitigate adverse impacts to land and water, and in turn to the larger Shelley economy.
	<i>1C.ii.</i> Formulate standards for site development to prevent air, soil and water pollution; and that requires vegetative land cover to prevent erosion.
	<i>1D.i.</i> Regulate spraying operations in the City impact area.
	<i>1E.i.</i> Provide adequate and accessible public trash receptacles.
	<i>1E.ii.</i> Provide and incentivize recycling opportunities; encourage commercial recycling ventures and discourage non-biodegradables.
	<i>1F.i.</i> Identify and map the location of resources and habitats in the Shelley area, and provide private participation.
<b>Hazardous Areas</b>	<i>2A.i.</i> The City will continue to provide information about potential hazardous areas and hazards by utilizing soil analysis, flood plain and topographic maps and additional relevant resources.
	<i>2A.ii.</i> Prevent and limit development activity in hazardous areas.
	<i>2A.iii.</i> Allow land unsuitable for commercial or residential development to be utilized for recreation, open space for surrounding development, non-residential uses, and temporary uses where acceptable and feasible.
	<i>2B.i.</i> Invite public input on public hazardous areas; engage in public hearings for development proposals.
<b>Climate Resiliency</b>	<i>3A.i.</i> Invite public input on emergency plans and identified risk factors.
	<i>3A.ii.</i> Analyze risk factors to the City of Shelley in environmental, social, and economic lens
	<i>3A.iii.</i> Actively participate in emergency planning efforts within the City, Fire District, County, and region.

**Chapter 4:**  
**Economy**

# Chapter 4 - Economy

## Overview

### Economic Development

Shelley continues to be an agricultural-based or related economy; however, it is also quickly becoming more of a bedroom community being a city in between two fast-growing MSAs. As the Idaho Falls and Pocatello Metro Areas expand, Shelley will transition from an agricultural rural economy into a more commercial and developed economy. Additionally, Shelley continues the national trend of increasing the number of people who work from home.

### Agriculture

The main crops in Shelley, ID, are potatoes, barley, corn, alfalfa, and wheat. Looking at data provided at the County level, agricultural lands in Bingham County produce \$453,144,000 annually; is ranked 6<sup>th</sup> in the state for sales; and 118<sup>th</sup> in the nation for sales. There are 1,177 operational farms in the County, covering 932,944 acres—the average farm size is 793 acres. Land use is divided between cropland, pastureland, and “other purposes.”

## Existing conditions

### Economic Development

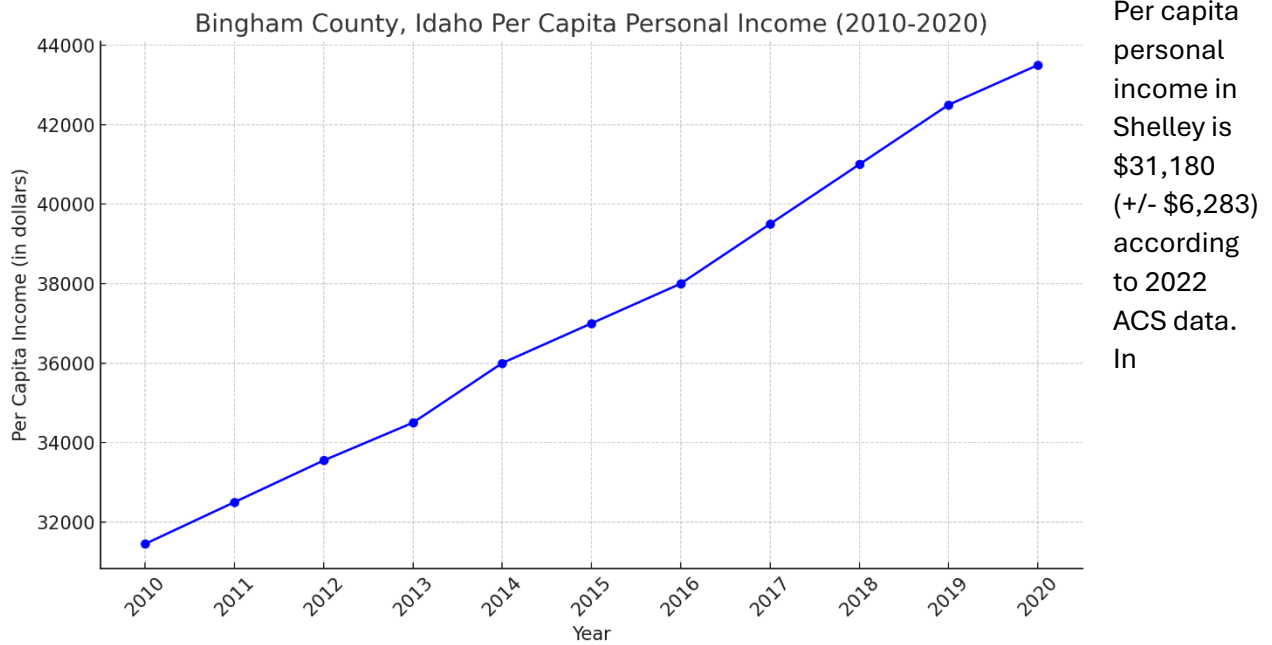
“Economic Development -- An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.” (Idaho Statute 67-6508)

Shelley is a part of the larger Idaho Falls Metropolitan Statistical Area (MSA) and in close proximity to the Pocatello MSA. Its economy has traditionally been tied to agriculture, particularly potato farming, which is central to the community’s and region’s identity. The community is still deeply rooted in agriculture, with farming continuing to be a main economic driver. Farming contributes to off-shoot “agribusiness” that mutually support each other, related to farming, processing and distribution. The City’s MHI is lower than the state average but reflects the rural and agricultural economy. Shelley continues to serve as a bedroom community for Idaho Falls, especially with the rise in remote work opportunities.

Shelley is presented with the opportunity to look at diversifying its economy while maintaining agriculture as its cornerstone, including expansion or support of area industries in the energy, manufacturing and technology sectors. Infrastructure development and capacity is a large contributing factor to Shelley’s ability to maintain and support current businesses and welcome growth or expansion.

Shelley’s economic dependence on agriculture does make it vulnerable to fluctuations in the larger economy, related to commodity processes and agricultural and water policies. With the burgeoning remote work economy and its current place as a bedroom community, Shelley is poised to diversify its economic base to other industry sectors, but this will largely depend on its infrastructure capacity.

The City will want to balance its support of industry and business diversification and growth with their infrastructure capacity, as well as the community’s desire to maintain its rural atmosphere. Preservation of Shelley’s rural character will be key to its success in retaining citizens and current businesses, as well as attracting more diverse businesses.



comparison, the per capita personal income in Bingham County is \$46,908 and in the State of Idaho it is \$54,537 (2022 ACS data). Shelley has been seeing a steady increase of personal income over the past decade, aligning directly with the trend of Bingham County.

Aggregated data using St. Louis Fed FRED and Gem State Prospector

Place of work				
	Shelley		Bingham County	
	2020	2010	2020	2010
Worked in state of residence	96.1%	100%	98.7%	98.7%
Worked in county of residence	36.6%	46.7%	62.6%	67.9%
Worked outside county of residence	59.5%	53.3%	36.1%	30.8%
Worked outside state of residence	3.9%	0%	1.3%	1.3%

Data.census.gov

Means of Transportation to Work		
	2020	2010
Drove Alone	71.2%	80.7%
Carpooled	11%	11.5%
Public Transportation	3.9%	1.9%
Walked	0%	0%
Bicycle	0%	.7%
Other	.8%	.6%
Worked from home	13.1%	4.5%

Data.census.gov

Worker Earnings				
Earnings	Shelley		Bingham County	
	2020	2010	2020	2010
\$0-\$9,999	20.4%	30.6%	14.7%	22.8%
\$10k-\$14.9k	4.6%	11%	6%	10.6%
\$15k-\$24.9k	17.1%	10.2%	17%	16.7%
\$25k-\$34.9k	26.5%	20.9%	15.7%	16.4%
\$35k-\$49.9k	10.2%	14.3%	16.4%	13.8%
\$50k-\$64.9k	7.8%	6.7%	11.2%	9.2%
\$65k-\$74.9k	3.4%	.9%	3.9%	3.8%
\$75k+	10.1%	5.5%	15.2%	6.8%

Data.census.gov

Top Employers – Bingham County		
Employer	Ownership	Employment Range
Shoshone Bannock Tribes	Local Government	500-999
Bingham Memorial Hospital	Private	500-999
Basic American Foods	Private	500-999
Idaho Department of Health and Welfare	State Government	250-499
Blackfoot School District	Local Government	250-499
Shelley Joint School District	Local Government	250-499
Snake River School District	Local Government	250-499

Premier Technology	Private	250-499
Golden Valley Natural	Private	250-499
Wal-Mart	Private	250-499

Idaho Department of Labor QCEW; NOTE: Only employers that have given the Department permission to release employment range data are listed.

<b>Top Employers – Bonneville County</b>		
Employer	Ownership	Employment Range
Bonneville Joint School District	Local Government	1,000-2,499
Eastern Idaho Regional Medical Center	Private	1,000-2,499
Melaleuca	Private	1,000-2,499
Idaho Falls School District	Local Government	1,000-2,499
Wal-Mart	Private	1,000-2,499
City of Idaho Falls	Local Government	500-999
Bonneville County	Local Government	500-999
Idaho Falls Community Hospital	Private	250-499
Has Inc.	Private	250-499
College of Eastern Idaho	Local Government	250-499

Idaho Department of Labor QCEW; NOTE: Only employers that have given the Department permission to release employment range data are listed.

It is good to note in regard to employment that 24.7% of those who live in Bingham County commute to Idaho Falls for work. This is why “Top Employers” are listed for both Bingham County and Bonneville County (Idaho Falls is located in Bonneville County). Additionally, it is worth noting that the Idaho National Lab is a large employer in the Idaho Falls area (employing many people in southeastern and eastern Idaho, who commute to the site) that is not listed in the Idaho Department of Labor’s QCEW.

## 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.” (Idaho Statute 67-6508)

Shelley is an agriculture-based economy, being a main producer of potatoes, barley, corn, alfalfa and wheat in Bingham County. Bingham County ranks 6<sup>th</sup> in the state for agriculture sales, and 118<sup>th</sup> in the United States. 932,944 acres of land in the County is farmland.

### \*Statistics at the County-level\*

<b>Land Use (Farmland)</b>	
Pastureland	55%
Cropland	43%
Other uses	2%

<b>Top Crops in Acres</b>	
Wheat for Grain	135,883
Forage (Hay/Haylage)	92,724
Vegetables	68,113
Potatoes	67,297
Sugar beets	21,872

<b>Crops Sales and Rankings</b>					
Crops	Sales	Rank in State	Counties Producing Item	Rank in US	Counties Producing Item
Grains, oilseeds, dry beans, dry peas	\$80,089,000	1	42	492	2,916
Vegetables, melons, potatoes, sweet potatoes	\$198,694,000	1	41	15	2,821
Fruits, tree nuts, berries	\$69,000	13	37	1,426	2,748
Nursery, greenhouse, floriculture, sod	\$589,000	21	43	997	2,601
Other crops and hay	\$72,881,000	3	44	15	1,384
Total	\$352,322,000	1	44	118	3,040

<b>Livestock Sales and Rankings</b>					
Livestock, poultry, and products	Sales	Rank in State	Counties Producing Item	Rank in US	Counties Producing Item
Poultry and Eggs	\$181,000	9	43	911	3,007
Cattle	\$72,379,000	5	44	185	3,055
Milk from cows	\$22,831,000	14	35	297	1,892
Sheep, goats, wool, mohair, milk	\$2,041,000	6	43	80	2,984



Horses, ponies, mules, burros, donkeys	\$1,423,000	2	44	121	2,970
Other animals and animal products	\$1,167,000	10	42	161	2,878
Total	\$100,822,000	11	44	506	3,073

[https://www.nass.usda.gov/Publications/AgCensus/2017/Online\\_Resources/County\\_Profiles/Idaho/cp16011.pdf](https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/Idaho/cp16011.pdf)

Main employers in Shelley that are ag-based/related, include Basic American Foods and Golden Valley Natural; however, there are a number of smaller local businesses that make up Shelley’s ag-related industry including equipment sales and wholesale meat.

As noted in the Economic Development section, Shelley is vastly a bedroom community for the Idaho Falls and Pocatello MSAs, with much of their population commuting out of Shelley for work and play. While their economy is dependent on agricultural industry, it is being more and more defined by the growth the Idaho Falls and Pocatello MSAs are experiencing. Future trends for Shelley will greatly depend on the growth of their two main employers in town: Basic American Foods and Golden Valley Natural. If these facilities expand, Shelley will experience the economic and employment benefits; however, these facilities abilities to expand also greatly depends on Shelley’s infrastructure capacity and housing opportunities. For future growth (both industry and residential) will be a balancing act for the City to ensure adequate capacity in their system to maintain facilities at their current sizes and the potential for growth. As evidenced by their role with current Golden Valley Natural growth, the Shelley Urban Renewal Agency can play a critical role in the continued business and industry growth in the City by forming districts over dilapidated areas to encourage and incentivize local growth and expansion.

## Goals

**G1:** Develop an atmosphere to create, retain and expand business development in the City.

**G2:** Maintain the rural character of the community while diversifying the economy to not be solely agricultural based.

## Objectives

**1A:** A positive business climate exists in Shelley and the City is a desirable place to live, work and play.

**1B:** A diverse economy will minimize the impacts of the cyclical economic downturns on the City and its residents.

**1C:** Existing business and industries will have opportunities for expansion.

## Implementation

<b>Section</b>	<b>Strategy</b>
<b>Economic Development and Agriculture</b>	<i>1A.i.</i> Recognize the importance of neighborhoods in creating and maintaining an attractive and desirable city living environment; work to balance neighborhood interests with business interests.
	<i>1A.ii.</i> Develop and implement an economic development plan that identifies partners in economic development, including the County, SICO, REDI, and the local Chamber of Commerce (if active).
	<i>1A.iii.</i> Utilize tax monies effectively so that businesses are not burdened to provide services and facilities of new growth where appropriate (refer to Growth Chapter).
	<i>1B.i.</i> Promote the expansion of light or clean industry by providing programs to attract businesses to Shelley.
	<i>1B.ii.</i> Rely on local residents as customers and employees, partnering with local Chamber of Commerce to encourage “Shop Local” campaigns.
	<i>1C.i.</i> Ensure areas for industry and commerce are maintained by following designated land use and zoning guidance.

**Chapter 5:**  
**Transportation**

# Chapter 5 - Transportation

## Overview

### Existing conditions

#### Transportation

“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.” (Idaho Statute 67-6508)

Mobility, or the ease and methods with which people and goods are able to carry out daily functions on safe and reliable transportation routes are of paramount importance to the City of Shelley. This is because the transportation system serves a large area heavily dependent on automobiles and trucks for transportation means. The form of our community, the design of individual subdivision and the ability to travel to places of residence all revolve around a network of roads and highways.

The comprehensive plan not only addresses both internal and external transportation, but also alternative modes of transportation, such as pedestrian, bicycle and public transit. Internal circulation refers to the transportation and mobility of people and goods within the city while external circulation refers to transportation between Shelley and other locales in the Snake River Valley.

Transportation interacts with other public facilities and services. All potentially affected service providers, including school districts and utility companies, should be involved in planning the transportation component of the comprehensive plan.

Transportation concerns within the comprehensive plan also influence utility providers. Utility lines often run beneath or along streets and highway highways, linking their maintenance and improvements with the transportation system.

The safe movement of goods and people is an important consideration in looking towards the future growth of any community. As the population in Shelley increases, so does the need for an improved transportation system. A community’s transportation system is part of the framework within which its economy functions. A comprehensive plan that addresses economic development may need to include an effort to ensure access via highways, rail lines and air.

The improvement or construction of transportation routes and facilities can impact the environment. Information gathered for the natural resources, hazardous areas, and special areas components of the plan assess how planned transportation improvements will affect productive crop and forest lands; streams and lakes; floodplains, steep slopes, and other naturally hazardous

areas; or historic and other special sites. The natural resource component of the comprehensive plan is also the place to address one of the fundamental needs of any jurisdiction which maintains trails, streets, highways, or runways: maintaining adequate sources of aggregate.

The need for coordination in transportation planning will ensure that a safe, efficient transportation system is available to individual communities. Discussions among agencies will also help ensure that the components of the plan – transportation, land use, public facilities, utilities and others – effectively support one another.

The Federal Highway Administration (FHWA) classifies roadways as: interstate, arterials, collectors, and local streets. Function determines the difference in the road classifications. Ninety percent of our traffic is carried on the interstates and our arterial and collector streets. The classifications of the major roads in Shelley are:

**Interstate:** An interstate provides movement between different cities and between important centers of activity. In the Shelley urban area Interstate 15 provides access to the region.

**Arterial Streets:** Arterial streets serve through-traffic between important centers of activity in a metropolitan area.

**Collector Streets:** Collector streets serve to gather and funnel traffic from local streets to arterial streets. They include medium traffic volume streets, which collect traffic from local roadways and distribute traffic to other arterials.

Generally, they can accommodate two lanes of traffic and parking is discouraged. They may serve as boundaries for neighborhoods, as well as buffers between incompatible land uses because of their 60-foot rights-of-way.

**Local Streets:** Local streets serve residential developments and provide local access. They provide direct access to adjacent residential areas and provide local traffic movement. The roadways are generally two lanes with parking and a right-of-way width of about 56 feet and a paved width of 37 feet. Through traffic is discouraged.

Cars, trucks, buses, pedestrians and bicyclists all use the roads. With an increase in population, traffic congestion is often the result. One solution to the congestion is to either expand existing roads or build new roads. Another solution is to decrease use of roads by encouraging alternative routes and modes of travel. It is often difficult to construct new roads or widen existing roads. The timing, location and expansion of the transportation system are important factors affecting urban development. A major concern of the community regarding the transportation system is the need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.

The Idaho National Laboratory Bus operates a large fleet of over-the-road coaches to provide commuter service to the Site west of Idaho Falls. Only employees and authorized contractors are eligible to ride these buses.

School District #60 offers the residents of Shelley, and the surrounding area, bus service for children in the school system from kindergarten through grade twelve. Bus service is also available for senior citizens through volunteers at the Southeast Idaho Community Action Agency.

Idaho State University also offers service for students attending the University in Pocatello. The ISU Commuter Bus Service operates a fleet of 189 over-the-road coaches. Service is provided to the outlying communities on scheduled fixed routes.

The commuter service is provided during peak hours with morning pick-ups between 6:00 a.m. and 8:00 a.m., and afternoon departures from ISU between 1:15 p.m. and 5:15 p.m. The ISU Commuter Bus also operates a charter service, which is restricted to University activities. The operation is not a licensed common carrier; therefore, in order to ride on the ISU Commuter Bus, a pass must be purchased by a student at the University and used for the purposes of traveling to and from school.

In addition to the urban services discussed above, the Pocatello Regional Transit operates services to rural portions of Southeast Idaho, which encompasses a six-county region. The Ride Link program is a car-pooling program administered by the Bannock Planning Organization, which provides information on car-pooling and also provides names of individuals who are interested in car-pooling through the on-call Idaho Falls TRAPTA.

Other transportation services available to the residents of Shelley are: airplane bus, and/or train. The nearest commercial airport is Idaho Falls, seven miles to the north, and in Pocatello, 40 miles to the south. The Greyhound Bus offers daily services for residents through Idaho Falls Transit depot with destinations all over the United States. The Union Pacific Railroad serves Shelley's industry but provides no passenger service. The nearest public rail transportation is AMTRACK in Salt Lake City.

Interstate 15 and U.S. 91 provide excellent access to state and regional networks. The rail and bus systems and close proximity to the Idaho Falls and Pocatello airports provide a nearly complete transportation system. U. S. Highway 91 is the major thoroughfare bisecting Shelley. Arterials off this thoroughfare are Center Street, Fir Street and Anderson Street which turns into New Sweden Road.

There are three arterial railroad crossings in Shelley: Fir Street on the south, Locust Street near the center of the city and Center Street on the north. All three crossings have mechanical crossing guards. Center Street becomes Taylor Road at the east city limits and is a farm-to market road and an alternative road to Idaho Falls. Park Avenue joins with a farm-to market road south of the city.

The majority of the streets in Shelley are local streets, which connect the residential area to each other and to the arterials and connectors within the city limits. Some areas of Shelley are known for its unusually wide streets, which have a 90-foot plus right-of-way, particularly in the older areas. However, new sections of the city have 62-foot right-of-way streets.

Principal traffic into and out of the city is on Highway 91 to the north and Anderson St. (New Sweden Road) to the interstate. Both are heavily used, particularly during high traffic times. Most of the heavy traffic in this area is by commuter traffic that travels to and from the Shelley area. The intersections of State and Center, Locust and Fir, are the busiest in the city and become congested during peak business and school hours.

The timing, location and expansion of the transportation system are important factors affecting urban development. A major concern of the community regarding the transportation system is the

need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.

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

### Public Airport Facilities\*

The nearest airport is in Idaho Falls located 12 miles north of Shelley. The Idaho Falls Airport is serviced by 5 airlines which are as follows: Allegiant, Delta, United, Alaska, and American. The nonstop year-round flights from Idaho Falls are to Las Vegas, Phoenix/Mesa, Salt Lake City, Denver, Seattle/Tacoma, and Dallas/Fort Worth. Seasonally the airport flights include Los Angeles, Oakland/San Francisco, San Diego, Portland and Minneapolis.

## Goals

**G1:** Promote a comprehensive transportation plan, coordinated with land use.

## Objectives

**1A:** A balanced comprehensive transportation and circulation system coordinated with land use that adequately accommodates the total travel needs of the community.

**1B:** A local transportation system that is connected to all modes of the regional transportation system.

**1C:** An improved city traffic and transportation circulation plan.

**1D:** Encourage and incentivize multi-modal transportation, especially non-car transportation, to reduce air and noise pollution.

# Implementation

Section	Strategy
<b>Transportation and Public Airports</b>	<i>1A.i.</i> Encourage development that adheres to the Master transportation plan’s priorities of safe streets and systems and provides multi-modal opportunities.
	<i>1A.ii.</i> Periodically review the master transportation plan to ensure adequate promotion of the City’s priorities.
	<i>1B.i.</i> Utilize the street maintenance program to address and maintain streets, sidewalks, curbs, gutters and storm drains.
	<i>1C.i.</i> Coordinate with other agencies involved in traffic circulation, including ITD, Bingham and Bonneville Counties, and surrounding cities.
	<i>1C.ii.</i> Reduce the number of curb cuts along arterial streets.
	<i>1D.i.</i> Ensure all new streets connect to streets in the developed portion of the community and are accessible via multi-modal transport in addition to being capable to handle additional traffic.



**Chapter 6:**  
**Public Services**

# Chapter 6 - Public Services

## Overview

**School Facilities and Transportation:** The Shelley School District # 60 serves a total population of 9,418<sup>ii</sup> across roughly 200 square miles. The median household income of the 3,092 total households in the district boundary is \$68,931.00. Within the District are seven public schools.

**Public Services, Facilities, Utilities:** The City maintains and operates a number of public infrastructure systems. Their sewer system is a part of a regional collaborative known as EIRSD (Eastern Idaho Regional Sewer District), formed in its current state in 2022, but originally formed as joint powers authority in 2004. Other assets addressed in this section include water, solid waste, gas and electric, fire protection and emergency services, library, and publicly accessible welfare services.

## Existing conditions

### *School Facilities and Transportation*

Concerning School Facilities and Transportation, Idaho Statute 67-6508 states that this section is to include “An analysis of public school capacity and transportation considerations associated with future development.” The data and public sentiment compiled here is integral to the efficient and timely planning for and placement of school facilities and for addressing the safe flow of school age children to and from their homes. This comprehensive plan component is also vital to coordinating efforts of cities and counties when considering school capacities, facilities, and transportation needs.

When land use decisions are made, new development and subdivisions are reviewed, or when considering and planning for new school facilities, it is important to consider questions like:

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

The questions above and the information below should be closely considered by government entities in land use decisions, transportation infrastructure planning (especially pedestrian and bicycle infrastructure), municipal and district budgeting, facilities planning, and private sector parties in the development decisions.

Looking forward, planning for proper location and capacity of schools is essential to the function of the city. The Shelley School District should begin planning for future development of schools; location, type of school (elementary, junior high or senior high schools), now, including consideration of proximity to current and developing residential areas now to ensure seamless and ideal integration and placement in the city for the future.

The Shelley School District # 60 serves a total population of 9,418<sup>iii</sup> across roughly 200 square miles. The median household income of the 3,092 total households in the district boundary is \$68,931.00. Within the District are seven public schools.<sup>iv, v</sup>

Four serving Elementary age students:

- Goodsell Elementary
- Hazel Stuart Elementary
- Sunrise Elementary
- Riverview Elementary

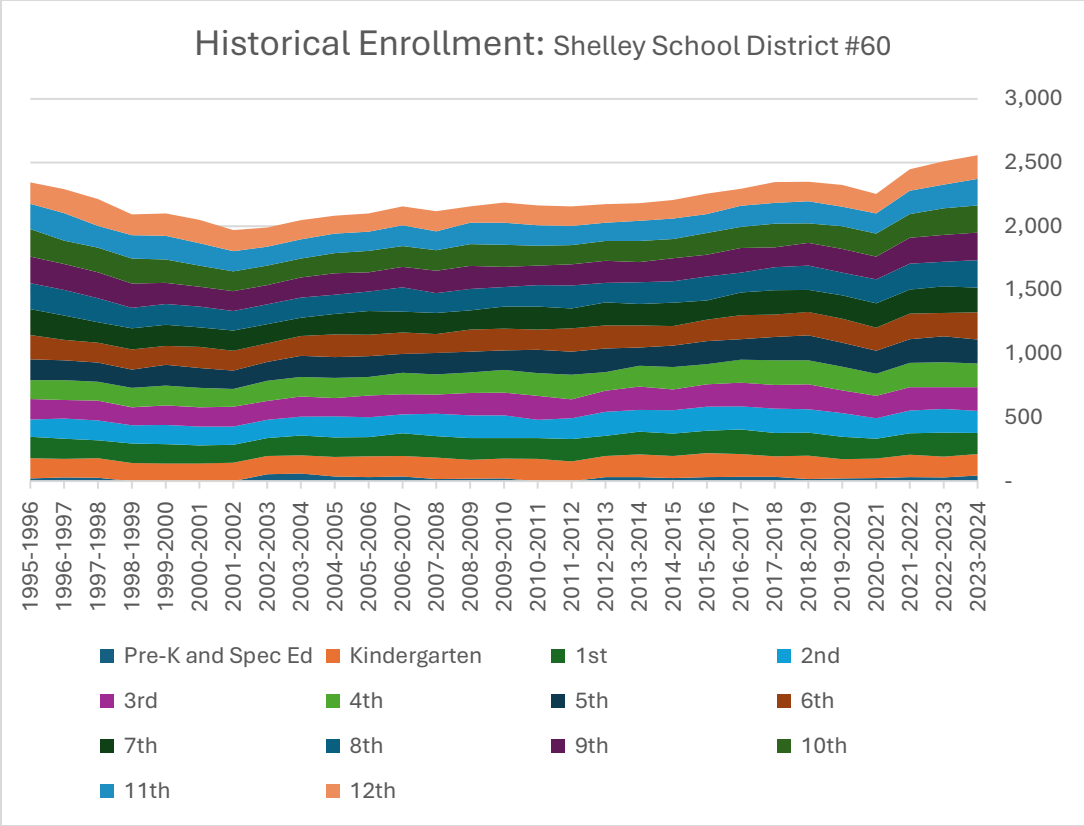
One middle school:

- Hobbs Middle School

And two serving high school age students:

- Shelley High School
- Shelley Work-Based Academy

The district teacher retention rate as of 2023 was 89.10%, and over 61% of teachers in Shelley Schools have been working in their position for 6 or more years<sup>vi</sup>. As of Spring 2023, total district enrollment was 2,492 students. According to district estimates, current facilities boast a total capacity of 2,710 students.



Data from the Idaho State Department of Education

Historically, Shelley has seen school enrollment dip and rise again at rates relatively consistent with population change<sup>vii</sup> – with the exception of the 2020 enrollment dip in response to Covid-19 shutdowns. In recent years the change in student population has been reliable and significantly increasing. Current growth trends calculated and provided by the district project that elementary (K-6) school facilities will collectively exceed their student capacity by 2034 and middle school facilities by 2032. Shelley High School exceeded enrollment capacity in September of 2023.

On a school by school basis, as currently structured, elementary facilities are projected to outgrow their capacity as shown in the table below:

School Name and Grades	Current Enrollment (Sept 2023)	Facility Capacity	Year projected to Meet/Exceed Capacity
Goodsell (pk-k, special ed)	162	230	2039
Sunrise (1,2)	375	390	2030
Riverview (3,4)	367	440	2036
Hazel Stuart (5,6)	392	420	2034
Hobbs Middle School (7,8)	411	400	2023
Shelly High Scholl (9,10,11,12)	785	746	2023
<b>TOTAL</b>	<b>2492</b>	<b>2,626</b>	<b>2034</b>

Data from the school district and Idahoschools.org

These projections consider facility capacity only and do not necessarily consider recommended class sizes or student-teacher ratios.

The district owns several properties<sup>viii</sup> totaling more than 100 acres of which roughly 26 acres are useable undeveloped farmland behind Shelley High School. The district has assessed facility conditions to vary from adequate to excellent. The oldest building without renovations is Hazel Stuart Elementary, built in 1979:

School	Address	Estimated Campus Acreage	Overall Condition	Year Built	Remodels	Principal	Grades Served
Goodsell Elementary	260 West Center St.	3	Average	1992	1964, 1973, 2014	Robyn Elswood	pre K, K, Special Ed
Hazel Stuart Elementary	475 West Center St.	9.6	Average	1979		Leslie Hoopes	5 and 6
Hobbs Middle School	350 East Pine St.	4.22	Average	1967	1976, 2003	Cindy Kofford	7 and 8
Riverview Elementary	1463 North 800 East	10.5	Excellent	2010		Ben Lemons	3 and 4
Shelley High School	570 West Fir St.	62.66	Good	1992	2004	Burke Davis	9 through 12
Shelley Work Based Academy	544 Seminary Ave	0.25	Good				9 through 12
Sunrise Elementary	200 East First St.	10.7	Excellent	2004		Robyn Elswood	1 and 2

*Data from Bingham County, the Shelley School District, and IdahoSchools.org*

These existing conditions constitute the most important information relevant to comprehensive planning and coordination efforts within the City’s sphere of influence. For more detailed information on K-12 education in Shelley, Shelley School District #60 maintains a very transparent reporting and a comprehensive continuous improvement plan which thoroughly tracks and details many important goals and district indicators. These resources are readily available to the public via the district website: [ShelleySchools.org](http://ShelleySchools.org).

The school district operates school bus transportation services for all seven of the schools. Roughly, school age children in the Shelley School District live within walking distance of their school, however safe and connected pedestrian infrastructure is not always present. As of 2023, the District estimates that students drive or are driven to school, walk or bike to school, and ride a bus.

*Public Services, Facilities, and Utilities*

Public services consist of a variety of activities including but not limited to waste removal and transportation, recreational and educational programming, public safety and criminal justice, health and welfare, animal control, and more. Public utilities are things like water, sanitary, storm,

sewer, power transmission systems and other public infrastructure necessary for the community to function. Public facilities are the places and building that support the provision of these services and utilities and enhance the wellbeing of the inhabitants of the community such as libraries, fire stations, transportation facilities, parks, government buildings, power and sewage plans and more.

Public services, facilities, and utilities are the skeleton and lifeblood of a community. Intentional and advanced planning of public services, facilities, and utilities is an important management tool in land development. Timely scheduling of adequate public utilities and services is necessary to support new development and meet community demands. As the community grows, so must the services.

The information compiled and created within this section is integral to sustainable scaling and growth of Shelley and should be referenced often in order to address existing and emerging weaknesses in publicly provided services, utilities, and facilities and to adequately prepare to accommodate new growth without adversely impacting the quality of life for existing residents of Shelley.

Shelley has traditionally provided a high level of public facilities and services. The projected population growth for Shelley will require a corresponding expansion of public facilities and services. Policies concerning the manner by which public facilities are expanded can help direct the location and intensity of future residential, commercial and industrial development.

### Water Systems

With Forsgren Engineering, the City completed a Water Facility Planning Study (FPS) in June 2023. As per the FPS, Shelley's water is currently supplied by four wells at various locations within the city. Three existing tanks are currently in use on the southeast side of the city. The water is distributed to the city and areas within the Shelley Impact Area by a water distribution system with pipe sizes ranging from 2 to 16 inches.

According to the 2022 City CCR Report, Shelley did not have any outstanding violations or exceedances when it came to the water quality. Quantity, however, is problematic.

Among other things, the FPS identifies deficiencies and makes recommendations and plans for infrastructure expansion and improvements to sustain projected population growth. The results of the study concluded that the city's existing facilities cannot meet current water demands at firm capacity (with the largest unit out of service) and by the end of the 20-year planning period, cannot meet municipal water demands even at maximum capacity. The FPS outlines plans for the city to improve and grow the system which, if followed, will accommodate the expected demand.

### Sewer

The City of Shelley's wastewater collection system currently serves the City and parts of the impact area. It is primarily a gravity system, and it includes approximately 29 miles of trunkline, 400 manholes, and two sewer lift stations. In 2023, the City of Shelley completed a Wastewater Facility Planning Study (FPS) to evaluate and recommend upgrades to the wastewater collection system necessary for accommodating existing and future demands reliably and efficiently.

Primary deficiencies identified in the plan are:

1. Manhole issues (missing, mislabeled lids, improper materials, etc.)
2. Sewer main leak due to presence of tree roots
3. Cross connections (waterline spigots in sanitary manholes)
4. Residential septic systems within city limits
5. Segments of 6” sewer main (regulation requires 8”)

Project needs and costs are addressed within the plan and if followed will ensure the city’s wastewater collection facilities continue to meet regulation and growing demand.

The City of Shelley is served by the Eastern Idaho Regional Sewer District (EIRSD) which provides wastewater treatment and disposal through the EIRSD Wastewater Treatment Plan west of Shelley. Treated wastewater is discharged to the Snake River or to land application reuse for landscape irrigation at the EIRSD site. Shelley does not currently employ reuse practices.

#### *Solid Waste Disposal*

Sanitation services and garbage pickup are covered by the Shelley Sanitation department. Schedule and holidays are posted on the City website. Cleanup services for organic debris are also offered biannually in fall and spring.

#### *Gas and Electric*

Rocky Mountain Power services the Shelley area for power while Intermountain provides natural gas.

#### *Fire protection*

Shelley is covered by the Shelley-Firth Fire District. The district is volunteer based and has 40 firefighters and two stations: one at 585 W. Fir Street in Shelley, and the other at 125 N. Spud Alley in Firth.

#### *Police*

As of 2022 there are 11 full time officers and 2 reserve officers with a police chief overseeing the department.

#### *Library*

The City of Shelley hosts the North Bingham County District Library which provides its services to the community and surrounding areas. It is currently located at the old Jolley Building Supply store. In addition to offering books of many formats for checkout, services and programs offered include public internet, a 3D printing program, story times, reading challenges, museum passes, crafting tools checkout, and more. Library cards are available at no cost for Bingham County residents and for \$25 to non-residents.

#### *Recreational Programs and Facilities*

See Chapter on Recreation and Open Space

### Health and Welfare

There are no Health and Welfare offices in the City of Shelley; however, Idaho Health and Welfare provides access/referrals to Navigation Services via the 211 Helpline; and has three offices within 50 miles for in-person services<sup>ix</sup>:

#### Department of Health & Welfare - Idaho Falls (8 miles)

Admin-Only Location

**Open Now: 08:00 AM - 05:00 PM**

Sunday: Closed  
Monday: 8:00 AM - 5:00 PM  
Tuesday: 8:00 AM - 5:00 PM  
Wednesday: 8:00 AM - 5:00 PM  
Thursday: 8:00 AM - 5:00 PM  
Friday: 8:00 AM - 5:00 PM  
Saturday: Closed

#### Department of Health & Welfare - Blackfoot (18 miles)

Admin-Only Location

**Open Now: 08:00 AM - 05:00 PM**

Sunday: Closed  
Monday: 8:00 AM - 5:00 PM  
Tuesday: 8:00 AM - 5:00 PM  
Wednesday: 8:00 AM - 5:00 PM  
Thursday: 8:00 AM - 5:00 PM  
Friday: 8:00 AM - 5:00 PM  
Saturday: Closed

#### Department of Health & Welfare - Pocatello (43 miles)

Admin-Only Location

**Open Now: 08:00 AM - 05:00 PM**

Sunday: Closed  
Monday: 8:00 AM - 5:00 PM  
Tuesday: 8:00 AM - 5:00 PM  
Wednesday: 8:00 AM - 5:00 PM  
Thursday: 8:00 AM - 5:00 PM  
Friday: 8:00 AM - 5:00 PM  
Saturday: Closed

There is one pantry open to the public in the City of Shelley:

Heart 2 Hand Bingham Food Pantry

180 S Holmes Ave.

Shelley, ID 83274

Hours:

Tues. 9:30am-10:30am and 5:30pm-7:00pm

## Goals

**G1:** Promote the concept of the neighborhood school with schools located and designed to function as focal points for family and community events.

**G2:** Plan and develop an efficient use of public facilities and services to serve as a framework for urban development that ensures accountability with capacity of infrastructure in place.

## Objectives

**1A:** Ensure safe, accessible schools for family and community events.

**1B:** Protect the integrity of schools so that educational functions are not disrupted by incompatible uses in the immediate surrounding areas.

**1C:** Support the public educational system and place a strong emphasis on providing quality schools in conjunction with new development (commercial/industrial or residential) in the City.

**1D:** Ensure that adequate school sites include room for future expansion if needed.



2A: Review development proposals within the guidance of the City Comprehensive Plan.

2B: Ensure all residents have adequate access to water, sewer, police, fire protection, waste management, and other emergency services.

2C: Carefully consider annexations with regard to availability and capacity of services and infrastructure.

## Implementation

Section	Strategy
<b>School Facilities and Transportation</b>	<i>1A.i.</i> Establish a regularly scheduled meeting process for communication and cooperation efforts between City and School District officials.
	<i>1A.ii.</i> Ensure school properties are accessible via multi-modal transportation options and prohibit school facilities on hazardous sites.
	<i>1A.iii.</i> Encourage school sites to include room for future expansion if needed.
<b>Public Services, Facilities and Utilities</b>	<i>2A.i.</i> Ensure all development proposals are properly evaluated and go through the outlined review process.
	<i>2A.ii.</i> Development plans shall be reviewed in coordination with public utilities, services and facilities, to ensure adequate capacity is available, or can be available, before developments are approved.
	<i>2A.iii.</i> Maintain effective police, fire, and emergency medical services by providing training for personnel, encouraging recruitment of qualified candidates, and maintaining adequate and safe equipment for their professional use.
	<i>2A.iv.</i> Ensure adequate water supply, especially focusing on the exploration of water reclamation options.
	<i>2A.v.</i> Upgrade sewer and water lines, storm water system, and other infrastructure needs deemed critical to the health and safety of the community.
	<i>2A.vi.</i> Provide adequate land areas to meet anticipated needs for preservation of open space and natural features; emphasize infill development; and focus on preservation of natural resources.

**Chapter 7:**  
**Appendices**

## Chapter 7 - Appendices

- a. Comprehensive Public Input
  - i. Meetings
  - ii. Survey
  - iii. All comments received throughout process
- b. Maps

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<sup>i</sup> <https://cityofshelley.org/about-shelley/>

<sup>ii</sup> <https://nces.ed.gov/Programs/Edge/ACSDashboard/1602910>

<sup>iii</sup> <https://nces.ed.gov/Programs/Edge/ACSDashboard/1602910>

<sup>iv</sup> <https://idahoschools.org/>

<sup>v</sup> <https://www.shelleyschools.org/>

<sup>vi</sup> <https://idahoschools.org/>

<sup>vii</sup> <https://www.sde.idaho.gov/finance/files/attendance-enrollment/historical/Historical-Enrollment-by-Building.xlsx>

<sup>viii</sup> <https://www.arcgis.com/apps/webappviewer/index.html?id=1054e27ca3c74f5ca9ce9439a832c933>

<sup>ix</sup> Idaho Health and Welfare