

City of Shelley

Comprehensive Plan

2015-2025

Adopted by the
Shelley City Council

On

Prepared by:

Southeast Idaho Council of Governments, Inc.
214 East Center
Pocatello, ID 83201
208.233.4032

Table of Contents

Foreword and Introduction	1
Chapter One: Property Rights	7
Chapter Two: Population and Growth	11
Chapter Three: Land Use	17
Chapter Four: Transportation	22
Chapter Five: Housing	28
Chapter Six: Community Design	35
Chapter Seven: School Facilities and Transportation	37
Chapter Eight: Public Services Facilities and Utilities	42
Chapter Nine: Economic Development	50
Chapter Ten: Parks and Recreation	54
Chapter Eleven: Cultural and Historical Sites	58
Chapter Twelve: Natural Resources	60
Chapter Thirteen: Hazardous Areas	63
Implementation	65
Appendix A: Glossary	a

List of Tables

TABLE 2-1: Population by Household and Family	11
TABLE 2-2: Population by Gender	12
TABLE 2-3: Population by Decade	12
TABLE 2-4: Population by Race	13
TABLE 2-5: Population by Age	13
TABLE 2-6: Population by Social Characteristics	14
TABLE 5-1: Households Below Poverty Level	29
TABLE 5-2: Households Below Poverty Level	29
TABLE 5-3: Housing by Tenure	30
TABLE 5-4: Housing by Vacancies and Value	31
TABLE 5-5: Housing by Construction Date	32
TABLE 7-1: Assessment of School District #60 Facilities	37
TABLE 7-2: Shelley Joint School District #60	38
TABLE 7-3: Higher Education	38
TABLE 7-4: School Enrollment	39
TABLE 9-1: Work Commute	51
TABLE 9-2: Class of Worker	52
TABLE 12-1: Period of Record Monthly Climate Summary	61

List of Maps

Future Land Use Map
Water Map
Storm Water Map
Sewage Map

Foreword and Introduction

The Idaho Local Land Use Planning Act of 1975 requires cities and counties in Idaho to conduct comprehensive planning and zoning. The original Comprehensive Plan for the City of Shelley, Idaho was drafted in September 1977. This update was undertaken primarily to reflect new statistical information and to review the goals and objectives in the light of the new information. It is the desire of the City that the goals and objectives should guide the City through 2020.

The purpose of a comprehensive plan is to give baseline information and future projections and to provide a written statement of goals and objectives upon which policy decisions can be made. These goals and objectives shall be the basis of the decision-making process until such time as the goals are realized or the plan amended.

Comprehensive Planning for the next 20 years is an involved process, which at best reflects the needs and desires of the community. A plan should give the public, business, and government agencies a clear understanding of the City's intentions and deists regarding its future development, which will lead to greater cooperation and minimize potential conflicts. The plan is intended to be a set of positive, rather than restrictive statements concerning what Shelley wishes to be and accomplish and to introduce long-range considerations into the determination of short-range actions.

Although the year 2020 is used as a planning reference date in the plan, it is related more to circumstances than to a specific future date. Because of the incremental, gradual, and often-unpredictable nature of community development, no fixed date can apply to all the goals, policies and proposals expressed in the plan.

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

The policies in this plan are designed to have sufficient flexibility to respond to changes in the rate, type and location of growth. At the same time, it calls for a pattern of urban containment and the preservation of highly productive agricultural land, with a circulation and urban service pattern that will reinforce the present compact pattern of urban development, arrest the sprawl development that is beginning to provide for future growth consistent with the current environmental quality of the city. It also calls for directed growth in a manner which will allow maintenance of high levels of public service at reasonable cost.

Planning is a continuous process. As conditions change and new information becomes available, objectives and priorities of the city may change and goals and policies may be modified. The comprehensive plan is intended to be the public policy instrument for growth of Shelley and as such, must be responsive to change, forward-looking, understood, and publicly supported. This plan may be amended and should be regularly reviewed and revised, if necessary to reflect the community's changing attitudes and desires. By law, revisions of the comprehensive plan may occur once a month and the Land Use Map may be amended every six months.

Amendments, rather than updates, should occur only when absolutely necessary and should be in the best interest of all resident in the community.

The implementation of a comprehensive plan is realized through enactment of local ordinances and programs to attain the desired objectives. The Shelley City Council bears the primary responsibility for implementation, assisted by other bodies, such as a Planning and Zoning Board. Further, the City of Shelley cannot be planned independently of Bingham County. Cooperation and communication with the County are important in the ongoing maintenance and implementation of both the City and the County Comprehensive Plans.

Purpose of the Comprehensive Plan

The purpose of the Comprehensive Plan for the City of Shelley is to guide elected officials and private citizens in making decisions which will promote the orderly development of the city, conserve the value of property and promote the public health, safety and general welfare of city residents.

The following guidelines are adopted to clarify the use and administration of the Plan:

1. The Comprehensive Plan is a guide to be used by public officials for preparing detailed plans, providing for public facilities and adopting pertinent laws and ordinances for the orderly development and land use in the city.
2. The Comprehensive Plan is not intended to take any land for public purposes, place a cloud on the title of any property or require that any property be sold or given to the public. It is, rather, a guide to land use and development. It should be used to influence the orderly and necessary acquisition of land for public purposes through normal land acquisition procedures, including condemnation, negotiated purchase, gift and other means.
3. The Comprehensive Plan should be reviewed and amended on an annual basis.
4. The Shelley City Council bears the primary responsibility for the implementation of the comprehensive plan and The Planning and Zoning Board assists in the decision making process.
5. The Comprehensive Plan should be reviewed regularly with the public to encourage understanding and support for the principles of orderly growth and to insure future amendment of the Plan is in harmony with public convenience, necessity and general welfare.
6. A strong commitment to the enhancement of the social, economic and physical assets of Shelley is the overall purpose of the Plan. Implementing of this Plan requires thoughtful initiation and execution of ordinances by the appropriate authorities.

Goals, Objectives and Policies

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

Goals:

Goals are usually stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a Way that is general in nature and immeasurable. They provide the community a direction in which to travel not a location to reach.

Objectives:

The objective statement defines the meaning of the goal; they are a finite point on the way to a goal- something you can see and measure. It advances a specific purpose, aim, ambition or element of a goal.

Strategies:

Strategies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are, however, flexible rules that can adapt to different situations and circumstances.

Implementation

The most important aspect of the Comprehensive Plan is the implementation. The planning process will be beneficial to the community only if the results have some bearing on subsequent decision and actions.

- Citizens should be educated as to the value of a comprehensive plan and proper planning and zoning.
- The existing zoning ordinance, zoning map and subdivision regulations should be updated and improved as needed to carry out goals and objectives established by this plan.
- Application of zoning and subdivision regulations should be uniform throughout the city with strict enforcement of all provisions.
- The Comprehensive Plan must be kept up-to-date by periodically comparing projections that have been made to conditions as they have evolved.

- Periodic re-examination of the goals and objectives contained in the plan to assess their validity in view of community needs is essential.

The implementation of a comprehensive plan is realized through enactment of local ordinances and programs to attain the desired objectives. The Shelley City Council bears the primary responsibility for implementation, assisted by other bodies, such as a Planning and Zoning Board.

Fourteen Elements of the Comprehensive Plan

A Comprehensive Plan is the official statement of a jurisdiction, setting forth its major goals and policies concerning desirable future physical development. The broad scope of the plan is reflected in its various elements, which are combined into one planning document. The comprehensive plan includes the following fourteen elements as required by law:

- ↻ **Private Property Rights:** the property rights interpretation of this element is that of a warning to government and property owners to be aware of private property rights.
- ↻ **Population and Growth:** is an analysis of past, present, and future trends in population.
- ↻ **Land Use:** encompasses the current vision for a mix of future land uses.
- ↻ **Transportation:** an analysis showing the community's transportation infrastructure, which addresses efficient mobility of people, goods, and services.
- ↻ **Housing:** identifies housing needs and plans for improvement of housing standards and safe, sanitary, and adequate housing.
- ↻ **Community Design:** an analysis of landscaping, site design, beautification, signage, and uniformity in residential development.
- ↻ **School Facilities and Transportation:** this element requires cities and counties to consider school capacities, facilities and transportation needs.
- ↻ **Public Services, Facilities, and Utilities:** an analysis showing general plans for sewage, water supply, fire stations, public safety facilities, library, energy, and related services.

- ↪ **Economic Development:** examines trends and presents policies for maintaining a positive growth rate, including employment, industries, jobs and income levels.
- ↪ **Parks and Recreation:** ensures the provision of permanent open and recreation space, and identifies future facilities.
- ↪ **Cultural and Historic Sites:** an analysis of areas, sites, or structures of historical, archaeological, architectural or or scenic significance.
- ↪ **Natural Resources:** an analysis of the uses of waters, forests, ranges and soils.
- ↪ **Hazardous Areas:** an analysis of know hazards as may result from seismic activity, landslides, or mudslides, floodplain hazards, and man-made hazards.
- ↪ **Implementation:** an analysis of specific actions needed to implement and support the comprehensive plan.

Format for the Comprehensive Plan

The 2000 updated Shelley Comprehensive Plan is printed in a three-column format for easy reference. The goals are in the top text box with the objectives in the left column and the policies in the right column in the lower portion of the page.

For convenience, the fourteen elements are outlined as chapters, with a glossary of terms as an appendix in the back of the Comprehensive Plan.

Planning Area in Perspective

Bingham County is the twelfth largest county in the State of Idaho in size and seventh in population. It is located within the Snake River Corridor. The area is also known as the Snake River Plains, a high plateau forming a wide intermountain belt in Southern Idaho. The Snake River bisects the county as it flows westerly toward the Columbia River.

The federal government owns twenty-nine percent of the county's land with seventy-six percent of that belonging to the Bureau of Land Management. The area is also the home of the Fort Hall Indian Reservation. The economy in the area is based upon agricultural

uses and products. Bingham County is the largest potato-growing County in the state, with Shelley being known for the "Spud Days" celebration, which takes place over several days in the fall.

Shelley is situated in the northern portion of Bingham County, nine miles southwest of Idaho Falls, seventeen miles northeast of Blackfoot. The City is located on a level plain near the eastern bank of the Snake River. The history of the area is similar to other towns of southeast Idaho.

The elevation is 4,629 feet above sea level and mainly a farming community. The City of Shelley is surrounded by rich agricultural land, which produces alfalfa, sugar beets and many different varieties of grain. The area has long been known and famous for the potatoes raised within the surrounding area. Cattle, sheep, hogs and dairy cows are also a commodity in the area.

Shelley's thoroughfare is mainly Highway 91, which bisects the town. Interstate 15 runs parallel to Shelley with two exits accessing the community. The Union Pacific Railroad also runs through the center of town, however, the transportation is limited, it only transports freight traffic.

With the residents in such close proximity to recreational areas, they are able to enjoy year-round outdoor activities such as alpine, cross-country and water skiing; hunting, fishing, camping and snowmobiling. The wide-open spaces make camping and picnicking a joy to those who take advantage of the possibilities.

Chapter One: Property Rights

A land use regulation or action must not be unduly restrictive so that it causes a "taking" of landowner's property without just compensation. The Fifth amendment to the United State Constitution states "nor shall private property be taken for public use, without just compensation". In the land-use context, the argument is that if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has for all practical purposes been taken by "inverse condemnation".

Federal Standards

Whether or not a land-use decision amounts to a taking prohibited by the Fifth Amendment to the United States Constitution has been a difficult task for the courts, including the U. S. Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The U. S. Supreme Court itself has candidly admitted that it has never been able to develop a " 'set formula' to determine when 'justice and

fairness' require that economic injuries caused by public action be compensated by the government, rather than remain disproportionately concentrated on a few persons." (Penn Central Transportation Co v. New York City, 438 U. S. 104 124 [1978]). Instead, the high court has observed, "whether a particular restriction will be rendered invalid by the government's failure to pay for any losses proximately caused by it depends largely 'upon the particular circumstances [in that] case'". (Id. At 488). The question of whether a regulation has gone too far and a taking has occurred has been an ad hoc, factual inquiry (id.).

State Requirements

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to include "an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact values or create unnecessary technical limitation on the use of property..." [67-6508 (a)]

Although a comprehensive plan that contains such language does not provide an absolute defense to taking a claim, some courts give weight to comprehensive plans when they consider taking problems. They are impressed by a municipality's efforts to plan and the usual planning process that strives to comprehensively balance land use opportunities throughout a given community.

In an effort to provide guidance with regards to "takings" the office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative actions upon specific property.

1. Does the regulation or action result in a permanent/temporary physical occupation of private property?

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking". For example, a regulation that required landlords to allow the installation of cable vision boxes in their apartments were found to constitute a "taking". (See *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 [1982]).

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

Carefully review all regulations requiring the dedication of property granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate, for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. A court will also consider whether the action in question substantially advances a legitimate state interest.

For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission* 483 U.S. 825 (1987), that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public's interest in beach access constitutes a "taking".

Likewise, the United States Supreme Court held that compelling a property owner to leave a public green way, as opposed to a private one, did not substantially advance protection of a flood plain, and was a taking". (*Dolan av. City of Tigard*, 114 U.S. 2309 [June 24, 1994]).

3. Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking". In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws and nuisances or other pre-existing limitations on the use of the property. (See *Lucas v. South Carolina Coastal Council*, 112 S. St. [1992]).

It is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. (See *Florida Rock Industries v. United States*, 18 F. 3rd 1560 [Fed Cir. 1994]). The remaining use does not necessarily have to be the owner's planned use, a prior use, or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed expectations.

Carefully review regulations requiring that the entire particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government from takings liability.

4. Does the regulation have a significant impact on the landowner's economic interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property values alone may not be a "taking", a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. These economic factors are normally applied to the property as a whole.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership – including the right to possess, exclude others and dispose of all or a portion of the property – are potential takings.

The United States Supreme Court recently held that requiring a public easement for recreational purposes where the harm to be prevented was to the flood plain was a “taking”. In finding this to be a “taking”, the court stated:

The city never demonstrated why a public green way, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course is the loss of her ability to exclude others...[T]his right to exclude others is “one of the most essential sticks in the bundle of rights that are commonly characterized as property.” *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interest in land held by individual members of an Indian tribe constituted a “taking”. (See *Hodel v. Irving*, 481 U.S. 7004 [1987]).

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 the purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. (*Nolan v. California Coastal Commission*, 107 S CT. 3141 [1987]; *Dolan v. City of Tigard*, 114 U.S. 2309 [June 24, 1994]).

In *Nollan*, the United States Supreme Court held that it was an unconstitutional “taking” to condition the issuance of a permit to landowners on the grant of an easement to the public to use their beach. The court found that since there was no indication that the *Nollan*’s house plans interfered in any way with the public’s ability to walk up and down the beach, there was not ‘nexus’ between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble, or have effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a “taking” will be found.

Chapter Two: Population and Growth

Comprehensive planning is designed to consider the needs of people. Public development policies concerning the timing, location and construction of facilities are based on population distribution and anticipated growth patterns. In addition, private market decisions for commercial and residential activities depend on projected population growth and demographic factors. Consequently, adequate knowledge of the historic population growth and the characteristics of that population are necessary to determine future land uses within the City of Shelley.

While population figures do not reveal the goals and dreams of individuals, they do provide a basis for making generalizations concerning the needs of people which local government must attempt to fulfill.

TABLE 2-1: Population by Household and Family

POPULATION: Households & Families										
	Total Population		Total # Families		Average Family Size (# persons)		Total # Households		Average Household Size (# persons)	
	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000
Shelley	4,409	3,813	1,123	990	3.53	3.5	1,445	1,201	3.05	3.14
Bingham County	45,607	41,735	11,731	10,713	3.45	3.52	14,999	13,317	3.02	3.10

The stagnant population growth between 1960 and 1970 in Shelley was also typical in the western United States due to depressed agricultural economy. By the late 70's and early 90's, Bingham County and the City of Shelley experienced a steady influx of people.

The development of Shelley as a bedroom community for Idaho Falls is thought to account for much of this growth, as is the increased employment at the Idaho National Laboratory (INL), which is located west of Shelley. The expansion by a potato processor was another positive factor in the increase of Shelley's main employment and increase in the population

One of the fastest growing areas in the county is within the area of city impact. As the area of city impact continues to grow, pressures may be exerted on Shelley to extend city boundaries.

The population projections are projections based upon past population increases. It is recommended that Table 2-2 Population

projections, be updated on a regular basis as information becomes available.

The population projection from 1990 to 2020 within Shelley is based upon an 8.0 % growth rate. The projection for Bingham County is slightly higher with a 10% growth rate. With the projected increase of 352 residents in Shelley, the city will have to plan for the impact to city services, roads, schools, and housing in order to accommodate the increase growth.

The largest concentration of Shelley's population is in the 5 – 17 year old range, which contains over 31% of the total population. The update from 2014 Census projections indicates a population of 4382 a decline of 27.

TABLE 2-2: Population by Gender

POPULATION: By Gender										
Location	Total Population		Male Population				Female Population			
	2010	2000	2010	%	2000	%	2010	%	2000	%
Shelley	4409	3,813	2,179	49.449.0	1,870	49.0	2,230	50.6	1,943	51.0
Bingham County	45,607	41,735	22885	50.2	20,869	50.0	22,722	49.8	20,866	50.0

U.S. Bureau of the Census

TABLE 2-3: Population by Decade

POPULATION: Changes By Decade										
Location	2010		2000		1990		1980		1970	
	#	%	#	% Inc.	#	% Inc.	#	% Inc.	#	% Inc.
Shelley	4,409	15.6	3,813	7.8	3,536	7.2	3,300	26.2	2,614	
Bingham County	45,607	9.5	41,735	11.1	37,583	3.0	36,489	25.1	29,167	

Idaho; Community Profiles, community.idaho.gov/profiles

TABLE 2-4: Population by Race

POPULATION: By Race												
Location	Total Population		White		Hispanic		American Indian		Asian		Black	
	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000
Shelley	4,409	3,813	3,922	3,429	616	449	36	26	33	10	12	7
Bingham County	45,607	41,735	36,752	34,403	7,864	5,550	2,970	2,798	285	236	105	70

U.S. Census Bureau

TABLE 2-5: Population by Age

POPULATION: Youngest, Oldest & Median												
Location	Total Population		65+ Population				Population Under 5 yrs.				Median Age	
	2010	2000	2010	%	2000	%	2010	%	2000	%	2010	2000
Shelley	4,409	3,813	419	9.5	413	10.6	532	12.1	408	10.7	27.8	27.0
Bingham County	45,607	42,735	5,212	11.4	4,318	10.3	4,403	9.7	3,659	8.8	31.8	19.7

U.S. Bureau of the Census

TABLE 2-6: Population by Social Characteristics

Location	# Households w/ Individuals under age 18		# Female Households (no husband present)			
	2010	2000	2010	%	2000	%
Shelley	672	611	175	12.1	156	13.0
Bingham County	5,830	6,408	1,570	10.5	1,300	9.8

U.S. Bureau of the Census

When planning for growth in the city and county, it is important to review all segments of the population. The age group 5 -17, is an important aspect when calculating the growth rate to area schools and in planning the development of new schools.

It is important to include the special needs of the elderly population in order to accommodate their specific needs, especially in the planning and development of new services and programs. Some of the considerations are transportation, affordable housing, senior citizen centers, medical services, etc.

The median age of the population in Shelley is 27.8, which is slightly younger than the median age for Bingham County at 31.8. The percentage of elderly in Shelley is lower at 9.5% compared to Bingham County at 11.4% and the State of Idaho at 12.0%. However, the school age youth are at higher percentage at 31.0%, whereas the county is 29.0% and 23.0% for the State. The higher proportion of youth in Shelley raises the need for transportation issues and school facilities and recreational opportunities.

The pressure for city services to individual households changes depending on how many people live in a home. The age of the population, in turn, influences the household size and the need for certain services. Smaller household sizes, indicative of large percentages of retired and elderly residents tend to increase the demand for housing and medical/emergency services and decrease the pressure on schools.

Shelley has 1438 housing units, eleven percent of the households in the Shelley area were built prior to 1939, 10% of the houses built from 1980 to 1990 and another 10% have been constructed since 2000. The majority of the households constructed in Bingham County were also highest prior to 1939 at a rate of 16.2%. However, 13.4% of the total housing stock in the county was built from 1980 to 1990. The increase in population in the Blackfoot area is the explanation for much of the housing construction. Approximately 16% of the State of Idaho housing stock was built prior to 1939, however, 18% was built from 1980 to 1990, which reflects the increase in population within the State of Idaho.

Bingham County's population consists of 32,439 white residents, approximately 85% of the total population, while Shelley's white population consists of 3,225 residents, or 90% of Shelley's total population. Blacks, American Indians and Asians account for approximately 10% in the county and 1% in Shelley of the total population. There are 3,614 Hispanic residents in the county and 322 in the City of Shelley. (Total population and percentages may not total because Hispanic origin may be of any race, according to the Census Bureau definition.)

Population forecasting is not an exact science and economic conditions frequently change, significantly influencing population levels. It is recommended that an update of the demographic data is revised after the 2000 census is published and on an annual basis thereafter. Based on population forecasts, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

A contributing factor to Shelley's population pattern is the higher education possibilities in other areas. The age distribution in the 5 – 17 (school age residents) and the dramatic decrease in the 18 – 24 age category, reflects that the younger residents leave the Shelley area for educational opportunities. With the increase of individuals in the 25 – 44 age range would indicate the "return" of residents to raise their families. With Shelley becoming more and more a bedroom community, the population data would indicate that families are moving into Shelley and working in the Idaho Falls area. The trend of out-migration is influenced by lack of economic opportunities for individuals seeking employment after receiving a college education.

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

<p><u>Objectives:</u></p> <ol style="list-style-type: none"> 1. Maximize the effectiveness of public investments, curtail urban sprawl and protect existing agricultural lands from unnecessary encroachment. 2. Consider new land development compatibility criteria, which evaluate development proposals based on flexible physical, social economic and aesthetic criteria. 3. Development should make reasonable use of the area's resources, maintain economical costs for public services and preserve the quality of life desired by the community. 	<p><u>Strategies:</u></p> <ol style="list-style-type: none"> 1. Infill the unimproved land within Shelley city limits before expanding the city's boundaries. Ensure that growth is planned and directed in a way that minimizes sprawl and creates a functional pleasing community. Ensure that development occurs only when adequate public facilities and infrastructures are available and/or financially guaranteed. 2. Encourage Bingham County to develop regulations to address urban sprawl issues. The semi-rural atmosphere should be preserved and enhanced whenever possible. 3. The Shelley Comprehensive plan should be adopted, maintained and updated to accommodate managed growth. It should be updated annually to provide applicable population data and demographic forecasts of Idaho Department of Commerce, Idaho Power, U.S. Census Bureau and other demographic and census resources.
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Chapter Three: Land Use

This element of the plan deals with land use and the projected patterns for future use of land within the City of Shelley. The analysis of existing land uses provides a basis for developing the comprehensive plan. This is particularly significant in the urban and fringe areas of cities where pressure for development is greatest. It is also significant in the agricultural areas where agriculture versus urbanization becomes pertinent.

Land use is an integral part of every other element in a comprehensive plan. Effective land use planning is essential for numerous reasons:

- Reserves areas well suited for types of business or industry that may require special access,
- Allows for large areas of land or special site conditions,
- Provides efficient movement of goods and people among interdependent land uses (e.g., employees to work, resources to industry, children to school)

The comprehensive plan arranges major land use to preserve the integrity and amenities of residential neighborhoods, as well as the economic vitality of industrial areas and commercial activity centers.

The generalized future land use map identifies the current vision for a future mix of land uses that will realize the community's goals. Generalized land use recommendations as set forth in this plan, emphasize the importance of flexible land use planning and cooperative planning among the various jurisdictions and agencies in the Shelley area.

Pursuant to Idaho Code Section s67-6526 Areas of City Impact – Negotiation Procedure; “a separate ordinance providing for application of plans and ordinances of the area of city impact shall be adopted. Subject to the provisions of Section s50-222, Idaho Code, an area of city impact must be established before a city may annex adjacent territory.” In defining an area of city impact, the following factors should be considered:

- (1) Trade areas;
- (2) Geographic factors;
- (3) Areas that can reasonably be expected to be annexed to the city in the future.

The City of Shelley shall have an agreement in place with Bingham County for land use decisions in pre-defined impact areas surrounding the city. The boundaries of the area of city impact are contingent upon negotiations with Bingham County. Both parties in a timely fashion, on all matters regarding the public good, should reach consensus.

Due to this responsibility, it is necessary for the city to adopt policies and guidelines, which provide a framework for making these decisions resolving issues. It is the Comprehensive Plan which provides this framework.

It is important to keep in mind the Comprehensive Plan is a representation of the future of Shelley. It must also be emphasized that while the land use component may represent a combination of other components within this Plan, it is only one of the components to be considered when determining whether a particular proposal is consistent with the Comprehensive Plan. When determining what the Comprehensive Plan requires or permits, each component must be considered, and then a decision can be made.

Although only one of the thirteen elements comprising the Comprehensive Plan, the land use element is the core of the Plan. It is the land use element that ties the other components together into one cohesive plan that will guide the future urban development and open space preservation pattern of the community.

It must be emphasized that while the Land Use Element represents a synthesis of the components comprising this plan, it is still only one of the components to be considered in determining whether a particular proposal is consistent with the Comprehensive Plan. To determine what the Comprehensive Plan requires or permits, each component must be considered; the answer may not be found solely on the land use map.

Highway 91 and the Union Pacific Railroad bisect Shelley, which run parallel to each other. A majority of the developed land within the Shelley area is residential. Most of the commercial land is located along the U. S. Highway 91 corridor. However, there are some scattered commercial sites on the fringe of the residential areas, while the Industrial area in Shelley is located on the eastern side of the railroad tracks.

Some decisions concerning development proposals will represent a policy choice made or approval of the City Council concerning which of the many varied, and sometimes competing goals and objectives, are to be furthered by that decision. Every such decision will represent a determination that under certain circumstances, the goals and objectives that were furthered were more important and must prevail over those not furthered by the decision.

Goal: Promote development of convenient, well designed neighborhoods and encourage the continued development of commercial and industrial areas.

Objectives:

1. The development of convenient, well designed neighborhoods and commercial areas of Shelley should be directed by consistent and thoughtful decisions, recognizing alternatives, effects and goals of citizens.

2. Encourage the development of commercial and industrial land uses in areas that are not averse to neighboring areas.

3. Protect citizen investments in existing public facilities (water, sewer, streets, fire and police) by encouraging controlled growth through city planning reviews, development agreements and fees.

Strategies:

1.
 - a. Promote the development of high-quality and environmentally compatible residential areas that contain the necessary parks, schools and neighborhood commercial facilities to create identifiable neighborhoods.

 - b. Continue to develop and implement a Bike Path and/or a Greenway plan, and promote bike and/or pedestrian pathways when considering land use decisions.

 - c. Develop an annexation plan that allows the city to assess cost of services to new development; determine impacts to the city budget; environment, economy, and land use.

 - d. Support the enforcement of all city building and appearance codes to protect and maintain property values.

2. Develop and implement a downtown revitalization plan which will attract high-tech industries.

3. Development should occur within or adjacent to the city limits, and contiguous to appropriate zoning.

<p>Objectives:</p> <p>4. The land use map shall be the official guide for development of the planning area, and shall be implemented through zoning and development review.</p>	<p>Strategies:</p> <p>4. Establish a consistent set of zoning, subdivision and development regulations.</p>
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Chapter Four: Transportation

Mobility, or the ease and methods 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 subdivisions 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 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-ft-right-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, busses, 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 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 which encompasses a six-county region. The Ride Link program is a car-pooling program administrated 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. Shelley is known for its unusually wide streets, which have a 90-foot plus right-of-way throughout most of the city, particularly in the older areas.

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.

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

<p><u>Objectives:</u></p> <ol style="list-style-type: none"> 1. A balanced comprehensive transportation and circulation system coordinated with land use that adequately accommodates the total travel needs of the community. 2. A local transportation system that is connected to all modes of the regional transportation system. 3. An improved city traffic and transportation circulation plan. 	<p><u>Strategies:</u></p> <ol style="list-style-type: none"> 1. <ol style="list-style-type: none"> a. Encourage orderly development b. Periodically review the master transportation plan to promote safe streets and highway systems in the city. c. Utilize the street maintenance program that address streets, sidewalks, curbs, gutters and storm drains. 2. <ol style="list-style-type: none"> a. Encourage car-pooling and bus service b. Accommodate the transportation needs of the elderly, low income and persons with disabilities. c. Coordinate with other agencies involved in traffic circulation. 3. <ol style="list-style-type: none"> a. New streets shall connect to streets in the developed portion of the community, which are capable of handling the additional traffic.
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<p>4. Various modes of alternative transportation are to be available, which will reduce air pollution, noise and fuel consumption.</p>	<p>b. Reduce the number of curb cuts along arterial streets.</p> <p>c. Work with appropriate authorities to assure that city access route areas are maintained and improved when necessary.</p> <p>4. a. Develop a pedestrian/bike pathway plan, and require all new development to provide adequate easements based on that plan.</p>
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Goal: Promote a comprehensive transportation plan, coordinated with land use. (CONT'D)

<p><u>Objectives:</u></p>	<p><u>Strategies:</u></p> <p>b. Develop education and safety programs in association with the Police Department and bicycle interest groups.</p> <p>c. Improve the condition (width, surface, and grade) of existing walkways and incorporate standards for handicapped access.</p>
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Chapter Five: Housing

The housing component is an element of the comprehensive plan that assesses the housing needs of all economic segments of the city. In addition, it defines the goals and policies, which will guide the city's approach to resolving those needs and recommends a set of programs, which would implement those policies.

Housing needs vary by income level, age and family size. Other factors such as distance from employment, access to shopping centers and personal preferences complicate the housing market. It is also affected by the local and national economy.

Residential land use represents the largest land use type in the planning area 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.

The rental market is expected to absorb more of this growth since a large number of occupants may not be able to afford home ownership and are turning to the rental market to meet their housing needs. Demands should be most noticeable in the low-to-moderate-income and non-elderly rental markets.

Of the housing stock in Shelley - approximately 24% units were built between 1960 and 1979, 24% between 1980-1999 and another 11% has been constructed since 2000.

As the local economy expands, new jobs will be created and likewise an increase in the demand for housing will also increase in the Shelley area. Continued construction of single-family homes and multi-family units will offset a majority of the expected housing demand. Mobile homes, manufactured homes, and affordable housing provide alternatives to conventional home ownership.

The median household income in the City of Shelley is \$42,182, which is comparable to Bingham at \$46,169 and the State of Idaho at \$46,890. The average income in Shelley demonstrates that rural employment wages are comparable to larger communities within the county and the state.

Rehabilitation of existing dwellings in older neighborhoods is essential to meet the needs of low-to-moderate income residents. Sub-standard housing should be upgraded to meet the minimum requirements of the Uniform Housing Code. Aided by state and federal subsidies, local programs could be established through the joint efforts of local government, civic groups and the community. Subsidized housing demand is expected to increase for minority, elderly and low-to-moderate income groups since wages usually do not keep pace with increasing prices of real estate.

TABLE 5-1: Households Below Poverty Level

POPULATION: Poverty Status												
Location	Total Population		# Families		# Families Below Poverty Level				# Individuals Below Poverty Level			
	2010	2000	2010	2000	2010	%	2000	%	2010	%	2000	%
Shelley	4,409	3,813	1,123	990	166	14.8	79	8.0	776	17.6	369	9.7
Bingham County	45,607	41,735	11,731	10,713	1,818	15.5	1068	10.0	7,209	15.8	5137	12.3

U.S. Bureau of the Census

TABLE 5-2: Housing by Year Built

Year Structure Built	Shelley	Bingham County
2000 or later	161	1630
1990 to 1999	194	1963
1980 to 1989	155	1645
1970 to 1979	259	2901
1960 to 1969	89	1761
1950 to 1959	293	1694
1940 to 1949	124	919
1939 or earlier	163	1919
Total Units	1438	14432

U.S. Bureau of the Census

TABLE 5-3: Housing by Tenure

HOUSING: Tenure By Year Householder Moved Into Unit								
Year Structure Built	Shelley				Bingham County			
	Owner Occupied		Renter-Occupied		Owner Occupied		Renter-Occupied	
	# Units	%	# Units	%	# Units	%	# Units	%
Moved in 2000 or later	58	6.2	409	97	1298	11.5	336	10.7
Moved in 1990 to 1999	152	16.3	12	3	1535	13.6	424	13.5
Moved in 1980 to 1989	62	6.7	0		1185	10.5	465	14.8
Moved in 1960 to 1979	252	27	0		3771	33.4	864	27.5
Moved in 1940 to 1959	292	31.1	0		1942	17.2	690	22.1
Moved in 1939 or earlier	119	12.7	0		1558	13.8	360	11.5
Total Units	935	100.0	421	100.0	11289	100.0	3143	100.0

U.S. Bureau of the Census

TABLE 5-4: Housing by Vacancies and Value

HOUSING: Tenure of Units, Vacancies & Value								
	2000				1990			
	Shelley		Bingham Co		Shelley		Bingham Co.	
	#	%	#	%	#	%	#	%
Total Units	1,253		14303		1070		12664	
Occupied Units	1,201	100.0	13,317	100.0	1,024	100.0	11,513	100.0
Owner Occupied*	928	77.3	10,564	79.3	781	76.3	8,830	76.7
Renter Occupied*	273	22.7	2,753	20.7	243	23.7	2,683	23.3
Vacant Units	52	100.0	986	100.0	46	100.0	1,151	100.0
Avail for rent**	24	46.2	283	28.9	15	32.6	273	23.7
Avail for sale**	8	15.4	182	18.5	8	17.4	182	15.8
Avail for seasonal, recreational or occasional use**	1	1.9	103	10.4	3	6.5	922	8.0
Value of Owner Occupied Housing	78,600		84,400		48,000		50,700	
Median Monthly Rent	401		411		230		204	

U.S. Bureau of the Census

*percentage calculated on total occupied units

** percentage calculated on total vacant units

TABLE 5-5: Housing by Construction Date

HOUSING: Single-family new house construction building permits		
Year	Shelley	
	# Buildings	Average Cost
2006	7	103,300
2005	23	109,500
2004	20	108,800
2003	29	105,700
2002	16	89,500
2001	8	85,200
3000	2	78,500
1999	10	89,100
1998	10	72,500
1997	5	56,800
1996	15	70,600

www.city-data.com

Zoning regulations should provide areas for smaller lots and lower cost housing units. Mobile homes, manufactured homes, multi-unit housing and subsidized housing are also alternatives to conventional housing and should be provided for in residential zoning.

A majority of the housing in Shelley consists of single-family dwelling units in excellent to good condition. There is a growing demand for housing in Shelley demonstrated by the fact that the number of households increased between 1960 and 1979. According to Table 5-2, the household stock built between 1960 and 1979 was the greatest with 531 units with a dramatic decrease in 1980 to 1988 with only 53 housing units built in Shelley.

Shelley's neighborhoods must be protected from large impact non-residential uses, such as: commercial and industrial land uses, whenever possible. Need exists for the amenities that ensure cohesive neighborhoods in which residents can take pride. Another need is for a variety of housing types such as: apartments, mobile homes, manufactured housing and single-family units. Problems of elderly and limited income families, as well as the more affluent, must be addressed.

Goal: Promote the development of an adequate supply of safe, affordable housing that meets the needs of city residents and provides for diversity in type, density and location of housing.

Objectives:

1. A choice of housing styles and types are available in Shelley.

2. Housing development and construction shall be environmentally sensitive and shall employ recognized building and development standards and codes.

Strategies:

1. Allow a wide range of housing types within the City, such as single-family, multi-family, manufactured, mobile, etc. in a variety of locations throughout the community.

Allow choices between ownership and rental units for all groups.

Encourage senior housing in locations close to services.

Encourage innovative site development techniques and a mix of dwelling types to meet the range of housing demand.

2.
 - a. Support housing stock maintenance and enhancement through city enforcement of health, fire, zoning and code enforcement regulations.

 - b. Infill random vacant lots in substantially developed areas at densities similar to surrounding development.

 - c. Construction shall minimize land disturbance, loss of vegetal cover, exposure of open land other adverse effects on the environments, local and regional.

 - d. Set and enforce standards for subdivisions and existing residential areas, such as tree planting, street design, sidewalks, water and sewer services.
Shelley's neighborhoods shall be protected from large impact non-residential uses, such as: commercial and industrial land uses, whenever possible. Need exists for the amenities that ensure cohesive neighborhoods in which residents can take pride. Problems of elderly and limited income families, as well as the more affluent, must be addressed.

Goal: Promote the development of an adequate supply of safe, affordable housing that meets the needs of city residents and provides for diversity in type, density and location of housing. (CONT'D)

<p>Objectives:</p> <p>3. Adequate affordable housing and homeownership opportunities will be offered in an open housing market free from discrimination on the basis of race, religion, sex, marital status, color, national origin, or mental or physical handicap.</p>	<p>Strategies:</p> <p>3. a. Support financial aid programs for housing rehabilitation.</p> <p>b. Existing housing stock should be conserved and rehabilitated when necessary.</p> <p>c. The public shall be made aware of local, State, and Federal programs for purchasing or development.</p>
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Chapter Six: Community Design

This element concerns itself with community identity and design features 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 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.

Goal: The overall community design should enhance the social economic and physical aspects of the city and should meet the needs of its residents.

Objectives:

1. The downtown business district will be improved and continuously monitored to provide a more pleasant and convenient shopping atmosphere.

2. The city's structure and identity will be strengthened; its visual character will be enhanced and extended to new development.

3. The historic identity of Shelley will be preserved and featured

Strategies:

1.
 - a. Discourage visual clutter along major streets, such as a proliferation of signs, bill boards, and eccentrically designed or garishly painted buildings by developing applicable standards that enhance the community.

 - b. Encourage the use of attractive open space, landscaping, lighting street furniture for the benefit of the public.

2.
 - a. Develop and implement a Community Design plan which includes development design guidelines for all land uses.

 - b. Use landscaping, especially tree planting, in concert with a landscape ordinance.

 - c. Continue to support community volunteers with beautification projects.

 - d. Encourage the continued development of bike paths and greenways throughout the city by ordinance and land acquisition.

 - e. Removal of junk cars, litter, dead trees, weeds and other unsightly items shall be required by ordinance.

3.
 - a. Work with the Shelley Urban Renewal Agency to promote rehabilitation of existing significant structures.

 - b. Develop and reinforce the unique characteristics of the city and its special areas.

 - c. Update land use ordinances and design manuals to preserve buildings and areas unique to Shelley.

Chapter Seven: School Facilities and Transportation

The school facilities and transportation elements of the comprehensive plan are meant to coordinate efforts of cities and counties when considering school capacities, facilities, and transportation needs.

When new development and subdivisions are reviewed, it is important to consider the impact on area schools. Questions to consider when reviewing new school development are:

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

The Shelley Joint School District #60 encompasses North Bingham County and part of South Bonneville County.

Table 7-1: Assessment of School District #60 Facilities

School	Year Built	Remodel/Addition	Condition	Capacity	Acres
Shelley Senior High	1992	2004	Excellent	496	15+ Additional 23
Sunrise School	2004		Excellent	550	7
Donald J Hobbs Middle School	1967	1976, 2003	Good	550	7
Goodsell Elementary	1910	1964, 1973 2014	Good	470	7
Stuart Elementary	1979		Excellent	600	10
Riverview Elementary	2010		Excellent		

A contributing factor to Shelley's population pattern is the higher education possibilities in other areas. The age distribution in the 5 – 17(School age residents) and the dramatic decrease in the 18 – 24 age category, reflects that the younger residents leave the Shelley area for educational opportunities. With the increase of individuals in the 25 – 44 age range would indicate the “return” of residents to raise their families. With Shelley becoming more and more a bedroom community, the population data would indicate that families are moving into Shelley and working in the Idaho Falls area. The trend of out-migration is influenced by lack of economic opportunities for individuals seeking employment after receiving a college education.

TABLE 7-2: Shelley Joint School District #60

School	Address	Grades	Enrollment	Principal
Shelley Senior High	570 W. Fir St.	9 – 12	655	Dale Clark
Sunrise School	200 E. Fir St.	1 – 2	562	Robyn Elswood
Donald J. Hobbs Middle School	350 W. Pine St.	7 – 8	341	Mike Messick
Dean Goodsell Primary School	185 W. Center	Title 10		Jeff Brandt Administrator
Hazel T. Stuart Elementary School	475 W. Center St.	5-6	351	Jared Heath
Riverview School	1463 N. 800 E.	3-4	336	Ben Lemons

Source: Idaho Education Directory – 1998 – 1999

TABLE 7-3: Higher Education

POPULATION: Higher Education										
Location	Population Age 25 & Over		High School Graduates & Higher Age 25 and Over				Bachelor's Degrees & Higher Age 25 and Over			
	2000	1990	2000	%	1990	%	2010	%	2000	%
Shelley	2,015	1,814	1,618	80.3	1,408	77.6	234	14.7	297	14.7
Bingham County	23,155	20,242	18,657	80.6	15,549	76.8	3,329	14.4	3,329	14.4

U.S. Bureau of the Census

Table 7-4: School Enrollment

FALL SCHOOL ENROLLMENT: Shelley Joint School District						
School Year	Sunrise Elementary	Stuart Elementary	Shelley Jr. High	Hobbs Middle Sch.	Shelley High Sch.	Total Students
2007-2008	617	389	--	469	643	2,118
2006-2007	602	396	--	523	636	2,157
2005-2006	587	394	--	506	613	2,100
2004-2005	584	390	--	488	622	2,084
2003-2004	463*	521	--	457	607	2,048
2002-2003	439*	497	--	452	602	1,990
2001-2002	386*	481	309	315	480	1,971
2000-2001	388*	501	318	319	525	2,051
1999-2000	401*	512	329	313	545	2,100
1998-1999	399*	476	352	324	543	2,094
1997-1998	406*	499	391	342	573	2,215
1996-1997	414*	507	405	378	589	2,293
1995-1996	462*	493	410	396	582	2,344
Change in # students	+33.5%	-21.1%	N/A	+18.4%	+10.5%	-9.6%

www.sde.state.id.us/statistics/docs/historical (Idaho State Department of Education)

*From 1995 to 2004, figures are from Goodsell Primary School.

Note: It appears that one school was closed (Shelley Junior High) and grades were moved around between elementary, middle schools, and high school so the total change in students is the only figure that is meaningful.

Community education programs are offered to area residents by the Continuing education Department of the School District. Private preschool and child care-facilities are available; no attempt has been made to determine if capacity is adequate to serve the number of preschool children and working women in the community.

The ISU Outreach Center, located at the Riverside Plaza, provides educational opportunities for adults in the Bingham County area.

Operated by Idaho State University, it is also known as the Adult Success Center, and serves people age 16 years and older. The center helps individuals earn their general education development requirements (GED), state high school equivalency, and diploma, prepare for college entrance exams, and also administer exams. The center also offers English courses as a second language and assists individuals with career development.

New programs offered by the center are college placement testing, distance learning classes, individual computer instruction, and two web-based courses. The web courses are ABE Mathematics and U.S. Government, both of which assist in qualifying for State high school equivalency diplomas or the CPT Math/Algebra segments. The distance learning classes are broadcast across the state from Blackfoot, Boise, Pocatello, Idaho Falls and Twin Falls via the Distance Learning Network. These classes are free unless a student wishes to receive credit, and then a fee is required. Other valuable services offered are career assessment and assistance in finding financial aid. Grants from the Job Training Partnership Act and scholarships are the predominant forms of financial aid.

Planning for proper placement of schools will be essential. With the increase in development in the Shelley area, it is important that the schools are located in areas which schools are needed. The Shelley School District should begin planning for future development of schools; location, type of school (elementary, junior high or senior high schools), proximity to subdivisions or residential areas and in an area that is likely to develop.

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

<p><u>Objective:</u></p> <ol style="list-style-type: none"> 1. Safe, accessible schools located and designed to function as focal points for family and community events. 2. Protect the integrity of schools so that educational functions are not disrupted by incompatible uses. 3. Support the public educational system and place a strong emphasis on providing quality schools in conjunction with new development. 4. Ensure that adequate school sites include room for future expansion if needed. 	<p><u>Strategies:</u></p> <ol style="list-style-type: none"> 1. Prohibit schools on sites that present hazards, nuisances or other limitations on the normal functions of schools. Site schools to be accessible via local streets and/or micro paths. 2. Establish a regularly scheduled meeting process for communication and cooperation efforts between City and School District officials. Notify School District officials of all development or zoning applications. 3. Coordinate with School District or school locations, which will use existing or future city infrastructure. 4. Require that school sites include room for future expansion if needed.
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Chapter Eight: Public Services, Facilities and Utilities

Public services are the lifeblood of a community; as the community grows, so must the services. Public services for easier consideration are broken into two categories: public utilities and public facilities.

Public utilities consist of those services that are necessary for the community to function, such as: water, sanitary and storm, sewers, power transmissions and solid waste disposal. Public facilities are services that provide for the wellbeing of the inhabitants of the community, such as: health services, police and fire protection, animal control, criminal justice facilities, libraries, educational systems and governmental management.

The findings and policies of this element address general issues related to public facilities and services as well as issues concerning water, sewage disposal, police and fire protection, utilities, library and airport services.

Community goals emphasize the desire to maintain the high quality of utilities, which are 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.

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 in which public facilities are expanded can help direct the location and intensity of future residential, commercial and industrial development.

Water System

The residents of the City of Shelley have been supplied by a central domestic water system since the early 1930's. The water distribution system is owned by their city. The city owns and operates four wells with two storage tanks, which provides service to over 100 commercial hookups and over 940 households.

Currently, the average daily use in the summer time is approximately 2,000 gpm while only 1,300 gpm in the wintertime. The maximum daily capacity produces approximately 3,575 gallons per minute, if necessary. The annual peak usage has historically been 3,000 gallons per minute. The system is in excellent condition with minor upgrades planned in the near future. The planned upgrades to the system will be to extend the lines to the north portion of the city impact areas. The firm capacity well is on live providing redundancy. This portion of the impact area will eventually be annexed in the city limits.

The existing distribution system consists of 2-inch and 10-inch cast iron and galvanized steel pipe, most of which is in good structural condition. The basic pipe network is well planned, with most areas served by large-diameter looped mains, which provide good circulation and adequate operating pressures.

The central portion of the city is served by an adequate distribution system consisting of 6-inch, 8-inch and 10-inch mains, with some 2-inch and 4-inch lines interconnecting the larger mains. Proposed improvements will intercept the majority of these dead-end connections and provide larger mains. These recommended improvements will accommodate future growth without excessive pressure losses in the extremities.

Sewage System

The city is a customer of a regional wastewater system. The capacity of the system enables the city to provide for future growth.

Solid Waste Disposal

The removal of solid waste is provided by the city. Shelley has its own transfer station and contracts with Bonneville County for disposal. During spring and fall clean-up campaigns, city crews make daily curbside collection of outdoor debris such as tree branches and foliage.

Fire Protection

Fire protection in the Shelley is provided by the Shelley/Firth Fire Department. Currently the fire department is based on volunteerism. As of 1996, there were seven part-time employees and sixteen volunteer firefighters. There are three pumpers and one tanker. The trucks do not have ladders but they have air packs. There is a Mutual Aid Agreement with the INL and area fire departments.

Police Protection and Enforcement

The police station is located at 101 South Emerson in the Shelley City Hall. Shelley employs a Chief of Police and seven officers and volunteers. Police services include traffic control, records communication and investigations within law enforcement. Seven patrol cars and one unmarked vehicle are owned by the city.

Library

The North Bingham County Library District maintains a public library for the residents of Shelley. It provides books, movies, periodicals and computers for the residents of the community. The library issues non-resident cards to people who live outside of the city limits.

Adolescents in the community can participate in a summer reading program and a preschool music hour held weekly. The mezzanine contains a collection of Shelley historical material.

Utilities

Rocky Mountain Power provides electricity to the Shelley area from a power substation. Intermountain Gas provides natural gas service and Century Link provides the telephone service.

Other Services

Hillcrest Cemetery, the Shelley cemetery, is located on the south edge of the city. It is operated as a separate taxing district of the county with an elected board of directors. One mortuary serves the city.

The comprehensive plan is intended to encourage local officials and those supplying public services to meet the changing and growing needs of the of the City of Shelley. By planning, city officials and staff can realize the greatest benefit at the lowest cost.

Goal: Plan and develop an efficient use of public facilities and services to serve as a framework for urban development.

<p><u>Objectives:</u></p> <ol style="list-style-type: none">1. Develop according to the Comprehensive Plan for the City of Shelley. 2. Residents shall have adequate water, sewer, police, fire protection, waste water system, and emergency services	<p><u>Strategies:</u></p> <ol style="list-style-type: none">1.<ol style="list-style-type: none">a. Create, implement and comply with the city's Comprehensive Plan.b. All utilities should be located underground when possiblec. Review the comprehensive plan periodically for the planning and zoning commission and the city council. 2.<ol style="list-style-type: none">a. Development plans should be coordinated with public utilities such as fire and police protection; Shelley School District; water and sewer departments for capabilities, and should comply with the goals and objectives of the Shelley Comprehensive Plan.
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<p>3. Annexations shall be carefully considered with regard to availability of services and facilities.</p>	<ul style="list-style-type: none">b. Maintain effective police, fire and emergency medical service departments by training fire department emergency medical service personnel, improvement of fire-fighting equipment to reduce the fire rating, and increase emergency medical services in the Shelley area.c. Explore options regarding water reclamation.b. Ensure that an adequate water supply will be available for fire protectiond. Upgrade sewer and water lines, curbs, gutters and sidewalks; widen streets and address other infrastructure needs as required. <p>3. a. Provide adequate land areas sufficient to meet anticipated needs for preservation of open space areas and significant natural features; infilling of unused or underdeveloped land; preservation of resource lands, including prime agricultural land.</p>
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GOAL: Plan and develop an efficient use of public facilities and services to serve as a framework for urban development.

<p><u>Objectives:</u></p> <p>4. Cost of new development will not increase tax burden to city residents.</p>	<p><u>Strategies:</u></p> <p>b. Consider areas for annexation when the city determines it is advantageous or desirable to annex the property.</p> <p>4.</p> <p>a. Ensure that the cost of wastewater treatment, storm drain, flood control, and infrastructure improvements are borne by those who benefit.</p> <p>b. The cost of extending city services should be borne by developers.</p>
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Chapter Nine: Economic Development

The purpose of this economic development element, within the comprehensive plan, is to provide decision makers with planning goals and policies that recognize the necessity of economic development while retaining those attributes that make Shelley a high quality community.

In judging the performance of the economic system of Shelley, consistency with the environment and stability should be the main criteria. This system must provide stable growth, yet diversity to exclude the historic dependency of a single industry

The outstanding environment and small town quality of life and the metropolitan spillover from Idaho Falls have contributed to an influx of population, making Shelley a bedroom community to Idaho Falls.

City government should support recruitment activities for business and industry compatible with the environment of Shelley. The degree to which the community can finance and maintain basic public services (i.e. utilities, education, transportation and medical) will ultimately determine the level of economic development to be achieved. Means should be explored whereby these services will provide an incentive for the expansion of industrial park areas and form the basis for promoting the employment of the residents of Shelley.

The sound economic condition of Shelley has been largely based on increases in agriculturally related food processing. Additionally, the Idaho National Engineering Laboratory (INL) has had a continuing positive impact. The agricultural industry in the area has also undergone an increase in production capability, due partially to the advent of sprinkler irrigation.

Shelley enjoys several attributers for continued economic growth. Suitable land for industrial expansion exists. Adequate rail transportation facilities and the interstate are also major assets. The proximity of Idaho Falls has enabled those who prefer small-town living and a more rural atmosphere to locate in Shelley, increasing residential growth. The property tax climate in Shelley and Bingham County compares favorably with that of Idaho Falls and Bonneville County.

The best prospect for economic expansion within the city limits is subject to a major potato processor, currently the city's largest employer and taxpayer. Project additions at the INL could contribute to Shelley's economy through housing development. A 1998 study of site worker out-migration from Bonneville County revealed that 14 percent of the INEL work force of 10,700 currently lives in Bingham County, many in the Shelley area.

Commercial growth in Idaho Falls, however, has had a negative impact on commercial activity in Shelley. The deterioration of the commercial core of the city is a continuing concern, which needs to be addressed. The deteriorating condition of buildings along Spud Alley, the backs of which face the downtown area and main thoroughfare, also reflects poorly on the city.

Bingham County

Labor Force

Bingham County is heavily dependent on agriculture and agriculture-related industry. Between 1988 and 1993 employment had increased 2.3 percent. Then, between 1993 and 1998, the rate of employment growth jumped to 8.2 percent because of spin-off business from the INL, expansion of traditional business in the county, and the opening of retail and service sector business. Nuclear waste clean-up and research at the INL, as well as operations of State Hospital South and local education all contribute to the county's employment base.

- Between 1993 and 1998, employment increased at a faster rate (8.2 percent) than the civilian labor force (1.3) driving the unemployment rate down nine-tenths of a percent point to 4.9 percent.
- During the late 1970's and early 1980's employment decreased nearly one percent contributing to high unemployment.

Per Capita Income

- Per Capita income for Shelley is \$13,325 compared to Bingham County's at \$17,465 and Idaho's of \$20,991.

TABLE 9-1: Work Commute

EMPLOYMENT: Work Commute								
	Shelley				Bingham County			
	2010		2000		2010		2000	
Workers, Age 16 and over	#	%	#	%	#	%	#	%
Numbers of Workers, 16+	1,604	100.0	1,682	100.0	18,945	100.0	17,685	100.0
Worked at Home	65	4.5	100	5.9	815	4.3	986	5.6
Mean Travel Time to Work (minutes)	21.3		17.8		20.9		21.2	
Worked In County of Residence	694	41.3	694	41.3	12,598	66.5	11,929	67.5
Worked Outside County of Residence	963	57.3	963	57.3	6,081	32.1	5,578	31.5

U.S. Bureau of the Census

TABLE 9-2: Class of Worker

EMPLOYMENT: Class Of Worker								
	Shelley				Bingham County			
	2010		2000		2010		2000	
Employed Civilian Population 16 & over	1,509	100.0	1,723	100.0	18,945	100.0	17,841	100.0
Private for-profit wage & salary workers	1,135	75.2	1,239	71.9	13,162	69.4	111,550	64.7
Employees of own corporation	16	1.0	67	3.9	603	3.2	592	3.3
Private not-for-profit wage & salary workers	28	1.8	73	4.2	801	4.2	566	3.2
Local government workers	113	7.5	108	6.3	1,796	9.5	1,521	8.5
State government workers	68	4.5	74	4.3	832	4.4	1,267	7.1
Federal government workers	44	2.9	125	7.3	838	4.4	1,001	5.6
Self-employed workers and unpaid family workers	121	8.0	104	6.0	1,516	8.0	1,813	10.2

Future Trends

Agriculture will continue to be a major employer in the region, but the City of Shelley has a unique opportunity because it is located between two metropolitan cities. Pocatello and Idaho Falls, each recently surpassing a population of over 50,000, are assets to Shelley. As the two cities continue to grow, Shelley will also grow if it takes advantage of the opportunity to develop spin-off business which complements existing business in both cities. By establishing high-tech parks and providing the necessary infrastructure, Shelley can attract new businesses to the community and continue to diversify the economy.

It is encouraged that City government, Shelley Chamber of Commerce, Shelley Urban Renewal Agency and other organizations focus on recruiting and supporting new businesses and industries which are compatible with the current industry and economy of Shelley. It is also important to ensure those businesses and industries are compatible with the community and environment.

Goal: Develop an atmosphere to create, retain and expand business development in the city.

Objectives:

1. A positive business climate exists in Shelley, and the city is a desirable place to live, work and visit.

2. A diverse economy will minimize the impacts of cyclical economic downturns on the city and its residents.

3. Existing business and industries will have opportunities for expansion.

Strategies:

1. Develop and implement an Economic Development Plan.

Partner with the Chamber of Commerce to promote economic Development.

Tax monies shall be used effectively so that businesses are not burdened to provide services and facilities of new growth.

Recognize the importance of neighborhoods in creating and maintaining an attractive and desirable city living environment and work to balance neighborhood interests with business interests.

Visually detracting sites shall be eliminated by repair or removal.
2. Promote the expansion of light or clean industry by providing programs to attract businesses to Shelley.

Expand zoning classifications to include high-tech development.

Rely on local residents as customers and employees.
3. Areas for conduction of industry and commerce will be protected for incompatible land uses.

City shall coordinate the provision of infrastructure necessary to accommodate existing and new businesses.

Chapter Ten: Parks and Recreation

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.

Residents consider parks and recreation facilities to be significant factors contributing to their overall quality of life. Growth in and around Blackfoot during the last decade has placed additional demands on the city for new recreation facilities and projections anticipate continued growth. Providing parks and recreation facilities requires not only maintenance of the current facilities, but the acquisition and development of new land facilities.

The City of Shelley hosts three beautiful and very functional parks in the area which are Shelley City Park, Brinkman Park and Pillsbury Park.

- Shelley Park is located between Highway 91 and the 200 block of North Park Ave. This park has four baseball diamonds, two shelters with picnic tables, a basketball court, horseshoe pits, and playground equipment. The park facilities service not only the residents in the community but also citizens outside of the city limits. It is the site of the annual Spud Days celebration. This park, in addition to being the largest in the city, is also the oldest.
- Brinkman Park is located across from the Shelley High School on the corner of East Fir and Hansen Avenue. This park has one baseball diamond, tennis courts, a handball court, one shelter with picnic tables, and playground equipment.
- Pillsbury Park is located next to the Shelley Swimming Pool at 440 S. Milton Avenue. This park has two small shelters on the upper level of the park, and one larger shelter with tables to accommodate large groups on the lower level. There is a basketball court and several pieces of playground equipment. The park also has a large heated pool, which is open from approximately June 1st to September 1st every summer.

The city pool and shelter are available with reservations for family reunions or any large group activity depending upon the reservations and planned events. The city office can be contacted in order to make reservations.

Within five miles of Shelley are two other parks with access to 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 provides a shelter when 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 accommodates RV parking with hookups, picnic shelters and tables. It has an enclosed playground, basketball courts, baseball diamonds, and an open grassy area to be used for various games. Also, next to this park, is the Red Baron RC Model Airplane Flyers airstrip. Several times during the year members from all over gather to compete.

A natural trail or greenbelt 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. Walkers, joggers, cyclists and rollerbladers frequent this path.

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

- ◆ Swimming Lessons
- ◆ Grid Kid Football
- ◆ Flag Football
- ◆ Jazz Basketball
- ◆ Girls Softball
- ◆ Boys Baseball
- ◆ Hunter Education Classes
- ◆ AYSO Soccer
- ◆ Wrestling
- ◆ Volleyball
- ◆ T-Ball
- ◆ Adult Co-Ed Softball
- ◆ Teen Co-Ed Softball

Planning for parks, playgrounds, and open spaces should be based on conservation needs, recreation requirements and aesthetics of community design. It is desirable to incorporate required open space into parks, and playgrounds. Careful planning of open space enhances public health, safety and welfare.

Objectives:

4. Costs to provide additional recreational opportunities will be minimized.

Strategies:

4. Include minimally developed open space land requiring low maintenance utilizing city-owned land where possible.

Pursue funding through a variety of sources, including but not limited to: general taxes, utility franchise fees, park impact fees, general obligation, local options tax, public and private partnerships, certificates of participation, and private grants and foundations.

Multiple uses of available facilities should be encouraged, such as community and school use of parks and playgrounds.

Consider the cost of maintenance when designing and siting parks.

Participate in the planning and development of regional trail systems with Bingham County, Bonneville County and the cities of Firth and Idaho Falls.

Utilize urban irrigation and drainage corridors for pedestrian and bicycle Trails and greenways.

Chapter Eleven: Cultural and Historic Sites

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. 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.

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

Objectives:

1. Historical and cultural sites and resources are recognized as having significant value.
2. Preserve Shelley's heritage by protecting its special sites and structures.

Strategies:

1. Initiate and maintain an inventory of historic, architectural, archaeological, ecological and scenic areas and sites with the City of Shelley.

Cooperate with other government entities and private groups and persons to integrate historic preservation and urban conservation into Shelley's public planning process.

Develop policies for the preservation of historic areas and architecturally significant structures.

Plans, programs and policies of the city shall be reviewed and developed in coordination and cooperation with the Idaho State Historical Society and any other interested agency or organization.
2. Increase public awareness of historic resources, preservation concerns and the community's heritage.

	<p>Encourage the rehabilitation of existing structures and provide economic incentives to retain and upgrade historic buildings.</p>
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Promote activities and events which will celebrate the arts and cultural heritages of the area.

Develop an oral, written and pictorial history of Shelley.

Establish and maintain regulations to protect the historic and cultural sites
In the Shelley area.

Chapter Twelve: Natural Resources

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

Natural resources are present which exhibit both opportunities and limitations to human use. Identification must be made of the major physical and biological processes that caused the Shelley area to be and how they relate to the future use of the land. Within and around the City, natural resources will vary, but it is possible to identify certain of these that exist within the Shelley planning area and determine the degree to which they allow or discourage contemplated land uses.

Within this context, environmental conservation and protection serves many a purpose. Conservation can protect the natural environment, such as water and air quality, and wildlife habitat, as well as the quality of the urban environment in the community.

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 life style which makes the city an attractive place to live.

The climate in the Shelley area is generally mild with slight variations each year. According to the Western Regional Climate Center, the following average temperatures are based upon a time span between 1948 through 1998. Table 12-1 describes the averages for the South Idaho Falls area (16SE Idaho Falls). With less than fifteen inches of moisture falling in a normal year, the area around Shelley is classified as a desert. The area climate can best be described as invigorating. Because of the elevation and low humidity, however, one feels comfortable regardless of the temperature.

In the summer, the warm days are balanced by pleasantly cool evenings. On the average, the temperature ranges between 81.6° for a high and 47.6° for the low, during the summer months. The temperature in the winter months is typically between 37° for a high, with the lows averaging 18°. Overall, the average temperatures range from 59.6° to 32.7°.

The winter months, in general, are fairly moderate with the usual snowfall of 24.8 inches over a six-month period. Along with the mild snowfall in the winter months, the annual precipitation is typically 10.13 inches.

The potential for growth, not only in agriculture but also in related industries, is of great importance to the local economy.

Although agriculture is very important to the local economy, further expansion of the agricultural sector is limited by both the availability of suitable land and water resources. Agricultural production in the Shelley area includes potatoes, alfalfa, lentils, peas,

sugar beets, hops, mint, and cheese production. All of these require related services of shipping and handling, processing, equipment and supplies.

Table12-1: Period of Record Monthly Climate Summary
Period of Record: 11/10/1955 to 4/30/2000

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
Average Max Temperature (F)	31.1	35.9	42.1	52.0	62.2	71.2	80.2	79.0	69.4	57.9	41.7	32.0	54.6
Average Min Temperature (F)	10.9	14.1	20.4	27.6	34.5	40.6	45.8	44.3	36.6	28.0	20.2	11.5	27.9
Average Total Precipitation (in)	1.57	1.17	1.36	1.41	1.84	1.49	0.90	0.86	1.14	1.06	1.48	1.45	15.74
Average Total Snowfall (in)	17.9	12.5	11.1	7.0	1.9	0.2	0.0	0.0	0.6	2.3	9.4	16.2	79.1
Average Snow Depth (in)	9	9	4	0	0	0	0	0	0	0	1	5	2

Percent of possible observations for period of record.

Max. Temp.: 87% Min. Temp.: 87.3% Precipitation: 97.5% Snowfall: 97.5% Snow Depth: 97.2%

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, lie 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.

Goal: Preserve and manage the natural resources of the community.

Objectives:

1. Protect agricultural land from encroachment by other uses, and from erosion caused by development.
2. Minimize air, soil and water pollution.
3. Minimize wastewater disposal in the Shelley area.
4. Consider wildlife as natural resources and protect wildlife habitats.

Strategies:

1. Require soil conservation plans from development applicants.

Encourage future land acquisition for recreational areas in advance of urban development to meet the future open space needs of the community.
2. Formulate standards for site development to prevent air, soil and water.

Require vegetative land cover in new developments.

Consider other development regulations that would mitigate adverse impacts to land or water.

Develop open spaces to filter water to prevent pollution runoff into rivers or streams.

Regulate the spraying of fields in the City impact area.
3. Provide recycling opportunities and consider recycling incentives.

Encourage commercial recycling ventures.

Discourage the use of non-biodegradable materials.

Provide adequate public trash receptacles.
4. Identify and map the location of resources and habitats, encouraging private participation.

Chapter Thirteen: Hazardous Areas

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.

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

<p><u>Objective:</u></p> <ol style="list-style-type: none">1. Minimize the likelihood of damage resulting from geologic and seismic hazards.	<p><u>Strategies:</u></p> <ol style="list-style-type: none">1. The city will continue to identify potential hazardous areas, by utilizing soil analyses, flood plain and topographic maps and the like. <p>Prevent or limit development activity in hazardous areas.</p> <p>Allow land unsuited for development to be utilized as open space in large developments, or used for non-residential uses, temporary uses or as parks or recreational facilities.</p>
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<ul style="list-style-type: none">2. Ensure that all citizens have access to information regarding emergency preparedness and response.3. Protect life and health through proper location of hazardous facilities and separation of sensitive issues.	<p>Identify existing unsafe structures and sites and take measures to reduce danger to public</p> <ul style="list-style-type: none">2. Join with county and state disaster services to develop and maintain an adequate emergency plan.3. Develop standards for site development. <p>Adopt and enforce Building Codes.</p> <p>Enlist aid of State personnel or private consultants when reviewing development applications for hazardous uses.</p>
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Chapter Fourteen: Implementation

Idaho Code Title 67, Chapter 65, Local Land Use Planning, section 67-6508 Planning Duties, section (o) states:

Nation 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 nation 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.

The Shelley Comprehensive Plan reflects a 20-year time horizon. This planning period allows adequate time to implement new development ordinances, land use patterns, transportation networks and facility plans. Capital improvement funding strategies, funding sources, planning techniques and plan review are important facets to the plan's implementation and ultimate success.

Implementation is the phase of the planning process, which makes the goals and policies as stated in the comprehensive plan become realities. The plan, no matter how good it may be, is a useless document if it is never used and implemented.

There are several important planning tools, which assist to implement this comprehensive plan.

Zoning Ordinances (Subdivision Ordinances)

The policies of the comprehensive plans establish a framework for the zoning and subdivision ordinances and zoning map. The ordinances establish the conditions under which land may be used and future land use development patterns for the City of Shelley.

It is the planning and zoning commission's duty to review all new development proposals to ensure compatibility with the zoning and development ordinances and the comprehensive plan. It is then the city council's responsibility to conduct the same review, with benefit of the commission's recommendations and make the final decision on a particular development issue.

Idaho State Law requires that all zoning districts be in accordance with the adopted comprehensive plan.

Community Involvement

Citizen involvement and support is a very important implementation tool and it has been strongly affirmed throughout the comprehensive plan update.

The public should be aware of and involved in the city's planning decision. Based on public guidance, the planning and zoning commission and the city council make their decisions. In effect, this means that the decision process begins and ends with citizen involvement. Shelley is well known for its community spirit and citizen involvement policies. All Shelley citizens are encouraged to contact city leaders at any time to review the comprehensive plan and implementation policies.

Goal: Comply with sections 368 and 1221 of the Energy Policy Act (Federal) of 2005.

<p><u>Objectives:</u></p> <ol style="list-style-type: none">1. Determine and map aid corridor <u>if notified by the public utilities commission.</u>	<p><u>Strategies:</u></p> <ol style="list-style-type: none">1. Map existing transmission lines using Power Company's records. Propose the high voltage corridor to the Commissioners for public hearing and review. Be actively involved with Bingham and Bonneville Counties in their Corridor selections.
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Appendix A

Glossary

Accommodate – The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Agriculture Land – Land primarily devoted to the commercial production of horticultural, viticulture, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, or livestock and land that has long-term commercial significance for agricultural production.

Annexation – The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

Area of City Impact – Required by State law (§64-6526) requires cities to specify an area outside the city limits which it expects to annex or is part of its trade area. Land use authority for this area is negotiated between the city and county.

Bikeway – A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Buffer – An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program – A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District – The major shopping center within a city usually containing, in addition to retail uses, government offices, service uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the Downtown area of the City of Shelley.

Circulation – Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

Commercial – The distribution, sale, or rental of goods and the provision of other services.

Community – Used interchangeably to speak of the total planning area (verses the city or urban fringe) or an attitude such as “...a sense of community...” which implies a common identification on an issue by a group of citizens.

Community Parks – Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5 acres per 1,000 people.

Compatible – The ability of different uses to exist in harmony with each other. “Making uses compatible with each other” implies site development standards which regulate the impact of one use on another.

Comprehensive Plan - A general policy statement of the city, including a general land use map which integrates all functions, natural systems and activities relating to the use of land which is required by state law(\$67-6508).

Density – A measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential service needs and service capacity.

Development – Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access. Where appropriate to the context, development refers to the act of developing or the result of development.

Diversity – Difference. Diversity implies the mixture of land use and/or densities within a given area.

Economic Base – The production, distribution and consumption of goods and services within a planning area.

Comment: Economic base, as used in planning is commonly thought of as the sum of all activities that result in incomes for the areas inhabitants. The definition, however, is significantly broad to include all geographic and functional elements which may have an impact on the planning area, although not physically part of the area.

Economic Development – The addition of a new economic activity.

Environmental Protection Agency (EPA) – EPA is the Federal source agency of air and water quality control regulations affecting the community.

Established Areas – An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally all developed areas within the city limits are considered to be established at this point in the planning process.

Floodplain – Lands which are within the floodway and the floodway fringe.

Floodway – The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood, 100 Year – A flood with a 1% chance of occurring in any given year. This is the flood most commonly used for regulatory purposes.

Freeway – A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Goal – A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway / Greenbelt – An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban developed area.

Group Home – “Group Home” means a small homelike facility staffed by qualified professionals, and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

Impact – The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees - A fee, levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that development.

Implementation Programs – Actions, procedures, or techniques that carry out the Comprehensive Plan policy through implementing a standard. Each policy is linked to a specific action-oriented implementing program.

Infill Development – *See* Odd-Lot Development.

Infrastructure – Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Interstate System – This is the system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the U.S. to internationally significant routes in Mexico and Canada. The routes are selected by state departments of transportation and subject to approval by the U.S. Secretary of Transportation.

Land Development Regulations – Generally, all ordinances and other tools (policies) used by the city to manage land use.

Land Trust – They are nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairies, mountain ridges, watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

Land Use – A description of how land is occupied or utilized.

Land Use Map – A map showing the existing and proposed location extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes or combination of purposes.

Livability – Those aspects of the community, perceived by residents, which make Shelley a nice place to live.

Long Range – Refers to a time span of more than five years.

Maintain – Support, keep, or continue in an existing state or condition without decline.

Manufactured Home – A double-wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

Master Plan – A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

Mobile Home – A single wide structure which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

Multi-Use Building – A building that containing two or more distinct uses.

Natural Hazard – A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood – A local area whose residents are generally conscious of its existence as an entity. In planning literature, a “neighborhood unit” is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

Neighborhood Parks – A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately two acres per 1,000 residents.

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

Odd-Lot Development – The development of new housing or other buildings on scattered vacant sites in a built up area.

Off-Street Parking – A temporary storage area for a motor vehicle that is directly accessible to an access aisle and which is not located on a dedicated street right-of-way.

On Street Parking – A temporary storage area for a motor vehicle which is located on a dedicated street right-of-way.

Open Space – Any parcel of land or water essentially unimproved and set aside, dedicated, or reserved for public use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Pedestrian Walkway (Sidewalk) – A secured path for walking.

Planning Period – the period of time between 1999 and the year 2020 pertaining to the comprehensive plan.

Planned Unit Development (PUD) – An area of a minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity and containing one or more residential clusters; appropriate commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development.

Policy – A decision-making guideline for actions to be taken in achieving goals. The policy is the official position of the City of Shelley related to a given land use issue. Policies guide actions in recurring situation.

Public Land – Land owned by the local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

Public Participation – The active and meaningful involvement of the public in the development of the Comprehensive Plan.

Public Facility and Utilities – Refers to key facilities, types and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

Residential Area – A given area of the community in which the predominant character is residential. Uses which support residential activity such as parks, churches, schools, fire stations, and utility substations may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

Review – An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the city may involve public hearings, formal approval or denial of development proposals, etc., as provided for in city ordinances.

Right-of-Way (ROW) – The lines that form the boundaries of a right-of-way.

Rural Lands – All lands which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Street, Arterial – This street functions primarily to move large volumes of traffic, and secondarily to provide access to abutting property. It is usually a continuous thoroughfare which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

Street, Collector – This street functions primarily to move traffic from local streets to the arterial street system. It secondarily supplies abutting properties with the same degree of service as a local street.

Street, Local – This street is intended solely for access to adjacent properties within local areas.

Strip Commercial and Industrial – A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Study Area – The area within the proposed area of impact boundary.

Transfer Development of Rights Program – The removal of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such transfer is permitted.

Comment: Transfer of development rights, or transfer of development credits, is a relatively new land development control used to preserve to preserve open space and farmland. Presently, the most common use of this method has been for historic preservation in urban areas.

Urban Land – Land that is developed at urban densities or that has urban services.

Urban Service Boundary – That area that can be served economically and efficiently by City of Shelley utilities.


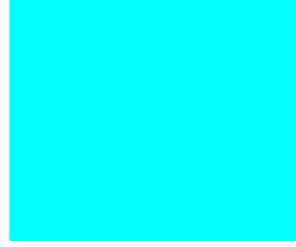
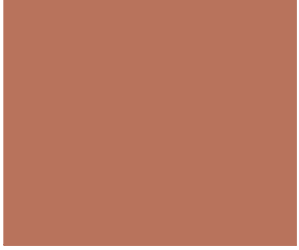

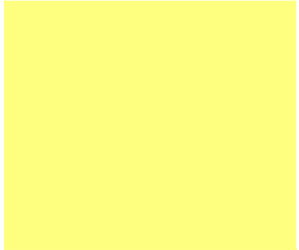






Urbanization – The process of converting land from urbanizable to urban.

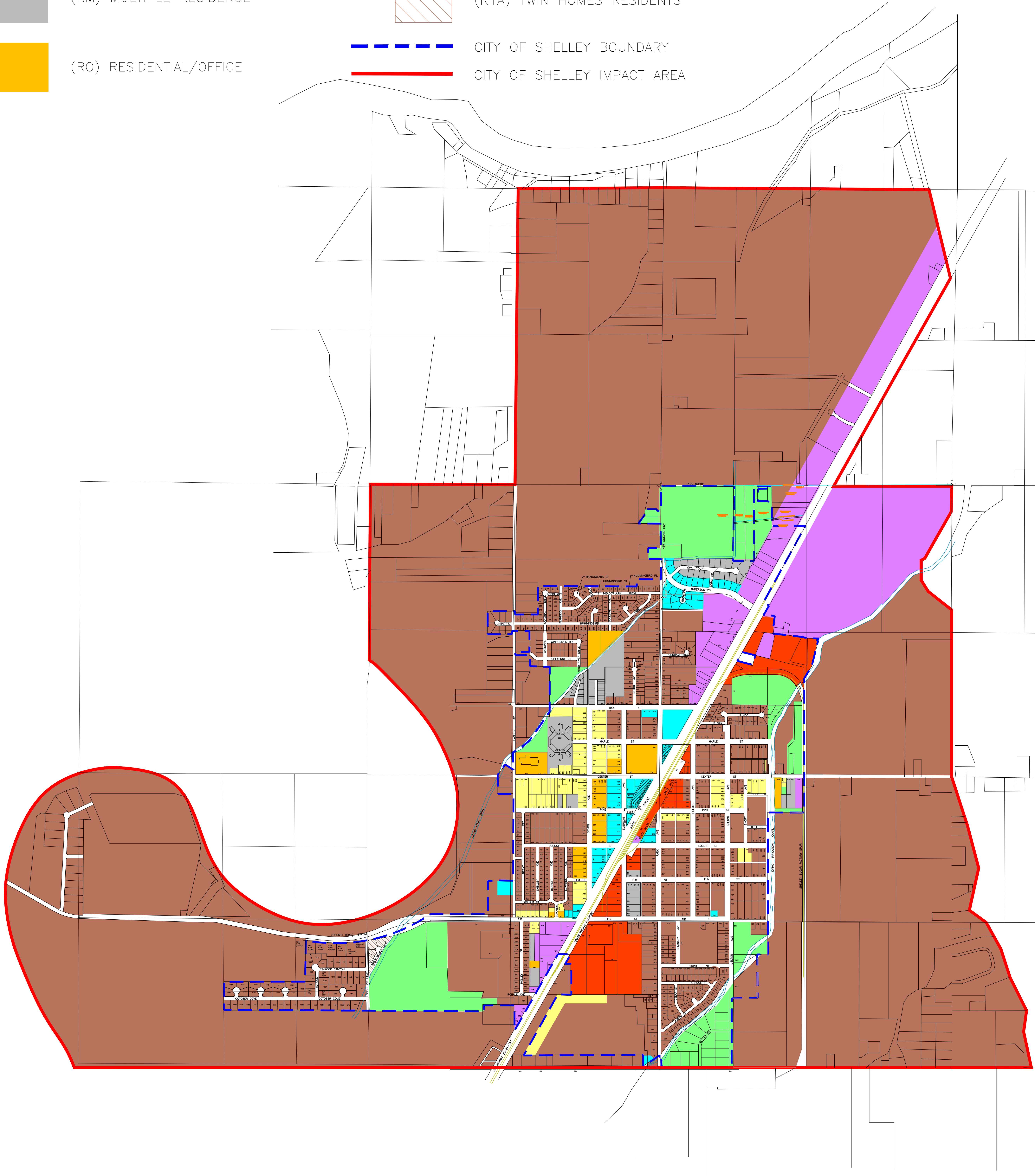
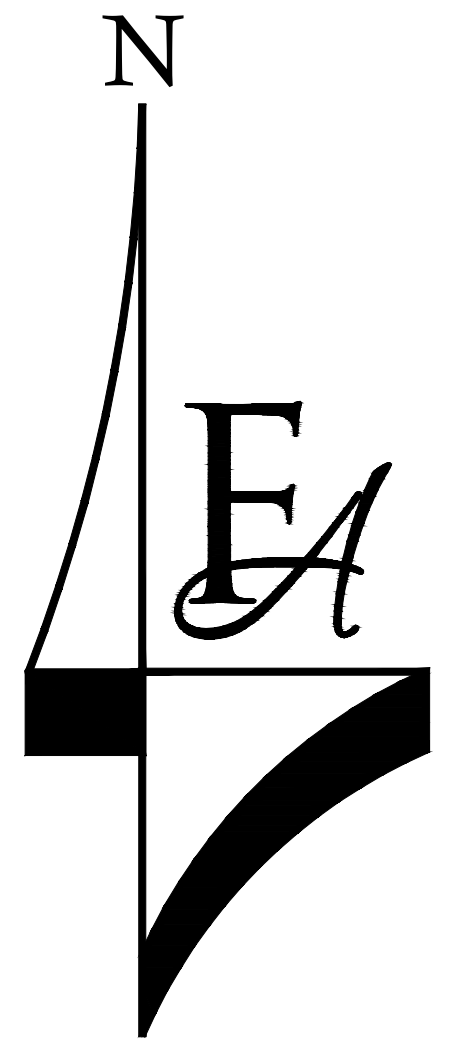
Wetlands – Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the city.

Zone – The smallest geographically designed area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map – The map or maps, which are a part of the zoning ordinance, and delineate the boundaries of zone districts.

FUTURE LAND USE DESIGNATION LEGEND

- | | | | |
|---|------------------------------|---|-----------------------------|
|  | (RA) RESIDENTIAL AGRICULTURE |  | (CB) CENTRAL BUSINESS |
|  | (R1) SINGLE FAMILY DWELLING |  | (HC) HEAVY COMMERCIAL |
|  | (R2) TWO FAMILY DWELLING |  | (M) MANUFACTURING |
|  | (RM) MULTIPLE RESIDENCE |  | (R1A) TWIN HOMES RESIDENTS |
|  | (RO) RESIDENTIAL/OFFICE |  | CITY OF SHELLEY BOUNDARY |
| | |  | CITY OF SHELLEY IMPACT AREA |



CITY OF SHELLEY

BINGHAM COUNTY, IDAHO

NOVEMBER 2013

FORSGREN
Associates, Inc.