

CITY OF MENAN

- Comprehensive Master Plan-



“Maintaining our Community by Sharing our Values”

**Prepared by the
MENAN PLANNING AND ZONING COMMISSION**

May 13, 2010

CITY OF MENAN

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Mayor

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May 5, 2010

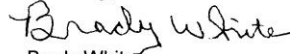
Dear Citizens of Menan and the Surrounding Community:

The following Comprehensive Plan has been developed with the interests and values of the citizens of Menan and the surrounding rural community. It is the result of hours of involvement by city elected and appointed officials as well as the integration of direct input from residents through the use of community surveys, open houses and public hearings. This information has been integrated into the plan to include aspects of city government and land use policy and to consider the future needs of the Menan community.

This document has been developed to help guide the future of our city through the use of public policy and cooperative involvement of individuals and organizations. This plan is intended to be a useful guide for city government officials as well as businesses, landowners, and residents of Menan and the surrounding community when making decisions that impact the future of Menan. This plan is intended to help keep the City of Menan a safe and comfortable place to live and raise a family.

The Mayor and Council wish to thank the Planning & Zoning Commission for their efforts in gathering and integrating the required information for the development of this plan. We would also like to thank all of the individuals who provided input. We realize that the development of a comprehensive plan is no small task and we greatly appreciate the contribution of time and effort.

Sincerely,


Brady White
Mayor, City of Menan

RESOLUTION FOR ADOPTION OF THE CITY OF MENAN COMPREHENSIVE PLAN Resolution # 2010-02

WHEREAS, on the 13th day of May, 2010, the City Council for the City of Menan was duly convened upon notice properly given and a quorum was duly noted; and

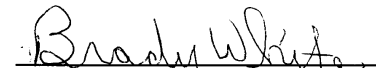
WHEREAS, the appropriate public hearing has been held before the Planning and Zoning Commission and the City Council with regards to the Adoption of the **City of Menan Comprehensive Plan**, dated **13th of May, 2010**;

NOW THEREFORE, by resolution duly adopted on the date first above written, be it resolved by the Mayor and the City Council the following:

The City of Menan does hereby accept and adopt the recommendation of the Menan Planning and Zoning Commission concerning adoption of the **City of Menan Comprehensive Plan**.

RESOLVED this 13th day of May, 2010

City Council, City of Menan, Idaho


SIGNED BY: Brady White, Mayor


ATTEST: Stacy L. Scott, City Clerk/Treasurer

CITY OF MENAN COMPREHENSIVE PLAN

2010 Update

City of Menan Comprehensive Plan

Dear Residents of Menan:

This Comprehensive Plan represents a 3 year effort including extensive public input, an open house, hearings, and hours of discussion among city leaders. The time and effort has resulted in a plan that considers the unique needs and characteristics of the City of Menan and establishes planning guidelines that can preserve the rich heritage, vision, and strong values in our city and the surrounding community.

The planning and zoning commission wish to that all those who participated in the development of this document. We are grateful to all who attended the open house or filled out and returned their surveys. The results of the survey are included in the appendix. A special thanks goes out to those who provided photos, maps, and other important items that assisted us in this effort.

Menan is a wonderful community with strong ties to our past. There are challenges in preserving a familiar, rural, small town feel while still keeping the city vibrant, attractive, and renewed. This plan recognizes the need for controlled change to maintain the character and heritage of the City. Every effort has been made to include best planning principles in the development of the goals and objectives outlined in the plan.

The policy direction and suggestions within this plan have great potential to strengthen our city. The success of this plan is, however, dependent on the involvement of city and community residents. The time, effort, and resources that have gone into the development of this plan are of no benefit unless you, the citizens and patrons of the city, read and implement the policies, practices, and guidelines included in this plan.

This is a living document, and it can be changed as needed to remain valuable and effective. As errors or omissions are found they should be addressed with city leadership so that the plan can be amended. We hope that this document serves as a guide to help developers and new residents understand why Menan is the wonderful place it is and what we expect for the future of the city.

The Menan City Planning and Zoning Commission hereby recommends this Comprehensive plan for adoption by formal motion of the Planning and Zoning Commission this 13th of May, 2010.



Nathan Bronson, Chairman

Menan Planning and Zoning Commission

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CHAPTER 1

VISION AND GOALS

There are several specific purposes achieved by adoption of the Menan Comprehensive plan. These are as follows:

- To meet the requirements of the Local Land Use Planning Act, Idaho Code, Title 67, Chapter 65.
- To create a document that individuals, developers and government agencies may use to accomplish the vision of the community in completing their respective duties, responsibilities or activities related to matters covered by the plan.
- The Plan does not rezone any parcels or lots, take any land for public purposes, cloud the title to any property, or require any land to be transferred to any person or entity.
- The Plan is not precise and does not show the exact outline of zoning districts or the exact location of future streets or public facilities. The plan shows the general location, character, and extent of land use patterns. Established laws, ordinances, and

procedures make specific consideration and determinations.

The Plan is not to be regarded as regulation but is to be considered a planning tool to assist governing bodies in moving in the direction that the community has determined is the most orderly and beneficial. See Idaho Code § 67-6508.

It is important to understand the difference between a ***comprehensive plan*** and a ***zoning ordinance***.

A zoning ordinance is a detailed list, by zoning category, of allowed uses not requiring permits and other uses that require a permit. It is considered and enforced as local land use law and is regulatory in nature. It is meant to be very specific and is considered "prescriptive" rather than solely "descriptive" as is the comprehensive plan. See Idaho Code § 67-6511.

This plan presents background information in a conversational style, without footnotes, methodological explanations, or numerous statistical tables. Certain details are included in appendices.

PLANNING AREA

The City of Menan Comprehensive Plan has jurisdiction over all the lands within the incorporated area of the City as well as is applicable as per the City Impact Area Agreement in the Area of City Impact. The Impact Area is administered through an Impact Area Agreement with Jefferson County.

It is the intent of the City to work closely with county government in coordinating this plan into the larger countywide comprehensive plan.

LAND-USE TYPES

- **Residential-** areas where it is desired that people live and locate their homes.
- **Rural-** areas where land is used to cultivate soil, produce crops, and raise livestock.
- **Recreation-** areas where citizens can recreate and enjoy our natural surroundings.
- **Public Facilities-** areas where parks, school, water and wastewater, pathways and other publicly owned and operated facilities are located.

- **Commercial/Industrial**— areas where businesses that buy, sell, and distribute merchandise are desired and where processing, generating, and manufacturing businesses are desired.

The City seeks to support property rights for each landowner and to optimize efficiency and good planning in our future infrastructure extensions.



COMPREHENSIVE PLAN GOALS

- **GOAL** statements are expressions of desired outcomes. They are broad directions that

establish ideal future conditions toward which policies are oriented.

- **POLICY** statements are expressions of principles that, when followed, will achieve a goal.
- **IMPLEMENTATION ACTIVITIES** are a non-exhaustive description of strategies to implement policies to achieve goals.

The Comprehensive Plan is legally intended to be a guide for governmental bodies—not a law that must be adhered to in the most stringent sense. However, state law requires that zoning “...be in accordance with the adopted comprehensive plan...”

The plan therefore becomes binding to an extent, though revisions can be made in accordance with the *Idaho Local Land Use Planning Act*.

The projected (preferred) land use map (PLUM) and the relevant text should be referred to for each issue. Although the land use map designates the basic type of land use to be permitted in an area, the text will give further information regarding densities intended for the types of land use, ideal extent of particular zones, and other information that cannot be shown on the map.

The Plan may be amended as needed. Factors that necessitate changes to the plan are growth, changing

conditions, and various decisions made by the City over time.

When considering an amendment to the plan, decision-makers should ask themselves:

“Have conditions changed so that the plan does not reflect the City’s preferred development patterns or its current goals?”

If this question cannot be answered affirmatively, any amendment should be considered with caution.

All interested citizens are encouraged to recommend potential amendments to this plan at any time. All requests will be carefully considered and citizen input and participation in the process is encouraged.

The Comprehensive Plan is meant to be a consensus-building document where the values and visions of our residents are communicated to those that do not understand the history or context of life in Menan.

This Comprehensive Plan is an expression of Menan’s goals, ideas, and objectives, for community and economic development.

The **"VISION STATEMENT"** defines our long-term dreams. It is what we constantly strive to attain, and it becomes the reason for being.

The following community vision statement is a result of the efforts of 125 community residents in attendance at a visioning rally facilitated by David Burrell and the Idaho Horizons Project on April 29, 2009 at the Midway Elementary School.

VISION STATEMENT

"Menan is a safe and wonderful place where families work, live, and play. Long time residents and newcomers alike are engaged and part of a diverse and integrated community. We are connected by our green belt, walking paths, and our cultural heritage, and we maintain our small-town feel, even as we grow. We invest in public places that give people of all ages opportunities to spend time together and enjoy themselves. Our annual community events attract visitors from throughout the region.

We provide services that allow our seniors to stay here and our artists and farmers to sell their products to people beyond the local community. Our small business start-ups have developed profitable niches, often depending on the Internet to market what they produce. We attract visitors who enjoy our unique natural resources and entrepreneurs who capitalize on the natural beauty of the landscape and one-of-a-kind recreation and destination-based opportunities."

The “**MISSION STATEMENT**” articulates a mission of what we intend to accomplish; it articulates our focus for the community, and the objectives we will work towards.

MISSION STATEMENT

"The City of Menan has a unique sense of appreciation and respect for our Community's heritage and history. Many of our residents represent generations of living in Menan. This strengthens ties to the past and instills a strong desire to honor our heritage and foster the cultural traditions of those that have gone before."

"We believe in maintaining our family-oriented community where shared values assure a safe and vibrant community. We believe this is accomplished by protecting community expectations, promoting progressive planning, citizen engagement, and enhancing ordinance expectations."

VALUE STATEMENTS

The Menan Action team resolved to promote the ideals of the vision statement by forming six action teams. Each of the action teams were formed to foster a better Menan.

These values and ideals will guide our leadership actions as we implement this Comprehensive Plan.

VALUE STATEMENTS

We want to improve the infrastructure needed to improve business and economic development.

We want to develop accommodations for natural resources such as a village market and associated community activities.

We want to foster an environment conducive to maintaining heritage, senior citizens and retirees.

We want to encourage a strong sense of community with new growth such as a library, new educational opportunities, community center improvements, youth committees, better ordinances, and to require pathways in new subdivisions.

STRATEGIC OPPORTUNITIES

The heart of this plan lies within the Strategic Opportunities identified as Goal and Policy Objectives. There is strong consensus among community leaders and City staff about achieving the identified Goals and Policies.

Additionally, the growth around Menan over the last few years validates the need to adopt and support a proactive comprehensive plan.

With this intention the City of Menan hired professional planning support to begin working proactively to implement current planning practice. The city has solicited input through various methods including a community survey and public open house and hearings. The response was exceptional and the results have been integrated into this plan.

Community input appears to be in alignment with the direction of the City Council and Planning and Zoning Commission's current thinking. There is a high degree of consensus in regards to the planning objectives identified in this plan.

The community will need to actively work to amend ordinances and continue to amend this comprehensive plan as planning situations change and new challenges confront the community.

THE FUTURE: "WHERE DO WE WANT TO BE?"

COMPONENTS OF THE PLAN

As required by the Local Land Use Planning Act, the Plan includes provisions from analysis and discussion of information, data and trends pertaining to the following 15 components:

- Community Design
- Housing
- Property Rights
- Population
- School Facilities and Transportation
- Economic Development
- Land Use
- Natural Resources
- Hazardous Areas
- Public Services, Facilities, and Utilities
- Recreation
- Transportation
- Special Areas or Sites
- Implementation
- Transmission Line Planning

COMMUNITY DESIGN

HOW WE VIEW OUR TOWN

Menan lies northwest of Jefferson County's largest community, Rigby. Our community has always been a community of neighbors, people who know each other and are quick to wave and say hello.

Menan is a community made up of families and peace and security has been a constant as friends and neighbors watched over each other and the interests of the town. We have enjoyed a balance, where the works of our citizens melded together into a common interest.

The purpose of this plan is to maintain that sense of place for the many generation to enjoy.

COMMUNITY DESIGN MISSION STATEMENT

"Direct private and public development toward the maintenance of our well-ordered and aesthetically pleasing community."

DISCUSSION

Good community design provides an attractive living environment and can also result in an orderly well-landscaped environment which increases real estate values, energy efficiency and livability, and promotes an attractive climate for economic development.

The promotion of quality design is also an important component of implementing compact development, infill/redevelopment and mixed-use development concepts without sacrificing neighborhood livability.

Landscaping, building design, signs and tree planting are all aspects of community design and are described in detail below.

LANDSCAPING

The City recognizes the importance of landscaping in helping make the City of Menan an attractive place to live and work. The City encourages the installation, maintenance and protection of trees, shrubbery and other landscape elements. Street trees within the cities and rural subdivisions provide shade to help cool buildings and conserve energy as well as enhance the visual appeal of a streetscape and create a pleasant environment for pedestrians and bicyclists.

Unless the development is an integrated mixed-use development, landscape buffers should be used between commercial and residential properties to provide visual separation and insulate residential areas from noise and visual impacts of commercial and light manufacturing development.

Front yards and side yards in residential areas should be landscaped except where driveways are present. To

promote water conservation, low-water landscaping techniques are encouraged throughout the City.

SIGNAGE

Size, height, colors and illumination of signs should be regulated and in keeping with the character of the community. Signs should be designed and scaled to either a pedestrian- or vehicle-oriented environment depending on their location.

The City of Menan does not support off premise signage or billboard type advertising in excess of the size allowed in the sign ordinance.

Sign regulations are intended to avoid unsafe placement and avoid visual clutter.

BUILDING DESIGN

Quality building design can contribute to livability, improved aesthetics and the sense of community identity. Therefore, the City should promote building design that is visually compatible with surrounding development and enhances the community in order to create and retain attractive neighborhoods and business districts. However, policies and programs should not stifle creativity, individuality or personal choice and should be reasonably related to health, safety and welfare issues of the community.

Design related policies should be as clear and objective as possible, but should also recognize that each

neighborhood has special and unique characteristics so what is visually compatible in one location may be not be appropriate in another location.



PEDESTRIAN ORIENTATION

Pedestrian-friendly development is encouraged as an important aspect of community design. Walkable neighborhoods and commercial districts promote social interaction and are accessible to those who cannot drive.

The presence of pedestrians on the street adds vitality to neighborhoods and commercial areas and provides informal surveillance of public spaces. To create and/or retain a pedestrian friendly environment, special attention must be paid to streets as a shared public space.

Pedestrian friendly features include building entrances oriented to sidewalks rather than parking areas, a consistent edge of buildings along the streetscape, a variety of building styles, sidewalks separated from the road by planting strips and shade trees. It is also critical that motor vehicle speeds be scaled to facilitate parity between varied users.

DESIGN GUIDELINES

Design guidelines and/or design review should occur in special areas or situations to promote the creation or retention of an area's unique characteristics. Design review could be required for a designated historic area to make sure new development and exterior remodeling is consistent with the historic character of the area.

INFILL

Wherever infill and redevelopment occur, standards guiding infill and redevelopment, housing compatibility, and pedestrian improvements could be adopted to promote new development that is compatible with or enhances existing development.

PROPERTY MAINTENANCE

Properties should be maintained to be free of trash and litter and the accumulation of weeds or "deleterious growths." Outdoor storage should be screened to hide unsightly objects. The City should prioritize repeated complaints and take strong enforcement action. The City Council should work closely with the City prosecutor and the Planning and Zoning Administrator in pursuing "willful

violations" of the Zoning Ordinances. Unsightly properties should be prosecuted under available ordinances and health and safety issues eliminated.

GOALS AND POLICIES

COMMUNITY DESIGN GOALS

1. Evaluate development proposals in terms of size and scope and related community impacts.
2. Consider expansion of the Menan Pathway System to enhance the recreational opportunities for City residents.
3. Encourage innovation and excellence in design for development.
4. Control light pollution through proper lighting consideration. Facilitate dark sky ordinance development and adoption to maintain rural character of community.

Policy No. 1: Consider community design features that promote the health, safety, and good quality of life of the citizens of the City.

Policy No. 2: Encourage development design that optimizes topography and promotes conservation of open spaces. Require each development to address concerns regarding roads, lighting, drainage, storm water runoff, landscaping, re-vegetation of disturbed areas, underground utilities and weed control.

Policy No. 3: Encourage beautification along transportation corridors entering and exiting the City of Menan to provide a positive first impression.

Policy No. 4: Encourage beautification efforts and standards for design, develop code standards for property maintenance and landscaping.

Policy No. 5: Incorporate appropriate development standards and design regulations into zoning and subdivision regulations.

Policy No. 6: Upgrade and maintain public spaces and facilities to improve community image by expanding landscaping and beautification programs.

Policy No. 7: Maintain, improve and expand the system of open spaces in the form of squares, greens, parks and greenways. Require the planting of street trees for new developments. Protect and maintain existing street trees and mitigate necessary tree removal.

Policy No. 8: Encourage attractive infill development that improves the quality of pedestrian orientation in established neighborhoods. These "Neighborhood Plans" should result in neighborhoods designed to: 1. Include sidewalks that are safe and convenient and streetscapes that are visually interesting. 2. Require buildings, whether residential, commercial, office or institutional, to be compatible in terms of scale.

Policy No. 9: Use design standards and incentives to ensure that new infill and redevelopment are compatible with established development.

CHAPTER 2

TRENDS, CONDITIONS, AND NEEDS

There are several trends currently being observed within the City of Menan. Some of these are anticipated to be planning issues for many years to come while others will be resolved through markets responding to supply and demand economics.

POPULATION TRENDS AND IN-MIGRATION

Idaho has been ranked tops among states in economic growth since 2003. It has ranked high nearly every year since 1987, a run of good economic times unmatched by any other state. It is noted that even the recessions of 1991 and 2001 and even the current 2009 recession hasn't stopped overall growth. Idaho's growth has been remarkable because it has no single cause.

Regardless of the slowing of national economy, Idaho's economy is still clicking in almost every sector: farming, technology, tourism, construction, and service industries. Big business has thrived, and small entrepreneurs have as well. Idaho has had a spectacular economic picture for two decades.

"Why Idaho?" One important reason is that computer-related manufacturing has been the fastest-growing sector in the state's economy over the last decade.

In the field, potato prices have been high, which is great news for the spud producer. In the fast food era, the potato is still the great American vegetable, especially when fried.

The third ingredient noted in Idaho's boom has been the "amenities business" — hiking, hunting, fishing, skiing, whitewater rafting — that attracts tourists and new residents, from billionaires to young outdoor enthusiasts.

The federal government owns about two-thirds of the land in Idaho, mostly national forests. The state has 21 million acres of road-less wilderness, more than any state except Alaska.

The weather's also works in our favor. We've got a true four-seasons climate, and that makes the business model work for tourist and recreation related businesses across the state.

Idaho's population grew 13.3% from 2000 to 2006 to 1,466,465. That's twice the national growth rate. Idaho's Hispanic population has doubled since 1990, to about 10%. Boise has two Spanish-language radio stations and Pocatello is proud to host the state's only Spanish newspaper.

Idaho gains about 30,000 new residents a year, which is small compared to many states. For Idaho, however, it's like adding a major city every year. In 1990, only Boise, Idaho Falls and Pocatello had more than 30,000 people. Today, nine cities are that large. We like to see ourselves as a rural state, but that is changing quickly.

In a survey done by the Social Science Research Center at Boise State University, newcomers were asked why they moved to Idaho, the top answer was clear: **quality of life.**

Growth is going to happen and most in Idaho view that as good, but we have a right and obligation to manage development. We don't like to admit it, but Idaho is becoming a little more like everywhere else every day. Economic growth has presented us with a great opportunity and a few challenges as well.

HOUSING TRENDS

Housing has become an important issue in some parts of the City as the availability of affordable housing is becoming limited. There seems to be an adequate supply of single family housing lots in the City at present.

There is major concern regarding the possibility of rapid expansion of subdivisions around the city. What is being done to assure the City that the groundwater is being carefully protected is an important question. The City

has a desire to assure progressive planning and protect water as a valuable resource.

THE NEED FOR LIVING WAGE JOBS

There is a growing concern about the unavailability of high paying jobs. Many in the City of Menan that increase their skills through formal education are forced outside the community to find employment. Families sometimes feel like they are exporting their children to far away job markets.

Economic development professionals in eastern Idaho are working to attract new and to grow existing companies that will pay a living wage and allow our local market to take advantage of these highly trained individuals.

TRANSPORTATION TRENDS

Transportation issues are a major concern in the City of Menan. Major concerns include traffic calming measures in certain areas to slow traffic and increase pedestrian safety. Speed control is also an important issue within and around the City.

Subdivision access onto county roads is also a concern with City residents concerned for safety at intersections. Control of accesses is a growing concern as more and more subdivisions sprout up in the county away from established municipal boundaries.

It is hoped that Menan will be closely involved in assisting the county in updating the functional classification map to accommodate the rural residential land use that the city has planned east and south of the city.

A capital improvement plan including all projected road development in the city will need to be integrated into this comprehensive plan document at a later date.

SENIORS

The City of Menan is following the national trend of a growing older population. Access to services for an aging population as well as assuring that issues important to seniors are prioritized, will become an ever more important part of defining social needs. The City of Menan has excellent resources for seniors and seniors have access to the Community Center for events and activities. Accessibility for those with disabilities is an important part of transitioning aging facilities into complete compliance and is a priority with the city.

TRENDS IN WATER USE AND MANAGEMENT

The City of Menan has an abundance of water resources in and around the City. The residents of Menan have some of Idaho's earliest water claims and the impact of water on the City is considerable. Current water issues, including the adjudication, have the potential to affect the future of the community.

The City of Menan is over an aquifer recharge area. Traditional methods of recharge are being threatened as flood irrigation has been replaced by sprinkler irrigation. New development is also eliminating beneficial use of water resources in some cases. The City strongly supports the maintenance of beneficial use of our water resources for the protection of existing water rights.

TRENDS IN SURROUNDING COUNTIES

The City of Menan is part of a regional economy. What affects other counties and cities will also have an impact upon our residents. Enhanced transportation and communication access has leveled the playing field in many industries and has tied our economy into a larger whole.

Surrounding cities and counties will continue to have direct impact upon our way of life over the foreseeable future. Coordination of public infrastructure needs is an important priority for the city.

CITY OF MENAN COMMUNITY-WIDE SURVEY

The City of Menan and the Planning and Zoning Commission prepared a City-wide planning survey to gather public attitude and perspective about planning issues in the City. Approximately 140 surveys were returned from all parts of the City and the Area of City Impact.

Highlights of this survey would be the resounding desire of City residents to protect the lifestyle that currently exists in City of Menan. City of Menan residents appreciate good law enforcement and are proud to feel safe living here.

There are concerns about rapid subdivision development outside of municipal boundaries immediately around our city as well as concern for redevelopment of the village core. There is also a strong desire to carefully control and manage new growth.



THE MENAN COMMUNITY CENTER

CHAPTER 3

PROTECTION OF PROPERTY RIGHTS

Both the federal Constitution and the constitution of the State of Idaho provide that private property may not be taken for public use without just compensation as prescribed by law.

Idaho Code sections 67-6508 (a), 67-8001, 67-8002, and 67-8003 establish a review process, which the City uses to evaluate whether proposed regulatory, or administrative actions result in a taking of private property without due process of law.

However, Section 67-8001 states that it is not the purpose of the chapter to expand or reduce the scope of the private property protections provided in the State and federal Constitutions. Section 67-8001 states that nothing in the section grants a person the right to seek judicial relief requiring compliance with the provisions of the chapter.

Any laws or regulations governing private property should heavily depend upon the government's authority and responsibility to protect public health, safety, and welfare.

Based upon this premise, courts have supported the limitation of the use of private property through land use

planning regulations such as Comprehensive Plans, Zoning Ordinances, Subdivision Ordinances, and Environmental Quality Acts.

GOAL

Ensure that the City of Menan land use policies, restrictions, conditions and fees do not violate private property rights and to establish a predetermined orderly, consistent review process for the City of Menan to evaluate whether proposed regulatory or administrative actions may result in a taking of private property without due process of law.

OBJECTIVES

1. Ensure that City land use actions, decisions, and regulations will not cause an unconstitutional physical occupation of private property.
2. Ensure that land use actions, decisions, and regulations do not cause an unconstitutional physical invasion of private property.
3. Ensure that City land use actions, decisions, and regulations do not effectively eliminate all economic value of the property.
4. Ensure that City land use actions, decisions, and regulations depend upon the City's responsibility to protect public health, safety, and welfare.

5. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right or impose a substantial and significant limitation on the use of the property.

IMPLEMENTATION POLICY

It shall be the policy of the City of Menan that staff shall consider the following questions in reviewing the potential impact of a regulatory or administrative action on specific property.

While these questions provide a framework for evaluating the impact proposed regulations may have generally, takings questions normally arise in the context of specific affected property. The public review process used for evaluating proposed regulations is another tool that the City should use aggressively to safeguard rights of private property owners. If property is subject to regulatory jurisdiction of multiple government agencies, each agency should be sensitive to the cumulative impacts of the various regulatory restrictions.

Although a question may be answered affirmatively, it does not mean that there has been a "taking." Rather, it means there could be a constitutional issue and that City staff should carefully review the proposed action with legal counsel.

1. Does the regulation or action result in a permanent or 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."

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 or 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.

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 of nuisance or other pre-existing limitations on the use of the property.

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 value alone may not be a "taking," a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses.

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.

6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance that purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. Likewise, regulatory actions that closely resemble, or have the 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.

Private property rights and local land use control have been linchpins of American society for many years but it seems these ideals, sometimes viewed as complementary, have become unlikely adversaries.

Property rights activists must understand that rights can be strong, but only up to the point where exercising them does not have a substantial external effect on the community. And when the community wants certain land used a certain way, then the community must purchase that land, its development rights, or an easement for public use. In many places “local control” has become a euphemism for no or slow growth, and “property rights” a euphemism for no planning. Getting back to reasonable definitions of those terms, and shifting the local approval processes from the tactical to the strategic, will help us retain local control as well as strong private property rights.

GOAL

Ensure that private property rights are not being infringed on by the willful violation of City land use codes and nuisance ordinances.

OBJECTIVES

1. Ensure that residents are well educated as to our City codes and have an opportunity to be heard and have questions answered relative to community code expectations.

2. Ensure that violations of planning and zoning codes are addressed in a timely manner by a fair and impartial code compliance process.



CHAPTER 4

POPULATION AND DEMOGRAPHICS

The City of Menan has experienced a pattern of slow steady growth. The present growth rate of the city is not of concern to the community but development pressures have been identified as needing to be addressed by planners and city leadership. The historical growth trends of the City and county will continue to have an impact upon services and facilities being provided to the City of Menan residents.

POPULATION CHARACTERISTICS

As has been noted in the national press, people are moving to eastern Idaho as a result of our unsurpassed quality of life. Menan's population has remained fairly stable over the past thirty years. In 1960 the population of Menan was 496. It grew to 545 in 1970 and remained constant at 605 in 1980 and 1990.

POPULATION CHARACTERISTICS

This section describes the composition of the population of the City of Menan in such terms as age, race, household and family structure and education. Most of this information is from the Census 2000 Demographic Profile.

The people in Menan, their values and numbers, will determine the demand for public facilities and services, land use, and employment.

The Young. In 2000 34.1% percent of Menan's population were under eighteen. This compares with 25.7% of the population in the United States. In the year 2000 there were 9.5% of the population that were under 5 years of age.

The Elderly. In 2000 there were 11.9 % of the city residents that were over the age of 65. This is below the average number of seniors in the United States where 12.4% of the population is over 65.

Household and Family Structure. Under the Census definition, a household includes all persons who occupy a housing unit. A housing unit may be a house, and apartment, a mobile home, a group of rooms, or even a single room if it is intended to be separate living quarters. The persons within a Census household may be a single family, one person living alone, two or more families living together, or a group of persons who share living arrangements.

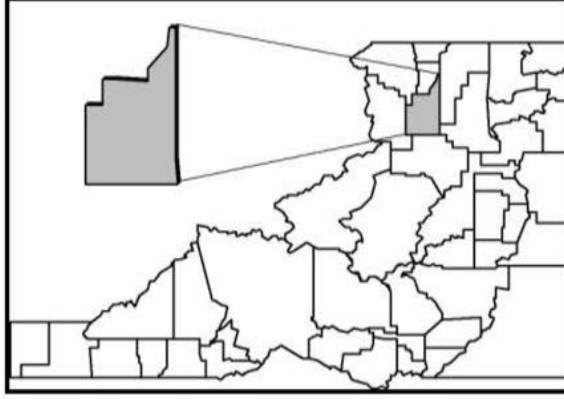
In 2000 there were 707 people living in Menan in 233 total housing units. 195 of these units were owner occupied and 25 were being rented. There was an available housing supply in 2000 of 13 units. There were no persons living in group quarters. There was an average household size of 3.21 people with an average family size of 3.51 people. There were 173 Males and 171 Females that were married and 81 people that spoke a different language other than English at home.

Educational Attainment. In the 2000 Census there were 420 people living in Menan that were over the age of 25. Of these, 329 had graduated from high school or better. There were 49 people that had a bachelors degree or higher. There were also 60 people that reported as being veterans among the population.

Racial Composition. According to the 2000 Census there were 616 whites, 1 Native Hawaiian or Pacific Islander, 80 of some other race, and 102 Hispanic or Latino not of any other race.

On the following pages are a series of statistics collected by the State Department of Commerce profiling Jefferson County.

County Seat: Rigby

**I. People****Population**

	1980	1990	2000	2006
Total	15,304	16,543	19,155	22,350
Per Sq. Mile	14.0	15.1	17.5	20.4
Percent Rural	82.9	83.8	81.2	
Percent Urban	17.1	16.2	18.8	
Population Change (%)	70-80	80-90	90-00	00-06
	30.40	8.1	15.8	16.7

Demographic Component Changes

	1970-1980	1980-1990	1990-2000	2000-2006
Births	3,500	3,769	3,387	2,806
Deaths	900	994	1,089	864
Net Migration	1,000	-1,536	314	1,501
Percent Migration	8.4	-10.0	1.9	7.8

	1980	1990	2000	2006
Birth Rate	31.2	21.3	19.4	19.9
Fertility Rate	152.9	109.7	95.0	94.9
Median Age	24.0	26.4	28.8	29.4
Under 18 Years (%)	40.3	40.4	36.3	31.5
18 to 64 Years (%)	51.2	49.8	54.4	59.2
65+ Years (%)	8.5	9.8	9.3	9.3
Persons Per Household	3.43	3.38	3.23	

Geographic Mobility: 2000

Persons 5 Years and Older Living in a Different State in 1995 (%)

9.2

Persons 5 Years and Older Living in a Different County in 1995 (%)

21.7

Jefferson

II. Housing

	1980	1990	2000
Housing Units			
Total	4,994	5,353	6,287
Mobile Homes, Boat, RV, Van, etc.	804	1,206	1,101
Overcrowded Units (1.5+ Persons Per Room)	96	113	120
Units Lacking Some or All Plumbing	117	94	35 *
Total Vacant Units	557	482	386
Household Composition (Household Size by %)			
1 to 2 Persons	41.2	44.1	44.9
3 to 5 Persons	44.0	40.4	42.7
6+ Persons	14.8	15.5	12.4
Tenure			
Owner Occupied Units	5,008	3,652	3,920
Renter Occupied Units	785	951	893
Value			
Median Housing Value	\$41,700	\$54,300	\$91,900
Median Rent	\$151	\$221	\$433
Plumbing Facilities			
Public Sewer	1,524	1,647	N.A.
Public Water System or Private Company	1,603	1,576	N.A.
Age of Housing Stock - Year Structures Built			
Number Built 1995 Through March 2000	941		
Number Built 1990 Through 1994	497		
Number Built 1980 Through 1989	624		
Number Built 1970 Through 1979	1,684		
Number Built 1960 Through 1969	500		
Number Built 1950 Through 1959	1,126		
Number Built 1949 or Earlier	915		

* Category changed in Census 2000 to "Lacking Complete Plumbing Facilities"

Jefferson

III. Work Force

	2001	2002	2003	2004	2005
Total Employment	8,600	8,806	9,040	9,291	9,519
Employment by Type					
Wage and Salary Employment	5,763	5,899	6,081	6,253	6,341
Farm Proprietors	834	864	844	844	850
Non-Farm Proprietors	2,003	2,043	2,115	2,194	2,328
Employment by Industry					
Farming	1,363	1,404	1,353	1,361	1,336
Forestry	(D)	1,011	1,051	953	758
Mining	12	(L)	11	12	(L)
Utilities	29	28	31	25	33
Construction	866	858	906	990	1,097
Manufacturing	746	763	806	873	983
Wholesale Trade	352	357	322	326	347
Retail Trade	871	848	830	881	895
Transportation and Warehousing	226	249	247	237	261
Information	(D)	(D)	(D)	33	34
Finance and Insurance	210	223	213	230	221
Real Estate and Rental and Leasing	187	151	183	193	254
Professional and Technical Services	234	233	265	267	275
Mgmt. of Companies and Enterprises	(D)	(D)	(D)	(D)	(D)
Administrative Waste Services	(D)	(D)	(D)	(D)	(D)
Educational Services	(D)	(D)	(D)	(D)	44
Health Care and Social Assistance	(D)	(D)	(D)	(D)	449
Arts, Entertainment, and Recreation	186	193	196	199	239
Accommodation and Food Services	196	217	219	237	228
Other Services (Except Public Admin.)	395	411	(D)	424	443
Federal Civilian	45	48	52	52	52
Federal Military	77	80	82	82	80
State and Local Government	1,125	1,175	1,195	1,224	1,219

(D) = Not shown to avoid disclosure of confidential material

(L) = Less than 10

Employment: full- and part-time by place of work.
Source: U.S. Bureau of Economic Analysis.

Jefferson

IV. Economy

	2000	2002	2004	2006
Annual % Labor Force Unemployed	3.9	4.0	3.7	3.1
Percent Females (16+) in Labor Force	41.5	45.3	54.3	56.8

Local Government Revenues**Travel and Convention Room Tax (2%)**

	FY 2000	FY 2002	FY 2004	FY 2006
Total Sales	\$558,765	\$572,933	\$378,316	\$523,060
Tax Receipts	\$9,632	\$10,474	\$7,102	\$8,739

Property Taxes

Net Taxable Market Value - 2006

\$810,120,364

Property Taxes Budgeted - 2006

\$8,325,608

Property Tax as a % of Market Value - 2006 *

Urban

1.58770

Rural

0.90937

* After homeowner exemption

Income

	1990	2000	2005
Per Capita Personal Income	\$12,802	\$18,744	\$21,315
Percent of National Average	65.7%	62.8%	61.8%
Percent of State Average	81.4%	77.9%	74.8%
Government Transfer Payments (in Thousands of Dollars)	\$22,268	\$47,531	\$73,827

Business

	1990	2000	2005
Total Business Establishments	226	347	438

V. Education and Social Indicators

Education Funding Level Per ADA * - 2005-06

School District	State Funds	Local and State Funds	All Funds
Jefferson County Jt District	\$4,593	\$5,605	\$6,298
Ririe Jt District	\$5,682	\$6,600	\$8,177
West Jefferson District	\$5,980	\$7,176	\$8,579

* Per ADA means per Average Daily Attendance

Education Level *

	1980	1990	2000
Bachelor's Degree + (%)	10.3	11.8	15.2
High School Graduates + (%)	70.6	77.6	84.4

* Population age 25 or over

Average Monthly Fourth Quarter Welfare Roll

	No. of Cases	
	2001	2006
Aid to Aged, Blind, Disable	90	104
Temporary Assistance for Families	7	19
Food Stamp Cases	211	389
Medicaid Cases	1,619	1,535

Percent Below Poverty

	1989	1999	2004
Families	11.5	12.5	
Persons	14.3	10.4	10.5

Jefferson

Other Social Indicators - 2005

	<u>County</u>	<u>State</u>
Suicide Rate per 100,000	18.5	15.7
Marriage Rate per 1,000	6.0	10.4
Divorce Rate per 1,000	3.2	5.0

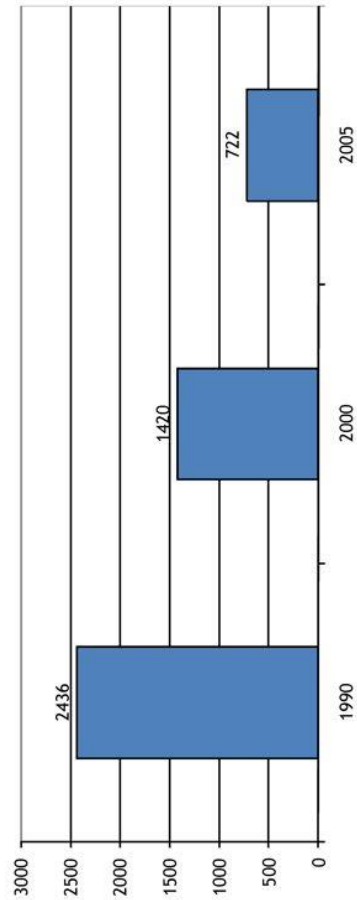
Health Care

	<u>2007</u>
Physicians per 100,000 (2004)	15
Number of Hospitals	0
Total Hospital Beds	0

Crime - Number of Offenses

	<u>1990</u>	<u>2000</u>	<u>2005</u>
Murder	0	0	0
Rape	1	1	3
Robbery	1	0	0
Aggravated Assault	70	32	8
Burglary	57	51	20
Larceny	261	181	118
Motor Vehicle Theft	9	6	5
Arson	4	1	0

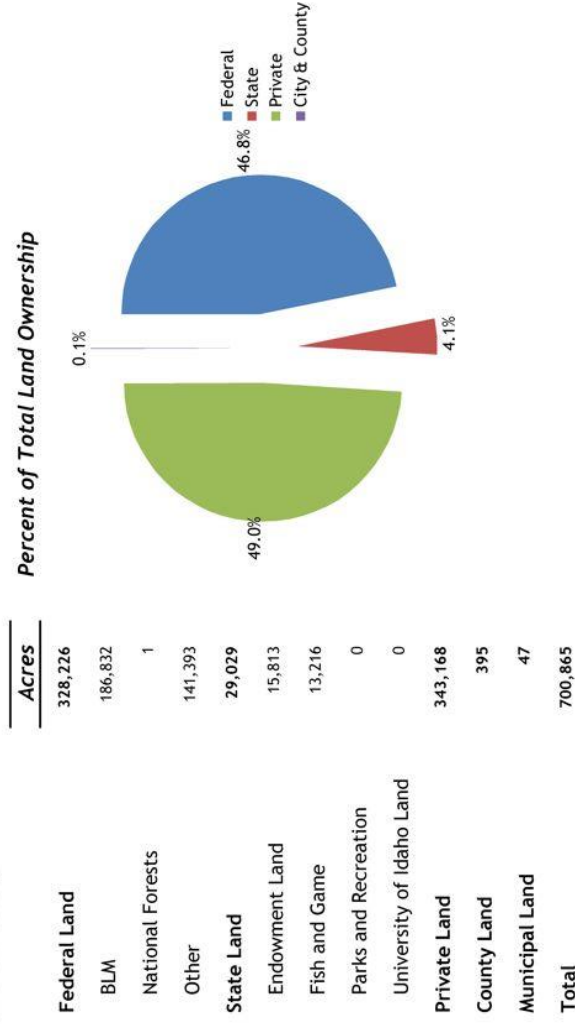
Crime - Rate per 100,000



VI. Natural Resources

Jefferson

Land Ownership



Land Use *

	Acres	Percent of Total
Urban Land	1,700	0.2%
Agricultural	268,400	37.8%
Rangeland	190,800	26.9%
Forest	1,000	0.1%
Water	8,100	1.1%
Wetland	15,800	2.2%
Barren Land	224,000	31.6%
Tundra	0	0.0%
Perennial Snow	0	0.0%
Total	709,800	100.0%

* USGS land use/cover classification system. The water category and the rounding and estimating of satellite-based data usually results in slightly higher totals for land use.

Jefferson

VII. Agriculture

Summary Data - All Farms

Inventory: Farms, Cropland, and Livestock

	1992	1997	2002
Total Number, All Farms	766	773	784
Total Acres in Farms	311,296	332,535	305,305
Average Farm Size (Acres)	406	430	389
Total Farms in Crops	677	660	608
Total Acres in Crops	210,541	234,334	220,615
Cattle and Calves Inventory	73,301	62,730	65,844
Number of Irrigated Farms	675	670	669
Number of Irrigated Acres	183,956	207,686	202,620

Farms by Size (Acres)

Under 10	105	112	183
10 to 49	186	212	217
50 to 179	201	175	170
180 to 499	122	120	83
500 to 999	70	72	56
1,000 and Over	82	82	75

Value of Land and Buildings and Products

Average Value of Land and Buildings Per Farm	\$355,240	\$512,550	\$643,086
Average Value of Land and Buildings Per Acre	\$872	\$1,186	\$1,758
Average Value Per Farm of Products Sold	\$119,030	\$176,108	\$202,423

Principal Occupation of Farm Operators

Farming	411	391	421
Other	355	382	363

VII. Miscellaneous

Motor Vehicles Registered

	1990	2000	2005	Idaho Drivers Licenses in Force		
				1990	2000	2006
Cars and Pickups	14,040	17,863	19,762	Total Licenses	10,943	13,185
Other	1,477	2,216	2,607			
Total Vehicles Per Capita	0.94	1.05	1.05			

Top Place of Work Destinations for Workers in County (16 years and over) - 2000

Jefferson County	3,890	Butte County	102
Bonneville County	3,204	Bannock County	87
Madison County	593	Bingham County	73
Total County Workers		8,227	

City Population Trends

	1970	1980	1990	2000	2006
Hamer	81	93	79	12	12
Lewisville	468	502	471	467	507
Menan	545	605	601	707	719
Mud Lake	194	243	179	270	275
Rigby	2,324	2,624	2,681	2,998	3,291
Ririe (pt.)	528	495	522	520	502
Roberts	393	466	557	647	655

Jefferson County is located in eastern Idaho. It ranks 14th among Idaho counties in population and 28th in area. The federal government owns nearly 47 percent of the county. Agriculture and food processing are the largest basic industries and dominate the economy, but government and trade sectors provide the largest employment. Annual average total civilian employment increased 10.8 percent from 1996 to 2006. Major employers include Blaine Larsen Farms Inc., Broulim's Foodtown, Idaho Fresh Pak Inc., Idaho Pacific Corporation, Rigby Produce Inc., Jefferson County government, Jefferson, Ririe and West Jefferson school districts and the Idaho Transportation Department.

Inventor Philo T. Farnsworth of Rigby devised a practical system of television broadcasting while at Rigby High School. At the age of 20 he produced the first all-electronic television image.

For more information about activities and recreation in the area, visit www.visitidaho.org/placestogo/eastern.aspx

Idaho Department of Commerce
700 West State Street
P.O. Box 83720
Boise, Idaho 83720-0093
(208) 334-2470

GOALS

1. Strive to accurately estimate the number of people moving into City of Menan, consider the development that will result, and the areas of the city where that development will need to be supported with public infrastructure.

Policy No. 1: Provide the planning base for an anticipated population of 900 residents by the year 2015 and 1,100 residents by the year 2020.

Policy No. 2: To encourage future medium density population to locate within the incorporated City near the Village Center.

Policy No 3: Locate future population into areas that support infill development and have existing infrastructures in place.

Policy No 4: Assure new populations centers provide all needed infrastructure needs as well as purchase capacity within our existing sewer system.



CHAPTER 5

SCHOOL FACILITIES AND TRANSPORTATION

JEFFERSON JOINT SCHOOL DISTRICT #252

The City of Menan has access to excellent educational opportunities for our children. Jefferson Joint School District has a highly esteemed administration and faculty and the various schools have been very active in keeping the young people of the community positioned well with state and national educational standards.

Education

Jefferson Joint School District No. 251. The Jefferson Joint School District has four elementary schools, two middle schools, one junior high, and one high school. Midway Elementary School is in the City of Menan and Midway Middle is approximately one mile southwest of Menan. The April, 1994, enrollment for the District was 4162.

JEFFERSON JOINT SCHOOL DISTRICT NO. 252 ENROLLMENT FIGURES

Year	Enrollment	Numeric Change	Percent Change
1990	3821		

1991	3873	52	1.4%
1992	3968	95	2.5%
1993	4052	84	2.1%
1994	4162	110	2.7%

NEED TO UPDATE

SOURCE: Jefferson Joint School District No. 251 school enrollment records.

With the present growth rate, the school administration considers the existing facilities to be adequate to meet future needs. Portable classrooms can accommodate expansion as presently experienced and envisioned.

Midway Elementary School now uses two portable classrooms, one for preschool and one for a fifth grade class, to expand its capacity of 600 students. Classroom sizes in Midway Elementary range from 23 to 26 with 23 students per teacher the goal.

Within the past five years, the only school bond proposal was a plant facilities levy which passed. The District spends \$3,667 per pupil annually. The public school debt per pupil is \$801 with an outstanding debt of \$6,345,000 at the end of fiscal 1994 and an enrollment of 4174 students.

ACCREDITATION

Jefferson High School and Hillcrest High School are accredited by the Northwest Accreditation Association, and middle schools and elementary schools meet approved State standards. Accreditation assures standards for class size, qualifications of teachers, school facilities, libraries, instructional materials and curriculum. Periodic reviews of schools, involving a self-study, consultant analysis and full report are required.

THE COMMUNITIES SERVED

Jefferson Joint School District No. 93 is located in Bingham and Jefferson Counties, and comprises a portion of the city of Idaho Falls, the incorporated cities of Ammon, Menan and Ucon. It also includes the unincorporated county areas to the north, south and east of Idaho Falls.

SCHOOL DISTRICT BUSSING

The children are served by 60 school district busses over 50 transportation routes throughout the county. Although eight routes were added this year due to growth and a change in scheduling, these routes are not expected to change significantly in the future except for the addition of bus routes that may be needed as growth occurs.

The district does safety bussing (bussing any child that has to cross a barrier caused by a highway or railroad tracks) in the Rigby, Lewisville, Menan and Roberts areas.

The proposed loss of state funding for safety bussing may hamper the district and the safety of children within one and one-half miles from their school who may then be required to walk.

The school district extends from 10 miles west of Roberts to 4500 East, near Ririe. It extends from the South Jefferson County line, north to the Madison County line, about 11 miles. It also extends into Madison County around the North Menan Butte.

There are about 4,128 students in the district. Our average daily rider count is around 2,300 students. Due to a State Law not allowing us to bus students residing within 1.5 miles of the school they attend, many students in Rigby do not ride a bus.

There are some exceptions, special needs students and students who reside in a “safety busing zone”, determined by special hazards such as railroad crossings, heavily traveled roads, water hazards, etc.

Some of the problems the District is dealing with are the multitude of new housing developments throughout the district, the price of diesel fuel, finding enough drivers, and coming up with enough buses to re-cycle the fleet properly.

ELEMENTARY SCHOOLS



Midway Elementary

623 N 3500 E
Menan, ID 83434
Tel (208)754-8604
Fax (208)754-4847

MIDDLE SCHOOLS



Midway Middle School

305 N. 3700 E.
Rigby, Idaho 83442
Phone: 745-8347
Fax: 745-7390

Rigby Junior High School



Rigby Junior High
125 N. 1st W.
Rigby, Idaho 83442
208-745-6674

HIGH SCHOOLS

Rigby High School

290 North 3800 East
Rigby, ID 83442
Phone: (208) 745-7704
Fax: (208) 745-7707

Jefferson Alternative High School

Principal
Steve Young
rsyoung@sd251.org

Secretary
Toni Day
tday@sd251.org

POST HIGH SCHOOL EDUCATIONAL OPPORTUNITIES

There are no post-secondary facilities in Rigby. The University of Idaho, Idaho State University, and Brigham Young University-Provo have extension services in Idaho Falls. Brigham Young University- Idaho is located in Rexburg, Idaho; a distance of 12 miles north of Rigby.

Eastern Idaho Technical College in Idaho Falls offers Technical training and Workforce Development. Extension courses from Idaho State University and the University of Idaho are available in Idaho Falls, 20 miles south of Rigby.

IMPLEMENTATION

In order to implement the goals identified in this section it is important to identify the available tools. The most common tools are through the regular programs, budgets, and ordinances of the City.

Other methods include scheduling of public expenditures to provide for the programmed implementation of the various components of the plan.

GOALS AND POLICIES

GOALS

1. Encourage the location of schools that support the timely and orderly delivery of educational services to meet demand and address transportation issues.
2. To continue to provide an excellent and adequate education to all children in Jefferson School District #251.

Policy No. 1: Encourage information on comprehensive planning to be coordinated between school district and the City of Menan Planning and Zoning.

Policy No. 2: Encourage integration of school sites with land use, transportation systems, parks and recreation sites and other elements of the plan so that schools can function as neighborhood centers of activity in safe, efficient, and attractive settings.

Rationale: This policy recognizes that education is an important economic factor in the area. The quality and use of educational facilities available to every group of citizens in the community significantly affects the quality of life in the City and increases the areas ability to attract quality development.

This policy also seeks to encourage development of schools within walking distance of residential areas and vice versa so that, through development, adequate pedestrian and bicycle sidewalks or pathways and controlled road crossings will be provided for students during school hours.

Policy No. 3: Encourage school buildings and/or sites that avoid site limiting features and other hazards and nuisances detrimental to the safety of children and to the general operation of schools, for example, areas of floodplains, and highways.

Implementation 3.1: Monitor transportation projects in and around town to assure the upgrade of inadequate road design, maintenance, turning radius or other hazards such as the highway 48 curve in front of the Midway Elementary school, to increase pedestrian safety.

Policy No. 4: Support educational institutions through assistance in planning for educational facilities.

Implementation 4.1: Planning and Zoning Commission shall monitor new developments for compliance with District policies regarding road design, maintenance, turning radius, etc., to allow for school bus service.

Policy No. 5: Advocate for safe and accessible schools that are compatible with and complementary to their neighborhoods and require a minimal need for busing.



CHAPTER 6

ECONOMIC DEVELOPMENT

Jefferson County's present economic base is oriented to farming, tourism, government employment, wholesale and retail trade, and services.

The amount of economic development in the City of Menan depends in part on the desires of its residents. Economic growth will primarily occur through the expansion of existing businesses. However, whether any new businesses settle in the City depends a great deal upon the attitudes of the City towards growth.

There are several areas within the City Impact Areas that could be designated for commercial growth receiving areas. There are also several blocks of available commercial properties right in the center of town. Menan would like to maintain a strong central economic core with neighborhood friendly, service oriented businesses.

This plan encourages development to take place in the appropriate areas of the City where services exist and transportation facilities are adequate. This vision would include some new neighborhood-friendly commercial uses to be connected to municipal water and wastewater systems.

The county and city should work closely to assure this happens. This will require a more aggressive partnership than what has existed between city, county, and regulatory agencies such as Eastern Idaho Public Health District.



Spillover growth could affect many different areas in the City, including housing, utilities, the school systems, and infrastructure (roads and traffic). A main area of concern with regards to economic development and growth in the City might be the capacity of the current sewer system. Because commercial and light manufacturing growth

often requires sewer capacity, upgrades to the current system may be required.

There are many economic development resources within the region that the City and its residents can utilize. The Development Company (ECIPDA) operates two direct financing programs - an EDA funded Revolving Loan Fund and the Small Business Administrations Certified Development Company 504 loan program. They also partner with several banks in implementing the SBA 7(a) guaranty program.



The Regional Development Alliance (RDA) is an organization created to assist the Governor of the State

of Idaho in the utilization of the Idaho National Laboratory (INL) Settlement Funds as a catalyst to affect and enhance quality job creation opportunities, activities and efforts in Bannock, Bingham, Jefferson, Butte, Custer, Jefferson, and Madison counties.

With the efforts of these local and regional economic development organizations, as well as other state agencies and county and city administrations, growth can be positive and beneficial to both the local economy and the residents of Menan.

GOALS AND POLICIES

GOALS
1. Encourage economic development that maximizes opportunities for local production and purchasing of goods and services by industry, business, residents and visitors in the City.
2. Encourage light manufacturing and commercial expansion, employment opportunities, and capital investment.
3. Encourage economic growth that includes support for the agricultural, manufacturing and high tech industries.
4. Encourage entrepreneurial development.

Policy No. 1: Encourage economic development that is consistent with and supports City attributes such as the character, lifestyle, and history of the City of Menan.

Policy No. 2: Work with local, regional and state organizations to identify and recruit new businesses and industries to the City of Menan.

Policy No. 3: Provide assistance and support to businesses and entrepreneurs in the City in expanding facilities and support economic development groups in their efforts to promote a business friendly environment.

Policy No. 4: Continue improving the development review protocol so that it is user-friendly and streamlined and promote customer service in delivering City services.

Policy No. 5: Improve and maintain infrastructure to attract businesses. Target re-development areas that have been identified by the city.



CHAPTER 7

LAND USE

The existing land use data is based on a land use survey completed by the Menan Planning Commission during August, 1994, and Jefferson County tax records obtained in August, 1994 and August, 1995. The figures below are not precise but they do indicate existing land use patterns in Menan.

The land use pattern is particularly important in Menan since the residents told us that they wanted Menan to “stay as it is.” To discover what this phrase means, we must look to existing land use patterns.

The largest single use of land in Menan, as in most communities, is single-family housing. In Menan, lot sizes are extremely variable. The smallest lot is approximately 5,000 square feet. The largest lots, which are over five acres, contain pastures and agricultural uses as well as a single-family home. The density of single-family homes in Menan averages 1.2 acre per dwelling unit. The table shown below illustrates that most single-family homes in Menan are on lots which range in size from 11,326 square feet (0.26 acre) to 43,560 square feet (1 acre).

The first step in developing a plan for a community is to determine what the residents of the community want – what the ideal future for a community is. Since we are all unique individuals with different values, determining a shared image is difficult. However, when we meet and talk about our community, certain themes emerge.

Land Use, Menan, 1994-95

Land Use Category	Acres	Percentage
Single-family residential	173	38%
Two or more housing units on property	14	3%
Commercial	3	1%
Industrial/railroad	8	2%
Public (city, schools)	17	4%
Semi-Public (churches)	17	4%
Streets	89	19%
Agricultural or vacant property	139	30%

Source: Land Use Survey, Planning Commission, August, 1994; Jefferson County Tax Records, August, 1994 and August, 1995; Consultant, October 1995.

Certain ideas become a thread through our dialogue. This plan attempts to list or describe those common themes, those statements about Menan's future from the citizen participation process.

These goals are intended to guide decisions about Menan's land uses.

Below the goals are implementation policies – action steps or implementation strategies – the residents of the community suggested to move Menan towards the future they want for their community – a future in which Menan stays substantially the same as it is today:

- A small, rural community with large, open pastures
- Homes on wide streets lined with large trees
- A community which works together to tackle problems
- A community tied to its agricultural roots



GOALS AND POLICIES

GENERAL LAND USE GOALS

1. To encourage growth and development in an orderly fashion, minimize adverse impacts on differing land uses, public health, safety, infrastructure and services.
2. Use appropriate techniques to buffer incompatible land uses.
3. To provide for appropriately located residential areas with an adequate variety of dwelling types and density ranges as needed to meet demand.
4. To encourage livability, creativity and excellence in the design of all future residential developments as well as to preserve the history of the City of Menan.
5. To encourage development in those areas of the City which provide the most favorable conditions for future community services.
6. Development proposals near the city limits require consideration of adjacent county land uses.

Policy No. 1: Concentrate on serving areas currently served by roads and other public infrastructure.

Policy No. 2: Encourage urban growth in established neighborhoods and within the area of city impact.

Policy No. 3: Developments of all types should be arranged to provide an adequate, but not excessive, amount of land for each use. Development should be located in accordance to provide suitability and adaptability of land. The intensity and type of land use should be related to, and limited by, the capability to provide adequate services to the area. Proper scaling of development is paramount.

Policy No. 4: Encourage compatible uses of areas, such as for agriculture or open space and recreation.

Policy No. 5: Discourage the development of high-noise level installations in or near residential areas.

Policy No. 6: Encourage development of adequate sanitary sewer and storm drainage facilities, which protect existing and future land uses.

Policy No. 7: Discourage land uses which are detrimental to the long-term quality of the environment or which may be exploitative in nature. Encourage land use development, which contributes to improved quality of the environment.

Policy No. 8: Density of development should be tied to the concepts embodied in the Comprehensive Plan, which relate to the focus on higher densities within the City limits where existing community services may be expanded, and lower densities outside of those areas.

Policy No. 9: Prepare a subdivision ordinance and zoning ordinance which recognizes and promotes the existing land use pattern – large square blocks, limited commercial uses, and single-family residences backed by pastures.

Policy No. 10: Create two zoning districts for Menan, one of which in the Village Zone and one which is Traditional Residential. The Village Zone should contain higher densities for single family and permit small commercial businesses and apartments and townhouses as a conditional use. The Traditional Residential will encourage single family homes to be located on larger lots and permit livestock. Commercial businesses and higher densities will not be permitted.

Policy No. 11: Livestock should continue to be permitted under certain circumstances. The location of livestock facilities on residential lots should be regulated to assure that neighbors are not adversely affected. Livestock should be limited in Menan to those for personal pleasure or use.

LAND USES IN THE AREA OF CITY IMPACT

All agricultural uses within the Area of City Impact are considered as transitional-agricultural uses. While agricultural uses surrounding growing communities is tending to become uneconomical, Menan is still of the size and inclination to allow these related uses within the

Impact Area as long as it is feasible/economical for the owners to do so.

This use allows for the mixture of larger parcels and smaller parcels providing for a rural, low-density living atmosphere. These lands are considered to be in a changing environment where public facilities and services will be necessary before intensive urbanization should occur.

Heavy agricultural uses will be allowed only if conditions are met that insure the health and safety of Menan's citizens and the preservation of the value and aesthetics of surrounding properties. Preservation of the rural environment and lifestyle is very important to the residents of Menan.

TRANSITIONAL AGRICULTURAL LAND USE POLICIES

The Transitional/Agricultural land use is created to provide a transition between those areas in the county that are strictly agricultural and those areas that may be suitable for other types of development, yet still dependent and respectful of agricultural uses.

Policy No. 1: No lot will be developed without proper access to a public street or road (either directly, or by use of a private road meeting standards for ingress and egress and emergency response). Should such public street or road not be improved, it shall be the responsibility of the property owner whose property is

being developed to improve the street or road to City standards.

Policy No. 2: All developments shall meet the minimum health and safety regulations set by Eastern Idaho Public Health District. Specific requirements and regulations to be established by the Zoning Ordinance.

Policy No. 3: The City of Menan should avoid "Parcel Based Annexation" where small tracks are annexed excluding other adjacent and likely to develop parcels. City will favor annexation in larger planning blocks where a business case can be established for extension of services. "Peninsular" and "island forming" annexations will not be considered smart growth under this policy.

HISTORICAL PRESERVATION POLICIES

Policy No. 1: It is the policy of the City to support redevelopment that capitalizes upon the historic nature of the downtown core.

Preservation of features such as identified historic buildings and sites including but not limited to the Historic Village Center are strongly supported by the City. Preservation of community character including events and landscape features such as trees and natural landscapes such as Spring Creek are supported by this preservation policy.

Policy No. 2: Scenic Views, including protection of skylines, foothills and slopes, should be considered in approval of new developments. City policy is to support development that protects important environmental and aesthetic considerations.

Policy No. 3: Preservation of historic homes and properties including restoration and adaptive reuse of historic agricultural buildings and other historic features of the City of Menan should be undertaken through planning, development controls and specific activities for future use.

HOUSING AND RESIDENTIAL LAND USE POLICIES

Policy No. 1: The residential “neighborhood or community” should be oriented towards pedestrian access and the street system should be designed to discourage rapid or through-vehicle traffic consistent with this plan.

Policy No. 2: Higher-density residential development and other uses which may serve an area larger than the “neighborhood or community” should be located with good central access to the major road system.

Policy No. 3: Subdivision design should consider solar orientation for each lot and/or building. Developments should maintain dimensional setbacks to preserve the vertical and horizontal human scale in a development.

Policy No. 4: Require builders to adapt designs to the site physical conditions and to correct site deficiencies before construction. Encourage usable space between houses with minimum setbacks.

Policy No. 5: Landscaping, erosion control and flood hazard considerations should be fully provided for by builders in residential developments.

Policy No. 6: Encourage development of varied housing types appropriate to meet a wide spectrum of housing needs for the city.

Policy No. 7: Lots in the new residential areas which are adjacent to arterial, collector or section line roads should be platted to back up such roads, with future vehicular access from minor residential streets only.

Policy No. 8: It is anticipated that most of Menan’s growth will occur in the Traditional Residential Zoning District. This district will feature Menan’s traditional pattern of large lots, pastures, and limited livestock.

Policy No. 9: Recognize Menan’s historic basalt homes by producing a brochure that describes styles, history, and location of these homes.

COMMERCIAL LAND USE

Commercial use in the City of Menan has traditionally been located along the major transportation routes and within the Village Center area of the city.

It is the desire of the citizens of the City of Menan to continue such uses along or along these major transportation routes, but to cluster these endeavors throughout the City to avoid a “strip” commercial type of development from occurring, encouraging new commercial development within the City limits.

VILLAGE CENTER REVITALIZATION

Policy No. 1: Enhance safety and environment in downtown Menan.

Policy No. 2: Streetscape: Improve community appearance and pedestrian safety.

Policy No. 3: Parking: Maintain on and off street parking and have adequate public parking.

COMMERCIAL LAND USE POLICIES

Policy No. 1: Commercial development which is compatible with, and will enhance the operation of the “neighborhood or community” centers, would be encouraged to develop in accordance with the comprehensive plan map.

Policy No. 2: The provision of adequate off-street parking and traffic circulation in commercial areas should be required.

Policy No. 3: Beautification of existing commercial establishments should be encouraged to unify the “neighborhood or community” overall design image.

Policy No. 4: Landscaping and buffering between land uses will be strongly encouraged. In a small, rural community land uses are mixed. Zoning is often based on the idea that different types of land uses should be separated. The purpose of separation is to reduce land use conflicts. But land use conflicts can also be reduced by the layout of the buildings, parking, and lighting. Buffering with landscaping, fences, and berms can create good neighbors.

Policy No. 5: Residents want to see a greater selection of groceries available in Menan as well as limited entertainment services such as video rentals. Officials can welcome new small businesses that serve local residents and provide a timely review process with clear standards for new development.

Policy No. 6: Home occupations are an important part of Menan’s life style and should be permitted as long as land use conflicts with neighbors are minimized by community standards.

RESIDENTIAL LAND USE POLICIES

Policy No. 1: Individual lots for low impact commercial purposes within residential neighborhoods should be encouraged, unless residential incompatibility can be proven. Mixed use concepts alleviate unwanted traffic and congestion and allow residents to live-work-play in the same location. In the Village District it is understood that first floor development would be reserved commercial with housing above and to the rear of the development.

Policy No. 2: Encourage affordable housing for the community.

OVERALL

To work with surrounding land owners and potential developers of residential, commercial and light manufacturing properties to make land available within the City for the orderly development of these uses to meet the employment and economic demands of the citizens of the City.

Policy No. 1: Develop an “adopt a tree program”. Interested families plant and maintain a limited number of trees. Each tree should be appropriate to its location and use. For example, small trees need to be planted near utilities and sidewalks. Large trees can be planted in parks areas. Schedule replacement of older trees on public property and rights-of-way

Policy No. 2: Develop an animal control program that enforces leash laws and humanely provided for abandoned animals.

Policy No. 3: Develop sidewalks or trails along city streets to separate pedestrian from vehicular traffic. Separate trails from streets with green or grass strips. Investigate alternative materials for sidewalks and trails such as asphalt for biking trails or mulch for walking trails.

Policy No. 4: Continue to develop a recreational trail along canal.

Policy No. 5: Continue community-wide clean-up day to encourage residents to maintain their yards. Expand program to encompass fix-up and repair of community buildings and homes of elderly and low-income.

Policy No. 6: Develop capital improvement program for maintenance of community facilities. To prepare a capital improvement program, municipal revenues are estimated for five years as well as operation and maintenance expenditures. The projected difference between revenues and routine expenditures is used to develop those facilities which have a priority in the community.

Policy No. 7: Residents noted that Menan was a safe community. They want to be assured that the environment will remain safe. Local officials will annually

review the need for new or expanded law enforcement and budget accordingly.

Policy No. 8: A safe community is not measured only by law enforcement. Clean water with adequate pressure for fire protection also creates a safe community

NEIGHBORHOOD COMMERCIAL OBJECTIVES

It is the policy of the City to allow and encourage such development in the appropriate light manufacturing zones. The City will encourage the recruitment of clean light manufacturing that will compliment the City and our physical environment.

Policy No. 1: Neighborhood Commercial use shall include light industries, small manufacturing plants, small processing plants and other related business. Public and semi-public facilities compatible to surrounding uses shall be allowed.

Policy No. 2: No Neighborhood Commercial lot shall be developed without the proper access to a public street or road. Should such street or road not be improved, it should be the responsibility of the owner of the property being developed to improve the street or road to City standards.

Policy No. 3: The City will not encourage the grouping of Neighborhood Commercial uses.

Policy No. 4: Neighborhood Commercial uses shall be located in areas where problems of noise, odor, dust and glare will have minimal impact upon adjacent properties. Buffering should be applied where applicable.

OTHER LAND USES

The City shall establish special land use categories to address unique characteristics of the land or environment. This shall include identifying public lands, floodplain areas and areas of critical concern such as historical sites, geographic features, and natural resource areas.

These are discussed more fully in the Natural Resources, Hazardous Areas and Significant Sites elements of the plan.

NATIONAL ELECTRIC TRANSMISSION CORRIDORS

It is not anticipated that any large-scale transmission lines will impact the city of Menan. There are no known plans to expand electrical infrastructure in our area. The city will continue to monitor the growth and expansion of cities and industry in our area in the event power demand may rise.

EXISTING USES

It is recognized that certain uses have existed prior to the establishment of land uses on the preferred land use

map, which may not conform to the requirements of that land use. Such uses shall be allowed to continue and exist as a grandfathered use with a 10% maximum expansion from the original size.



CHAPTER 8

NATURAL RESOURCES

SOILS

The Soil Conservation Service, U. S. Department of Agriculture, in its publication Soil Survey of Jefferson County, Idaho (1979) provides information for community planning purposes. Soils in the county have been rated for various uses and most limiting factors identified. The SCS notes that the information provided is intended for general land use planning and evaluating alternatives. The information has very real limitations, is not site specific, and does not eliminate the need for on-site investigation.

The predominate soil type in Menan is Heiseton loam. It is a deep, moderately well drained soil on river terraces. Slope is limited, ranging from 0 to 1 percent. Typically, the surface layer is grayish brown loam 7 inches thick. The underlying material is light brownish gray and gray, stratified sandy loam to silt loam about 43 inches thick over sand and gravel that extends to a depth of 60 inches or more.

Heiseton loam has few building limitations for dwellings without basements and small commercial buildings. Wetness is the limiting factor for dwellings with basements and frost action is the limitation for local roads and streets.

SOIL SUITABILITY FOR DEVELOPMENT

The SCS has determined the degree and kind of soil limitations which affect shallow excavations, dwellings with and without basements, small commercial buildings, and local roads and streets. The limitations are grouped as follows:

Slight	Soil properties and site features are generally favorable to the indicated use and limitations are minor and easily overcome
Moderate	Soil or site features are not favorable for indicated use and special planning, design, or maintenance are needed to overcome or minimize limitations
Severe	Soil properties or site conditions are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possible increased maintenance are required

Dwellings and small commercial buildings are defined as structures built on shallow foundations on undisturbed soil. Ratings for dwellings with and without basements are based on soil properties, site features, and observed performance of the soils. A high water table, shrink-well

potential, organic layers, flooding, depth to bedrock, boulders, and slope are factors considered in the rating.

NATIONAL WETLANDS INVENTORY

The Office of Biological Services, Fish and Wildlife Service, U. S. Department of Interior has prepared a map series identifying wetlands on "USGS 7.5 degree quads." These maps provide a "red flag" for local planning purposes. On-site investigation will be required to identify wetlands that may have not have been identified by the Fish and Wildlife Services or to verify continued existence of a wetland.

There are wetlands all around the City of Menan. One wetland is located immediately north of the city within the City of Menan.

FARMING

The main cash crops grown in Jefferson County are grain, alfalfa, hay, potatoes. Yields are limited by the short growing season. Some farms raise dairy cattle, beef cattle, sheep, and hogs. Horses are also raised, mainly for pleasure riding. Livestock is important to the economy of the area.

CLIMATE

Winters generally are cold, but not severe. In summer, winds from the Pacific Ocean are partially blocked. Days are hot, and nights are cool. Precipitation is low in summer, except in mountainous areas.



In many places precipitation is adequate during the cooler part of the year for non-irrigated small grain and range plants. The melting of the snowpack at higher elevations supplies irrigation water for intensive farming in part of the lowland.

In winter the average temperature is 22 degrees F, and the average daily minimum temperature is 14 degrees. The lowest temperature on record, which occurred at Idaho Falls on January 12, 1963, is -33 degrees. In summer the average temperature is 66 degrees, and the average daily maximum temperature is 82 degrees. The

highest recorded temperature, which occurred on July 20, 1960, is 101 degrees.

Of the total annual precipitation, 5 inches, or 60 percent, usually falls in April through September, which includes the growing season for most crops. In 2 years out of 10, the rainfall in April through September is less than 4 inches. The heaviest 1-day rainfall during the period of record was 1.48 inches at Idaho Falls on July 19, 1973.

Thunderstorms occur about 20 days each year, and most occur in summer. Average seasonal snowfall is 32 inches. The greatest snow depth at any one time during the period of record was 20 inches. On an average of 35 days, at least 1 inch of snow is on the ground. The number of such days varies greatly from year to year. The average relative humidity in mid-afternoon is about 40 percent. Humidity is higher at night, and the average at dawn is about 70 percent. The sun shines 80 percent of the time possible in summer and 40 percent in winter. The prevailing wind is from the southwest. Average wind speed is highest, 11 miles per hour, in spring.

HOW SOIL SURVEYS ARE MADE

Soil scientists conduct surveys to learn what soils are in the survey area, where they are, and how they can be used. They observe the steepness, length, and shape of slopes; the size of streams and the general pattern of drainage; the kinds of native plants or crops; and the kinds of rock. They dig many holes to study soil profiles.

A profile is the sequence of natural layers, or horizons, in a soil. It extends from the surface down into the parent material, which has been changed very little by leaching or by plant roots. The soil scientists record the characteristics of the profiles they study and compare those profiles with others in nearby counties and in more distant places. They classify and name the soils according to nationwide uniform procedures. They draw the boundaries of the soils on aerial photographs. These photographs show trees, buildings, fields, roads, and other details that help in drawing boundaries accurately.

The soil map in this chapter was prepared from aerial photographs. The areas shown on a soil map are called map units. Most map units are made up of one kind of soil. Some are made up of two or more kinds. The mass of detailed information is organized so that it can be used by farmers, rangeland and woodland managers, engineers, planners, developers and builders, home buyers, and others.

The soil map at the back of this chapter shows broad areas that have a distinctive pattern of soils, relief, and drainage. Each map unit on the general soil map is a unique natural landscape.

Typically, a map unit consists of one or more major soils and some minor soils. It is named for the major soils. The soils making up one unit can occur in other units but in a different pattern. The general soil map can be used to

compare the suitability of large areas for general land uses. Areas of suitable soils can be identified on the map. Likewise, areas where the soils are not suitable can be identified.

Because of its small scale, the map is not suitable for planning the management of a farm or field or for selecting a site for a road or building or other structure. The soils in any one map unit differ from place to place in slope, depth, drainage, and other characteristics that affect management.

(FUTURE SOILS MAP INSERT)

VEGETATION

One of the most noted features in our community is the density of old mature trees in the central core of the community. The community strongly supports a community forestry program and would like to assure that generations to come will continue to enjoy the same shady landscape enjoyed by today's residents. This plan promotes the planning and planting of street trees as well as other trees and vegetation worked into the landscaping programs of the city.



Vegetation in Jefferson County is instrumental in providing stability to and preventing soil erosion, maintaining water quality, and providing areas for recreation and wildlife habitat.

GEOLOGY

Jefferson County is relatively level, with the surrounding mountainous landscape brought about by historic uplifts, faults, fault blocks, alluvial deposits and stream cutting action that has created steep narrow canyons.

LANDSCAPE

The origins of landscape make a fascinating geological story. Volcanic eruptions, glaciations, windstorms, and the persistence of running water are all reflected in the spectacular scenery surrounding the City of Menan. Geologic history is beyond the scope of this document, but the landforms it created are a critical basis for the development of this comprehensive plan.

SOILTYPES

There are a wide variety of soils found throughout Jefferson County. Surface soils are typically moderate with coarse loams and soils weathered from igneous and sedimentary sources. These sandy loams have little adhesion or cohesion. Sedimentation monitoring and mitigation can assist in stabilizing soils, especially on steep slopes.

WATER QUALITY

The City of Menan has excellent water sources and it is a major priority of the City to preserve and protect these municipal sources. This comprehensive plan aggressively supports the expansion of the City Area of Impact into areas where groundwater movement could impact these sources. Wellhead protection and limitation of permitted septic systems within the Impact area are important policy objectives of the City.

GOALS AND POLICIES

NATURAL RESOURCE GOALS

- | |
|--|
| 1. To encourage the preservation of open space, wildlife, clean water and air, native vegetation, for use by future generations. |
| 2. Develop natural resources according to local priorities without doing environmental damage. |
| 3. Conserve wildlife habitat and water resources. |
| 4. Aquifer Protection |
| 5. Enhance and Preserve Scenic and River Corridors. |
| 6. Encourage Water Conservation. |
| 7. Preserve and Protect Wetlands and Open Space in Menan and within the City Impact Area. |

Policy No. 1: Preserve open space. Require open space in the Spring Creek Flood Plain and in other critical lands within the area of city impact.

Policy No. 2: Control Light Manufacturing and Commercial Land Uses adjacent to sensitive areas.

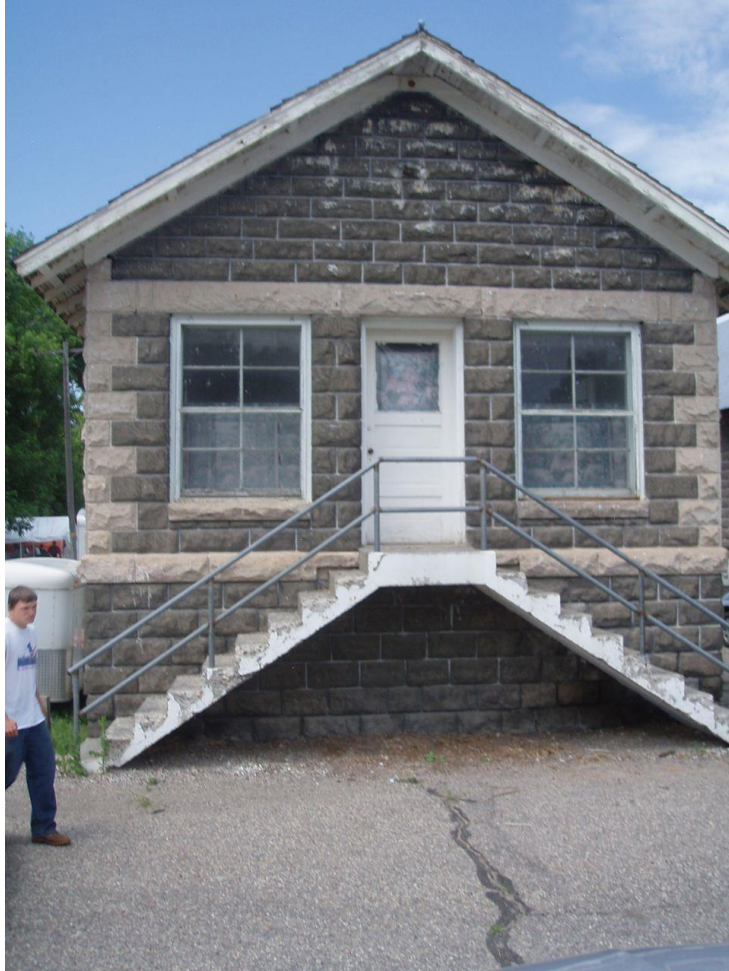
Policy No. 3: Recognize the importance of the surface water and groundwater resources and challenges of the City.

Policy No. 4: Recognize the need to protect and reserve existing water rights and encourage the preservation of existing water right use.

Policy No. 5: Encourage developers to protect critical open space areas by "clustering" within developments.

Policy No. 6: Actively work to eliminate noxious weeds in public and private land areas.

Policy No. 7: Regulate development to adhere to a Dark Sky ordinance and recognize our dark night skies as a valuable resource and part of our rural heritage.



CHAPTER 9

HAZARDOUS AREAS

Section 67 paragraph (g) of the Local Planning Act of the Idaho State Code defines hazardous area as “An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snow slides and avalanches, and floodplain hazards.”

The following hazards were identified were based upon visual survey of City of Menan and a literature search.

Earthquake Zone. Idaho is ranked fifth in the nation for earthquake risk. Menan is in the 2B or 3 seismic zone under the Uniform Building Code Seismic Zone Map. The Uniform Building Code sets construction standards for the different seismic zones in the United States.

According to the Idaho Geological Survey, Menan is in an area of high seismic shaking hazard. Older buildings are especially vulnerable to damage from ground shaking, even if their foundations are on solid bedrock.

Geological and seismological studies show that earthquakes are likely to happen in any of several active

zones in Idaho and adjacent states. Idaho is ranked fifth highest in the nation for earthquake risk.

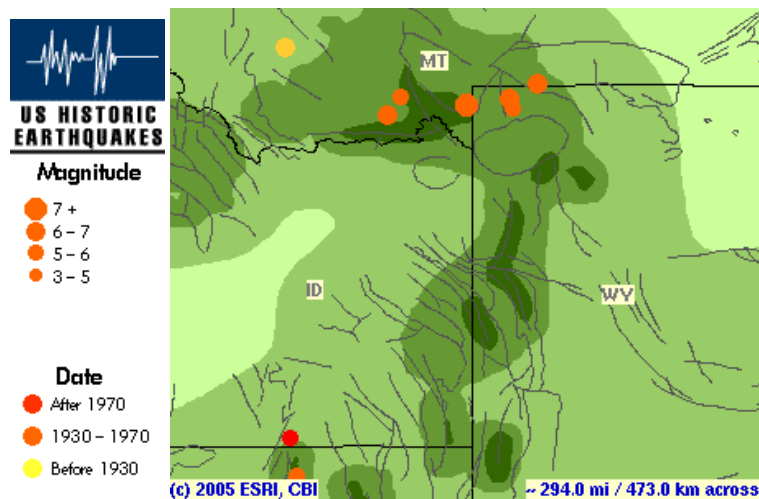


FIGURE 9.1
Historic Earthquake Hazard Map

The eastern half of Idaho has been classified as an area that could receive severe damage from a seismic event. The following maps indicate the earthquakes that have occurred regionally since 1890 through the year 1999. The City of Menan is located in the center of the active area in Eastern Idaho.

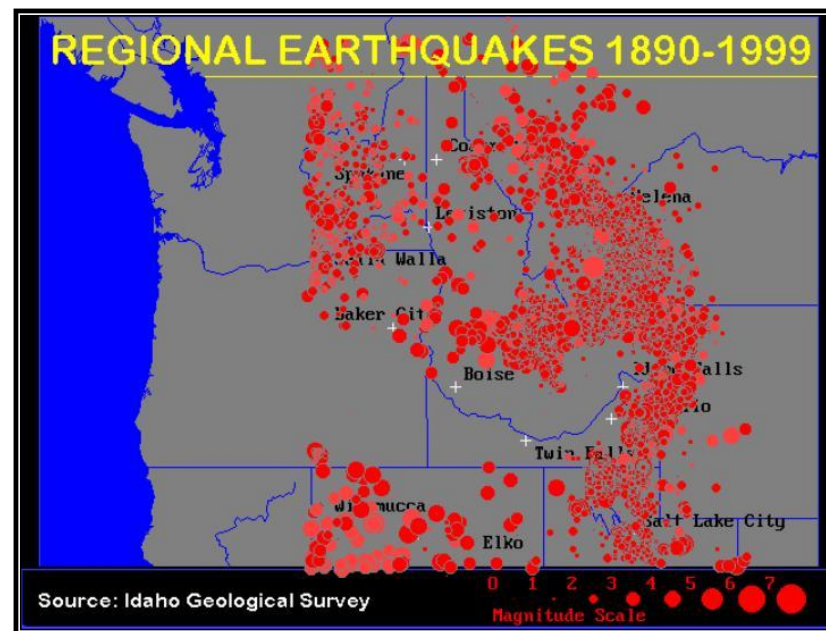


FIGURE 9.2
Historic Earthquake Activity around Menan

Awareness has been found to be the best mitigation tool available to protect residents and their families from potential earthquake hazards.

This plan recognizes and acknowledges that proper comprehensive planning is integral to proper hazard mitigation.

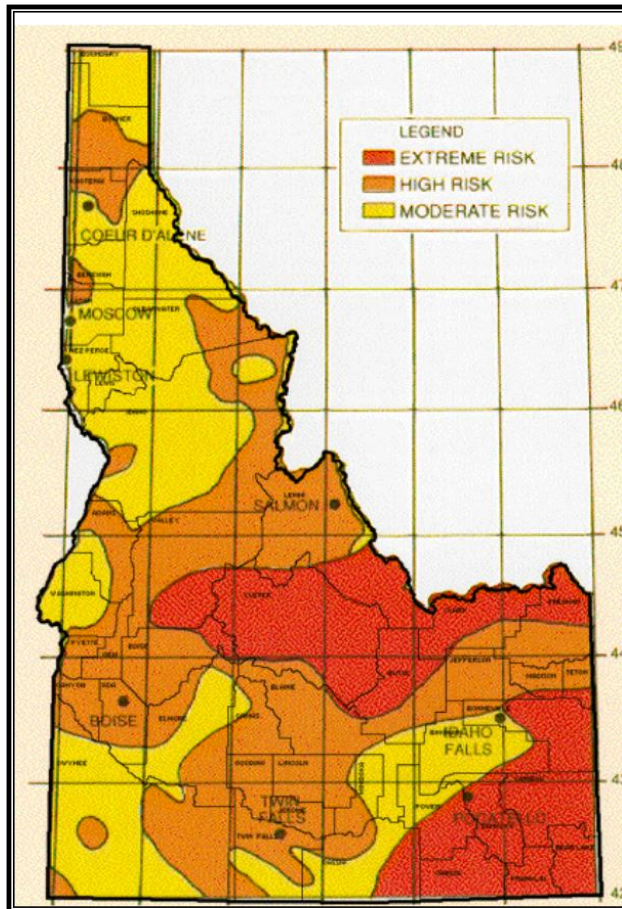


FIGURE 9.3
Earthquake Hazard Map

FLOODING HAZARDS

The Federal Emergency Management Agency (FEMA) published Flood Insurance Rate Maps (FIRMS) for areas

prone to flooding. This information can be used to identify areas that need special planning.

Flooding may result in damage or loss of property, injury or loss of life, and contamination of waterways with debris and hazardous chemicals.

The Federal Emergency Management Agency has prepared maps of the 100 and 500 year floodplains within Jefferson County and the City of Menan. Statistically, the 100 year floods or those within the A zone are those floods which have a 1% chance of occurring within a given year. The 100 year floodplain is located along Spring Creek in Sections 29 through 32, T.5 N., R. 38 E. and along Dry Bed Sections 3, 4, and 5, T. 4 N., R. 38 E. Both of these areas are within Menan's area of impact.

The City of Menan and Jefferson County participate in the Federal Emergency Management Agency's Flood Insurance Program. This requires the commitment from the City of Menan to manage housing and commercial development in the flood plain.

SNOW AND ICE STORMS

Severe snowstorms have been experienced in the City of Menan during the winter months. Avalanche dangers exist in the Canyon areas around Jefferson County but typically do not affect residents in the City. Currently, the mountainous areas are used as recreational areas and have very few permanent residents. Potential areas for

landslides or mudslides include borders of the National Forest and the river canyons and steep slopes in the mountains.



RANGE AND WILDFIRE

Fire hazard cannot usually be completely avoided. It can however be mitigated by proper planning. It is recommended that City of Menan officials address emergency actions in the event that a range fire does impact the surrounding area.

Properly planned setbacks and fire awareness in development of site plans can make a substantial contribution to fire mitigation as well as to public health and safety.

LIGHT MANUFACTURING HAZARDS

Light manufacturing hazards cover a vast range of hazards that have resulted as a part of the advancement of industry. It is not the intent of this section to identify all light manufacturing hazards, but to indicate likely hazards based upon the current industry within the City of Menan.

The city should consider hazards associated with any new industry before allowing the industry into the Community.

UNDER-GROUND STORAGE TANKS

Underground storage tanks constitute a hazard in that leakage from these tanks can result in contamination of ground water supplies.

It is recommended that city planners determine where underground storage tanks are located to support and plan any anticipated expansion or removal.

ABOVE-GROUND FUEL TANKS

Aboveground storage tanks constitute an explosive hazard and leakage from these tanks could result in contamination of ground water supplies. It is recommended that planners determine where storage tanks are located to support any anticipated expansion.

HAZARDOUS CHEMICAL STORAGE

Hazardous chemicals stored properly do not pose an immediate hazard to the public. However, if the chemicals are spilled or are involved in an accident (i.e. fire, explosion, etc.) that could lead to a release, the public may be exposed. County and City officials need to know the type of chemicals that will be stored in businesses to protect emergency personnel in the event of an accident and the public from undue hazards.

Businesses dealing with hazardous chemicals should be identified, emergency plans developed in the event of potential releases, and the public informed of any releases that may affect them. In addition, county and City planners need to ensure areas where chemical spills have happened in the past are cleaned up before allowing general use of the area.

AIR POLLUTION

Air pollution is not typically a problem in a rural area. However, any potential problems should be identified in the comprehensive plan.

Local farmers are allowed to have controlled burns of the fields and ditch banks during the spring and fall, thus creating a potential air pollution hazard at these times. Usually the smoke is quickly dissipated and is not a continuous hazard. Before burning, the farmers must contact the Fire District.

PROPANE TANKS

Propane is highly explosive when heated under confined conditions and it is also a fire hazard. Propane is used to heat some homes and businesses in the City of Menan. It is recommended that county and city planners ensure that propane tanks are located away from traffic areas and potential heat sources.

Any propane tanks owned by county or City agencies need to be checked for leaks and any ignition sources removed from areas around tanks. Also, information should be made available to the public explaining the hazards of propane.

GOALS, AND POLICIES

HAZARDOUS AREA GOALS

1. Carefully consider limiting development in hazardous areas.
2. Plan and construct development in hazardous areas in a way that considers the natural conditions of those areas and maximizes the health and safety of the city residents while minimizing the risk of damage or loss of property.

Policy No. 1: Endeavor to limit and/or cluster structures and developments in areas where known physical constraints or hazards exist. Such constraints or hazards include, but are not limited to, the following:

1. Flood Hazards
2. Unstable soil and/or geologic conditions; and
3. Contaminated groundwater.

Rationale: This policy seeks to protect human life and property, and to reduce public and involuntary costs resulting from disasters.

Policy No. 2: Work with university, state and federal agencies to update knowledge of the incidences, extent and location of the following: seismic activity, flooding, aquifer contamination and other hazards.

Policy No. 3: Establish appropriate development standards and require development review of proposals in potentially hazardous areas.

Policy No. 7: Development should be designed to prevent flooding and deterioration of water quality by providing protection of streams, natural and existing man-made water channels, aquifer recharge areas and floodplains from substantial alteration of their natural functions.

Policy No. 8: Restrict activities destructive of vegetation in designated riparian areas.

Policy No. 10: Require land developers to control and manage storm water runoff on site.

Policy No. 12: Strongly discourage piping and channelization of streams.

Policy No. 14: Enforce building requirements as regulated by FEMA.



CHAPTER 10

PUBLIC SERVICES, FACILITIES AND UTILITIES

The presence of adequate public facilities is vital to the future of Menan. These facilities are essential to the health, safety, and welfare, as well as the social and cultural enrichment of its residents. Services and facilities of many kinds are related to the plan.

Water, sewage, drainage, irrigation systems, schools, fire stations, electricity, solid waste disposal, telephone and natural gas systems are typical public facilities that must be considered in coordination with land use, transportation, and other elements of the plan.

The plan encourages local officials, and those supplying public services, to meet the changing and growing needs of the City. To the extent reasonably possible, new growth should pay for the extension of public services, facilities, and utilities. Their contribution will help to achieve the greatest general benefit and economy for everyone that uses these vital facilities.

WASTEWATER TREATMENT SYSTEM

The Menan collection and treatment system was designed in the early 1980's and completed by the mid

1980's. Thompson Engineering designed the aerated lagoon on the basis of a total flow of 229,000 gallons per day and a total equivalent population of 1,253. The aerated lagoon was designed for winter discharge into the dry bed with summer land application and storage. It provides secondary treatment.

The system consists of a section of gravity interceptor sewer and discharge line, lift stations, force main, and multi-cell waste stabilization and storage ponds. The collection system which is composed of 8 inch lines covers approximately 5.1 miles within Menan's municipal boundaries. Approximately 1,200 lineal feet of the collection system is a pressurized system. The system also contains three pumps or lift stations. The ponds are located to the southeast of Menan. The lagoon system is designed to receive and retain wastewater during winter or summer months. During summer months wastewater will be applied to land for irrigation. During the winter months the contents of the storage beds will be discharged into the dry bed after chlorination.

WATER SUPPLY

The City of Menan is currently served by individual wells. Due to the method of construction used in many existing wells and the permeability of the soils in the Menan area, shallow wells are subject to contamination by fecal coli form, nitrates, and giardia.

According to Departments of Health and Welfare and Water Resources, the depth of the aquifer in the area of Menan is probably six to eight feet and less than three feet in some areas. Both point sources such as landfills and non-point sources such as septic tanks, feed lots, and storm water runoff may contaminate shallow aquifers in areas of permeable soils.

FIRE STATIONS AND FIRE EQUIPMENT

The city is included in the Jefferson Fire Protection District and has excellent services in the City. Fifteen trained fire fighting volunteers provide fire protection for Menan. In addition to these fifteen, there are backup fire fighting agreements with the cities of Roberts and Rexburg. The fire station, which was built in 1952, is on Jefferson Street just north of Main Street. The fire station has a well and hydrant for filling trucks. The station houses a 1977 mini-pumper which holds 300 gallons, a 1975 tanker holding 3,000 gallons, and a 1976 fire truck holding 750 gallons. The insurance rating for the City of Menan and surrounding five miles is 8 and the rating is 9 for properties over five miles from Menan and all commercial properties. Response time for the fire department is five minutes. The fire department and the QRU responded to 130 calls in 1994. By the end of October in 1995, combined statistics indicated there had been 90 calls.

The fire department as well as the Quick Response Unit (QRU) is a district with a separate levy. The 1995 budget

is \$40,000. The FY 1996 budget will be \$42,000, and increase of five percent. The budget has typically increased approximately 3% per year. The goal of the fire department is to acquire new vehicles.



EMERGENCY MEDICAL SERVICES

The Quick Response Unit (QRU) was the first emergency response team for Menan. The team is comprised of 16 volunteers. Four of these volunteers are on call for six hour shifts. Each volunteer has taken a minimum of 120 hours training and is a certified emergency medical

technician (EMT). The unit uses the mini-pumper housed at the fire station. When an emergency call is received, the Jefferson County 911 system dispatches the Idaho Falls ambulance and the QRU. The QRU has a communication system among themselves to coordinate activities. Response time is about three minutes, with a portion of the volunteers responding directly to the call and others bringing the mini-pumper. At the scene, the QRU determines if Life Flight from the Eastern Idaho Medical Center is needed and if the Idaho Falls ambulance needs to continue.

The Idaho Falls Emergency Medical Services is the second response team for Menan. Idaho Falls Emergency Medical Services has a staff of fifteen paramedics and a budget exceeding \$1.3 million. The fleet includes six ambulances. The response time from Idaho Falls to Menan is twenty minutes.

PUBLIC HEALTH AND HOSPITALS

The City of Menan is served by Eastern Idaho Public Health District whose office is in Idaho Falls. The Department provides the availability of public health nurses, offers vaccinations, and other health screenings.

Eastern Idaho Regional Medical Center is a full service hospital that provides 311 beds. The occupancy rate was 58%. The Center has two major medical office buildings on site and also manages the Behavioral Health Center. The Center is located in southeast Idaho Falls

on Sunnyside road and Channing Way. The hospital is approximately 20 miles south of Menan.

LIBRARIES

The public library is located in the Menan Midway Elementary. It is open during limited hours.

POLICE PROTECTION

The Jefferson County Sheriff's Department has an annual contract with the City of Menan to provide a full range of police protection services except animal control. The Department will enforce all city ordinances except those involving water and sewer. The contract includes twenty hours per month of routine patrol plus response to all calls for police. The Department has four patrol deputies to cover all of Jefferson County plus a resident patrolman in Hamer and Roberts. The Department has 25 full-time employees and ten reserve officers. The reserve officers work primarily on demand to cover special events. The staff has been increasing at the rate of one new position per year. Most of the new positions have been allocated to the jail. The Department has six patrol vehicles.

Response time to Menan is dependent on the where the deputy is located at the time of the call. Average time in twelve to fifteen minutes, but an emergency response time can be seven to ten minutes. Jefferson County has a fully activated 911 emergency system. The dispatcher

is located in the Sheriff's Department in the County Courthouse in Rigby.

By increasing staff, the Department has been able to keep pace with the gradual growth of complaints in the County. Presently the primary concern of the Department is the capacity of the jail. In recent years, the jail has an excess capacity. However, recently the jail has been at capacity. Such usage was not anticipated for two to three years.

The City of Menan presently pays approximately \$4,000 annually for police services. In the past few years the cost has increased roughly three percent per year.

PARKS

The City of Menan maintains a three and one-third acre park. The park contains a ball diamond, a tennis court, a basketball court, playground equipment, and two picnic shelter, and restrooms and maintenance room.

Just north of the City Hall is the Community Hall, which functions as a meeting and recreation hall. Both the City Hall and Community Hall were built between 1913 and 1925 and are two of the historic basalt buildings in Menan.

The National Recreation and Park Association suggests a minimum of 6.25 acres of community park space per thousand population. Menan currently meets that

standard and will continue to work with new development in maintaining state and national standards.

OUTDOOR RECREATION

Menan residents enjoy excellent access to recreational opportunities in our own parks and in adjacent communities as well as on nearby public lands.

PUBLIC FINANCE

The cost of providing the facilities and services demanded by growing population will be among the most pressing public issues in Menan's immediate future. The budget available for this plan precluded a complete analysis of the fiscal impacts of growth, but studies in other Idaho communities demonstrate that residential development does not normally generate tax revenues sufficient to cover the costs of the public services it requires.

SOLID WASTE DISPOSAL SITES

Solid waste collection is provided by private collectors in Jefferson County. In Menan, solid waste collection is presently provided by BFI. There are 225 ninety-six gallon containers and 2 two-yard dumpsters and 4 six-yard dumpsters. If all the cans are full at time of collection, 7,000 cubic yards of garbage are collected yearly in Menan. The collection fees charged the City of Menan are \$6.50 per month for residential uses and \$30

per month for two-yard containers and \$70.00 per month for four-yard containers. The City of Menan adds an administrative fee to cover costs for billing.

To dispose of the solid waste collected, Jefferson County provides a landfill just south of Mud Lake. The existing landfill is approximately one to two miles west of Mud Lake. The new pit is an arid design landfill, is called Circular Butte landfill, and is located on 1050 acres. The landfill is regional and will serve Jefferson, Madison, Clark and perhaps Fremont Counties. Total capacity of the site is 1.4 million tons of garbage. Jefferson County also operates a bulky waste pit for construction wastes and other non-organic materials.

To finance the landfill, Jefferson County assesses landfill fees to every property owner. The assessments are \$50 per year, which reflects a recent increase from \$35 annually. Additional assessments are not foreseen in the near future.

COMMUNICATIONS

The regional newspaper, the Rigby Star, is published in Rigby.

The City receives all three major television networks and the public broadcasting station from Idaho State University in Pocatello. Qwest provides telephone service and DSL to the City of Menan. The City of Menan has fiber access through Qwest. The residents

and businesses in the City are served by Radio Stations located in Rexburg, Idaho Falls and Pocatello. Cable One provides high speed internet and there are several firms that currently provide wireless internet connection.

GOALS AND POLICIES

PUBLIC SERVICES/FACILITIES GOALS
1. To the extent reasonably possible, new growth should pay for the extension of public services, facilities, and utilities.
2. Water and Sewer- Central water and sewage systems for non-agriculture development. This goal is achievable with the support of City governments and their appointed planners.
3. Health services- Improve local physician services
4. School and Education- Provide and maintain high level of education to all residents
5. Libraries- Provide public library services to all residents.
6. Solid Waste- Dispose of solid waste in the most economical and feasible way.
7. Government Management- Have an efficient and responsive government.
8. Fire Protection- Adequate fire protection for all residents
9. Criminal Justice- Provide adequate protection for all residents.

Policy No. 1: Encourage design, development, location and land size that plans for expanded services, facilities and utilities for adequate capacities and patterns needed to meet the demand of an increasing population and to consider potential environmental impacts.

Policy No. 2: Encourage homeowners associations in subdivisions and planned unit developments to maintain common areas.

Policy No. 3: Plan for the effective and efficient location of public services, facilities, and utilities supporting development.

Policy No. 4: Encourage compact development in order to reduce the cost of providing public services.

Policy No. 5: Provide incentives to existing vacant land within the City limits to encourage infill development.

Policy No. 6: Capital improvement plans should include adequate public facilities to serve planned development within identified infill and redeveloped areas.

Policy No. 7: In the City Impact Areas, ensure that individual onsite sewage disposal systems provide protection from subsurface aquifer contamination or surface seepage and encourage the installation of dry sewer lines for future connections to municipal systems

Policy No. 8: Require private utilities to repair, to the City's satisfaction, any roadway disturbed by the activity of those utilities or collect fees for work done in a right-of-way that degrades street quality or impairs street maintenance.

Policy No. 9: Use innovative financing strategies to provide needed infrastructure for projected growth.



CHAPTER 11

TRANSPORTATION PLAN

The transportation system in the City of Menan includes a network of county roads and City streets. In order to serve the Area of City Impact, a number of the existing County Road facilities will need to be upgraded to serve the needs of these areas for Collector and Arterial facilities as shown in the Master Transportation Plan. There is a need for additional planning to include the leadership of the county and Menan in multi-jurisdictional efforts to master plan. The county should be the lead umbrella agency in facilitating these discussions.

Menan is linked with other communities by county roads, which are also the only arterial streets in the City.

REGIONAL HIGHWAYS

State Highway 48 links Menan with the rest of Idaho and the northwest region. It borders the city and provides a route to I-15 to the west and U.S. 20 to the east. I-15 connects Montana and western Washington to eastern Idaho. U.S. 20 provides access to Yellowstone and southern Montana.

(Add Lorenzo Interchange Map)

LOCAL STREETS

The City of Menan maintains almost five miles of local streets. To accomplish this maintenance, the city has

two snow plows, one sand truck, one backhoe, and weed spray equipment. In addition to providing its own maintenance, Menan does contract with Jefferson County periodically to maintain the streets.

CLASSIFICATION

Streets perform different functions. Arterial streets move traffic through the community and often out of the community. Collector streets move traffic from local streets to arterials, and local streets provide access to homes and businesses and move vehicles to collectors. Streets function in a hierarchy.

In Menan, Menan-Lorenzo highway (Main Street) and State Highway 48 function as arterial streets. Butte Road and Idaho Street function as collectors. Park Avenue also moves traffic from local streets to Butte and Idaho Streets. The other streets within Menan are local streets.

AIRPORT

Access to air travel is provided by Idaho Falls Municipal Airport. The carriers Delta, Horizon, and Skywest provide service for the airport. The facility is approximately 20 miles south of Menan by State Highway 48 and I-15.

The 2004 Average Daily Traffic (ADT) on Highway 33 north of Menan was 3,300 compared to 1,370 in 1990. ADT on Highway 31 to the southeast was 4,000 compared to 1,200 in 1990, and to the southwest it is

currently 1,800 compared to a count of 920.

FUNCTIONAL SYSTEM CHARACTERISTICS

The following pages are devoted to separate descriptions of the characteristics of basic functional systems and their subsystems for (1) rural areas, (2) urbanized areas, and (3) small urban areas.

The Hierarchy of Functional Systems

<u>Rural areas</u>	<u>Urbanized areas</u>	<u>Small urban areas</u>
Principal arterials	Principal arterials	Principal arterials
Minor arterial roads	Minor arterial streets	Minor arterial streets
Collector roads	Collector streets	Collector streets
Local roads	Local streets	Local streets

FUNCTIONAL SYSTEM FOR RURAL AREAS

Rural roads consist of those facilities that are outside of small urban and urbanized areas, as previously defined. They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

MAIN COLLECTOR ROADS

These routes should: (1) Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link

these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors.

MINOR COLLECTOR ROADS

These routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

RURAL LOCAL ROAD SYSTEM

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

CONTROL OF ACCESS

The traffic carrying Capacity of the Arterial, Collector and Section Line Roads in the City of Menan should be protected by initiating a program to control the property access onto these facilities.

BUILDING LINE SETBACKS

All new buildings should be located a minimum of 80 feet from the centerline of County Section Line Roads and Collector Roads designated on the Transportation Improvement Plan. The minimum setback from Arterials should be 100 feet.

RAILROAD FACILITIES

The City of Menan currently has rail access and service. This is an asset and can be used as a significant economic development tool. The City should preserve and protect access by businesses to these facilities and protect some lands adjacent to this important infrastructure for business development.

AVIATION

Air service is available in the City of Idaho Falls. Menan has excellent access to air services and travel.

BUS TRANSPORTATION

Community and Rural Transportation (CART) provides intercity service for the general public. The CART transit system provides bus service to the City of Menan and links Menan with most eastern Idaho communities.

OFF STREET PARKING

Parking lots should be design to achieve the following objectives:

1. Provide maximum number of spaces
2. Minimize travel discomfort while parking, un-parking and driving within the lot.
3. Minimize interference of entrance and exit lanes with pedestrian and vehicle movements external to the lot.

Layouts for self-parking should use stall widths no less than 8.5 feet. To allow the maneuver into and out of stall with comfort and convenience, the minimum width of an aisle for vehicular travel should be 12 feet for one way movement, and 24 feet for two way travel.

GOALS AND POLICIES

TRANSPORTATION GOALS

1. Cooperate with transportation governing agencies to consider creating a multi-modal transportation system to service City of Menan residents.
2. Encourage transportation –governing agencies to analyze, and where practical to initiate traffic calming measures for the downtown core.
3. Improve public transportation, and provide better transportation connectivity to cities and arterials and

major collectors in the county.

4. Assure that the historical grid system is protected especially along section and quarter section lines.

Policy No. 1: Encourage multi-modal transportation systems for the efficient and expeditious movement of people, goods, and services within City of Menan that is compatible with adjoining counties.

1.1 Implementation policy: Improve safety at the three main crosswalks within the city.

1.2 Implementation policy: Promote pathways in all new developments that connect with the existing pathway system.

Policy No. 2: Use innovative financing strategies to augment funding for transportation improvements.

Policy No. 3: Increase the effectiveness of collector, minor and primary arterial roads in the City. Use access guidelines for new development and redevelopment on arterial and collector streets.

Policy No. 4: Identify routes for future north-south and east-west arterials and collectors. Support development and adoption of a long-term acquisition map for future roads. Prioritize future road-building projects in conjunction with future growth areas as identified on the Comprehensive Plan Map.

Policy No. 5: Expand pedestrian, bicycle and transit facilities to provide transportation alternatives and promote an environment that is inviting for pedestrians, bicyclists and transit riders. Provide a connected network of pedestrian-friendly streets and paths. Seek opportunities to improve connectivity between the neighborhoods and the schools by mitigation of pedestrian hazards and impediments and improvement of new public infrastructure.

5.1 Implementation Policy: Seek opportunities to extend the current pathway system.

Policy No. 6: Promote sidewalks that connect buildings to the public right-of-way for new commercial, institutional and residential development.

Policy No. 7: Encourage mixed use development which locates commercial services and areas of employment within walking or biking distance from residences.



CHAPTER 12

PARKS & RECREATION

INTRODUCTION

Adequate amounts of approximately located recreation facilities and permanently committed open spaces are becoming more necessary and important as the City develops. The usage of the parks and recreation areas in the City will increase as gasoline costs rise and as picnic areas become more saturated.

Recreation areas should be considered as part of a system, not as unrelated areas. Each portion of the system plays a definite role in the entire plan. It has been stated many times that recreation in Jefferson County is critically important to the economy, but is also a sensitive and sometimes contentious issue. It has been noted that there are mixed feelings among the local population regarding results of expanded recreation user numbers, with the associated economic advantages, as compared with the quiet enjoyment of the life style which has predominated the area in the past.

The City of Menan's residents consider parks and recreation facilities to be significant factors contributing to the overall quality of life within the City. By providing open space, constructive leisure opportunities and recreational experiences and programs, the City hopes to contribute to the total health of the individual which

benefits the entire community. Population projections anticipate continuing growth, further necessitating parks, park improvements and recreation facilities. Finally, a proper planned system of open space and recreation lands can help reduce the impacts of urbanization.

Providing park and recreation facilities includes the acquisition and development of land and funding the ongoing operation and maintenance of developed facilities. Park acquisition, development and maintenance are funded primarily through property tax revenue and user fees. These revenues are not always stable and these activities must compete with other basic city services for funding.

PARKLAND CATEGORIES

Different park types provide different recreational opportunities and services. As identified below, parks can be classified into one of six general categories: playground, neighborhood, community, specialty, linear and regional.

Playground (mini-park) provides for young children. Structures such as swings, merry-go-rounds and the like are located here. This park's primary function is to provide an active area for the preschool to early grade-school-aged children of the neighborhood. These parks are usually two acres in size or smaller and are within five minutes walking time.

Neighborhood Parks provide a combination of active and passive recreation opportunities for all age groups in a defined neighborhood. The park should be centrally located and provide some forms of passive recreation, such as picnic areas, shade trees or walking areas. They range in size from two to five acres and are within 1/2-mile maximum walking distance.



Community Parks provide a wide range of passive and active recreational opportunities for an entire community. An important asset for a community park is a focal point to attract users and to provide a special identity to the park. Community parks are more intensely developed offering facilities to satisfy the needs of all age groups.

Good auto access and parking must be provided. The park should be developed and maintained for intensive use. Often these parks are in conjunction with a school facility and range from five to ten acres and are within 1/2 mile from the primary Neighborhoods.

The Menan City Park is a major gathering place for the residents and serves as the site for many of the community's largest events. This park has restroom facilities, playground equipment and wonderful picnic areas. Menan hosts several community events throughout the year and has the geographical advantage of being right in the center of town.



Ideally, every neighborhood in the City would have a park with a playground and a playfield. Where possible, future parks should be clustered with schools to maximize their use and reduce operating expenses. This also improves the opportunity for supervision of activities.

The City of Menan encourages parkland development. These lands are currently acquired through donations, or purchases. Menan is exploring the need for new neighborhood parks and is aggressively developing facilities at Menan City Park.

Specialty Parks provide a special type of recreational opportunity. Examples are golf courses, historic sites and swimming pools.

Linear Parks are corridors of land which provide public access between different locations for recreational or transportation purposes. Improvements can include facilities to aid walking, hiking and bicycling and rest stations. There has also been a desire expressed to create a public pathway system in the City of Menan.

Regional Parks are designed to meet the recreational needs of a large, regional area. These parks range in size from 200 to 600 acres and may offer a wide variety of intensive uses. They are typically a distance of 30 miles maximum or 1/2 hour driving time.

FUTURE CONDITIONS

Population forecasts indicate an increased local demand for additional parks, open space and recreation programs. Recreation and fitness trends indicate more time will be devoted to leisure and health. Therefore it will be necessary to improve and maintain parks and special facilities to locally determined standards. Parks and facilities will require modifications and improvements to meet handicap accessibility. Senior citizens are an important part of the community and their recreational opportunities need to be adequately addressed.

FORECASTING NEEDS

National park standards suggest a parklands system of six to ten acres of developed open space per 1,000 population. Specific areas of the City that are targeted for new parks include new subdivision areas. New facilities that are needed include sports fields, courts and picnic areas.

Bicycle popularity for recreation and commuting purposes has increased so that it is second only to the private vehicle as a form of transportation. An emerging need is developing in Menan for a well-designed interconnecting network of bike trails which connects parks and recreation facilities, open space, schools and employment centers.

The comprehensive plan future land use map shows the generalized locations of parks within the community. This

includes future parks, recreational facilities, open space and trail corridors.

TRAILS AND PATHWAYS

The City of Menan is an aggressive partner in development of alternative methods of transportation for our residents. Pathways currently link various parts of the City and there are plans to link our community with recreation facilities located throughout the area. There are plans for a system of trails throughout the City.

The American Association of State Highway and Transportation Officials (AASHTO) states:

"Increasingly transportation officials throughout the United States are recognizing the bicycle as a viable transportation mode. While recreational cycling is still the primary use of bicycles in this country, the number of people using bicycles for commuting and other travel purposes has been increasing since the early 1970s. Nationwide people are recognizing the energy efficiency, cost effectiveness, health benefits and environmental advantages of bicycling. "

Bicyclists have the same mobility needs as every other user of the transportation system as their primary means of access to jobs, services and recreational activities. Planning for existing and potential bicycle use should be integrated into the overall transportation planning process.

Successful bikeway and walkway plans are integrated into the overall transportation plan of a City, region, or state. They reflect the mobility and access needs of a community, and are placed in a wider context than simple movement of people and goods. Issues such as land use, energy, the environment and livability are important factors.

Bikeway and walkway planning undertaken apart from planning for other modes can lead to a viewpoint that these facilities are not integral to the transportation plan. If bikeways and walkways are regarded as amenities, bicycling and walking may not receive sufficient consideration in the competition for financial resources and available right-of-way. The Idaho Transportation Department proposes a comprehensive vision for establishing bikeway and walkway networks. Menan strongly supports this vision.

The City should adopt a comprehensive concept in designing bikeway and walkway systems based on the premise that the public right-of-way should serve all users; people riding bicycles or walking need to use the same facilities that provide access and mobility to motorists (AASHTO).

GOALS AND POLICIES

PARKS AND RECREATION GOALS

1. To encourage the preservation of recreational, historical, archeological and architectural landmark areas of the City for the beneficial use of future generations.
2. Encourage promotion and coordination of the development of the recreational opportunities and facilities.
3. Encourage the development of adequate parking facilities in conjunction with new park development.

To provide parks, recreational and open space opportunities to meet neighborhood and community demands and whose frequent use is encouraged through design and placement.

Policy No. 1 A parks master plans should be developed to assure prioritization of park development and improvement. These plans should be reviewed annually and include trail and pathway systems.

Policy No. 2 The City should encourage the dedication of public parkland through land donations, cash contributions or other compensations.

Policy No. 3 The City should continue to seek federal, state, and private funds and volunteer assistance to keep facility development and program costs as affordable as possible.

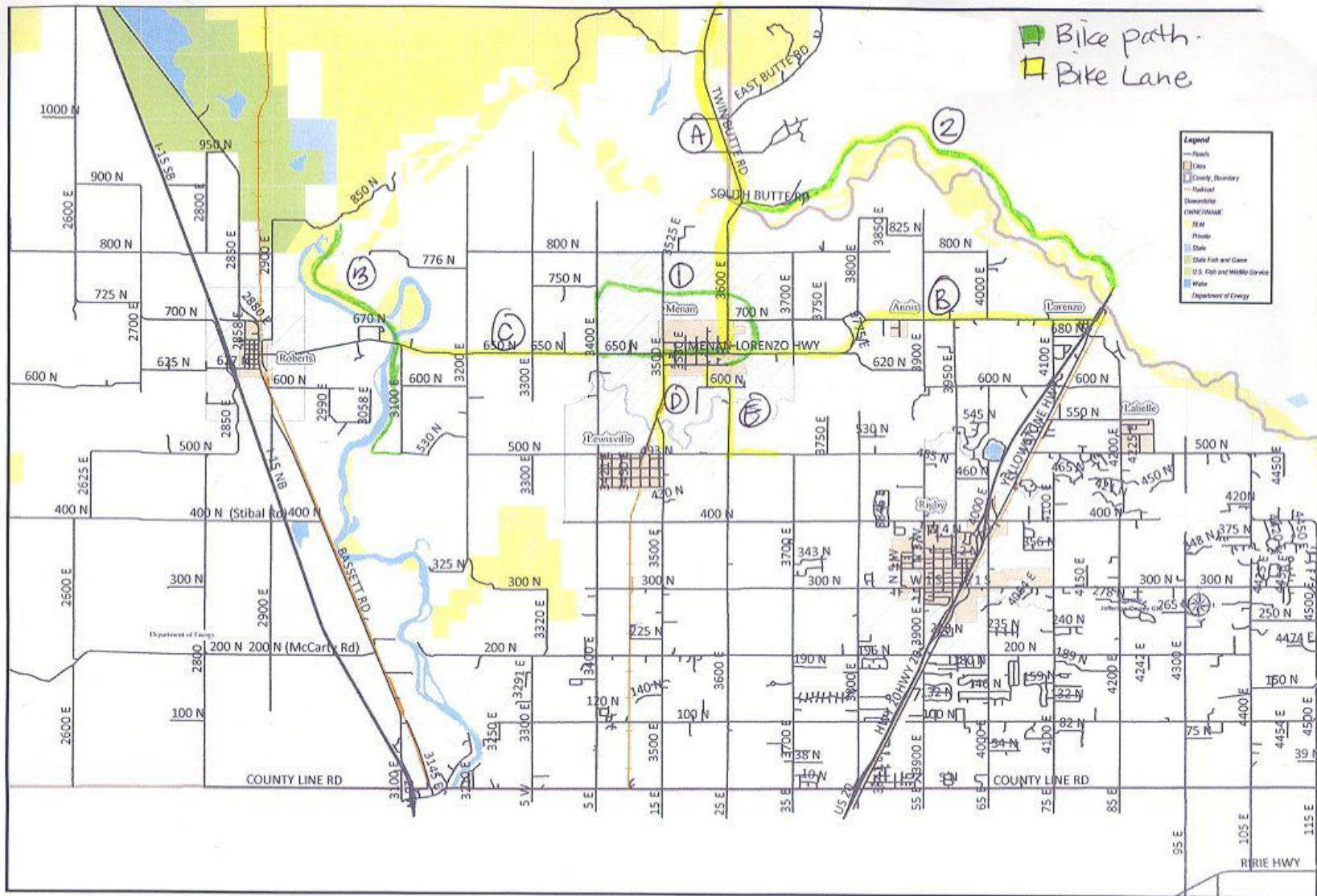
Policy No. 4 The City should encourage new development to consider greenways, bicycle paths or pedestrian access to public parks and links between parks, schools and neighborhoods.

Policy No. 5 The City should consider the potential of all City-owned property for open space and parks before it is declared to be surplus.

Policy No. 6 The City should encourage private initiative to develop open space and recreation opportunities.

Master Pathway Plan Map

(See Next Page)



June 30, 2009
Affidavit County 112

Jefferson County Idaho **3400 to Buttes**



Community Development Specialists



CHAPTER 13

SPECIAL AREAS AND SITES

City of Menan has three areas that residents value and would like to maintain within the City limits. These are as follows: (a) the Menan City Park; (b) the Trail System throughout town; and (c) the historic core downtown; There are areas reputed to be Indian campgrounds north of Menan but there are no known archeological or historic sites within the existing City limits.

The location of original homesteads should be undertaken to preserve some of the pioneer heritage of the City of Menan.

GOALS AND POLICIES

SPECIAL AREAS AND SITES GOALS
1. Protect and enhance wildlife refuge areas.
2. Identify historically significant buildings, homesteads, trails, roads, etc. for preservation

Policy No. 1: Encourage the expansion of existing recreational areas and a variety of new outdoor public recreation opportunities and activities.

Policy No. 2: Create and maintain an inventory of historic, architectural, archaeological, ecological and scenic areas and sites within the City. Protect newly discovered or designated archaeological sites until appropriate measures can be taken to document and/or preserve them.

Policy No. 3: Encourage the re-purposing of historic or architecturally significant structures for continued use or appropriate adaptive reuse.

Policy No. 4: Integrate preservation and protection efforts for special sites into the County's land use, community design, housing, recreation, and transportation policies.

Policy No. 5: Revise or add codes and ordinances that encourage preservation or rehabilitation efforts.



CHAPTER 14

HOUSING ANALYSIS

In Menan, about 73% of adults are married. Menan compared to the great majority of smaller sized cities, is characterized by married couples rather than single adults. The size of the households in the city is larger than most. This contributes to the fact that of the total housing available in , about 91% is owner occupied.

The median home age in Menan is above the National Average at 34 years old compared to the national average of 27 years. Homes in Menan have approximately a median value of \$192,000. This is compared to a national average of \$217,000.

There is a strong consensus in the City of Menan that it is important to maintain a varied spectrum of affordable housing types in the community. Menan's strong sense of community has in large part been influenced by residents of all income types and levels coming together as one community.

Smart Growth principle recognize the need to continually invest in the central core of the community. It is hoped that future zoning policy and code development will sustain a strong commercial and residential structure in the downtown core of the community.

GOALS AND POLICIES

HOUSING GOALS

1. Encourage an adequate number of housing units at price ranges affordable to the region's households and a variety in housing location.

Policy No. 1: Encourage opportunities for a diversity of housing choices.

Policy No. 2: Support the development and maintenance of affordable housing throughout the community. Support existing and new partnerships that encourage and provide for affordable housing as appropriate.

Policy No. 3: Allow accessory-dwellings in appropriate areas throughout the City, subject to design standards, to encourage additional housing opportunities.

Policy No. 4: Encourage upper-story housing in commercial area.

Policy No. 5: Consider medium and high residential densities in areas where infill and redevelopment are encouraged.

Policy No. 6: Consider a variety of residential densities in new neighborhoods.

Policy No. 7: Encourage the restoration and improvement of homes in historic neighborhoods and homesteads



CHAPTER 15

IMPLEMENTATION

THE IMPLEMENTATION PROCESS

Implementation of the various policies of the plan is detailed within each separate section of the plan. A summary of implementation measure or the major tools available to the City are outlined here.

BUDGETING

No Comprehensive Plan can be implemented without allocation of funds for its accomplishment. Budgeting for projects proposed in this plan is the first and most important step in carrying out plan objectives. In setting up the City's budget, the City council establishes priorities of City needs.

Not all of the policies adopted in this plan will require funding in the form of staffing, funding of commissions, consultant services, or other forms of operational support.

A number of projects will require large amounts of funding. While alternatives to public funding are available for a number of needs, others will depend on City or other governmental sources.

A comprehensive capital improvements budget for the City should be developed to plan for a six year period to

include street, sewer, parks, public parking, public facility, street landscaping, water, storm drainage, and the Trail Creek Overlay parkway projects suggested in this plan.

GRANTS AND OTHER FUNDING SOURCES

It would be impossible for the City to fund all of the needed improvements included in this plan through general City funding. A number of Grant assistance programs for specified types of projects are available and these sources should be actively pursued. If obtained, these grants could speed up the implementation of the plan substantially.

ZONING

The City's zoning power is one of the most effective implementation tools of the Comprehensive Plan, particularly since Idaho statutes mandate that the zoning be in accord with the plan. Together with the Area of City Impact Legislation, zoning by the City or county or both cooperatively can regulate the type and timing of development in City of Menan's Impact Area.

SUBDIVISION REGULATION

Within the subdivision ordinance, state law gives the City the opportunity to enact a great many of the policies set forth in the plan, in both mandatory and discretionary fashion. Through subdivision control in the Impact Area, the City can ensure that these developments meet City Standards and are properly integrated into the transportation, parks, and public utility systems. The City Subdivision Ordinance applies to all the lands located

within the City as well as all of the lands located within the Impact Area.

DEVELOPMENT STANDARDS

The Idaho Local Land Use Planning Act of 1975 endows the City Council with authority to adopt standards for building designs, blocks, lots, and tracts of land, yards, courts, greenbelts, planting strips, parks and other open spaces, trees, signs, parking spaces, roadways, street-lanes, bicycle-ways, pedestrian walkways, rights of way, grades, alignments, intersections, lighting, easements for public utilities, access to streams, lakes and viewpoints, water systems, sewer systems, storm drainage systems, street numbers and names, house numbers, schools, hospitals and other public and private development.

Such standards can be developed as individual ordinances or within other implementing policies of this plan.

OTHER MUNICIPAL AUTHORITY

Local government authority to regulate other aspects of development include mobile home parks and building and public improvement construction, along with such authority as eminent domain and acceptance of public dedications, can be useful in accomplishing the goals and policies of the Plan.

PLANNING AND ZONING COMMISSION

It is the Planning and Zoning Commission's responsibility to see that this Plan is implemented and revised when

“Preserving our own special heritage”

necessary by the City Council. The Planning and Zoning Commission is charged with recommending to the City Council, either upon suggestion from outside of the Planning Commission or upon its own initiative, actions regarding all aspects of City government considered within the Plan. It is thus not only the duty of the planning commission to respond to issues sent to it by the City Council and public requests, but also to actively evaluate City needs in terms of physical development and to bring them to the attention of the City Council.

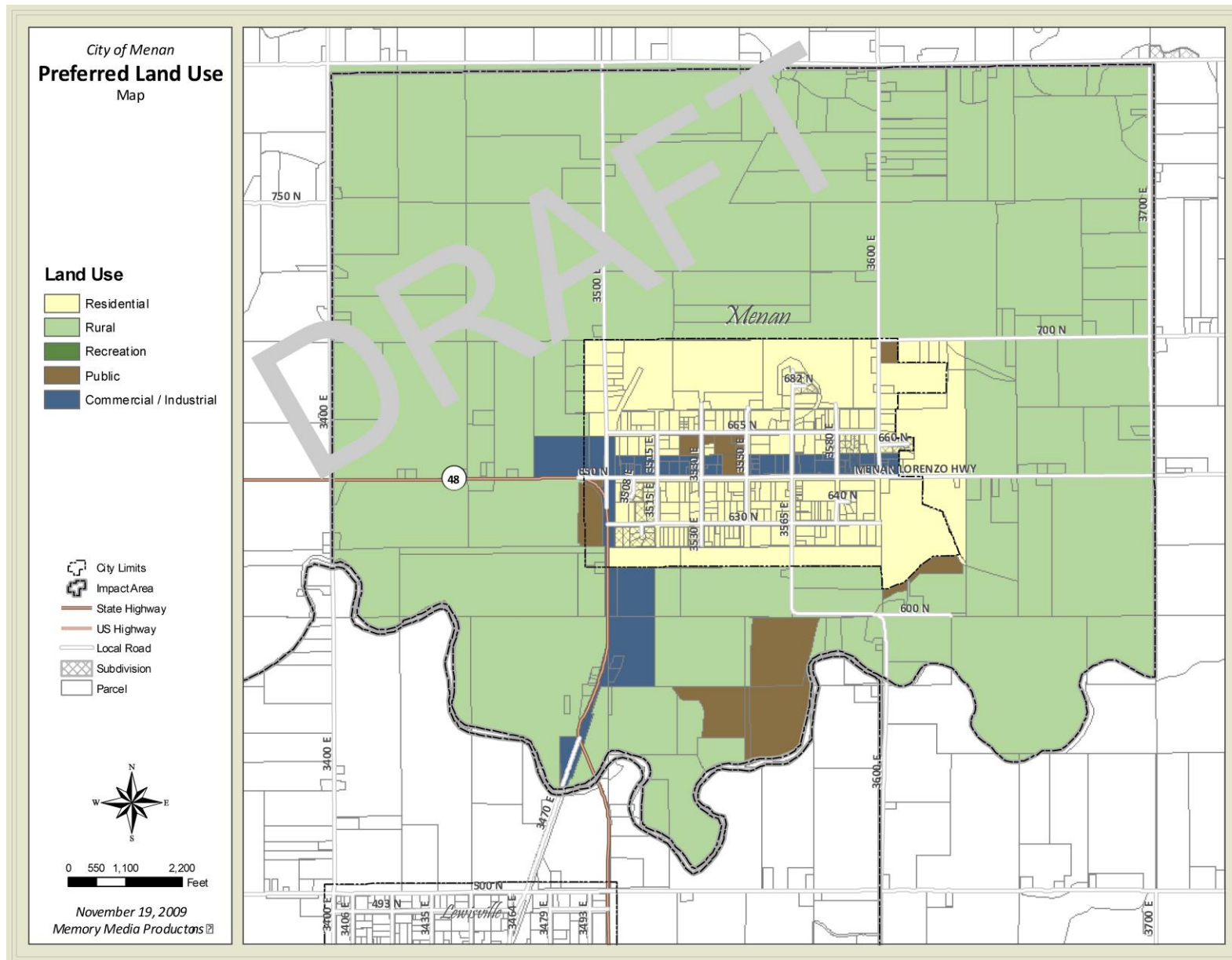
In order to carry out these responsibilities, the planning commission must continually make itself aware of the policies established in this plan and their current relation to current considerations, public sentiment, and the physical condition of the City. A standing committee should be appointed to continuously evaluate and update this Comprehensive Plan.

Appropriate actions, programs, budgets, ordinances and other methods should be created, reviewed and implemented by this plan and under the guidance of the City Council in cooperation with appropriate commissions, and staff.

The Comprehensive Plan outlines goals, objectives and policies that the City should use to draft City codes and other development standards to promote economic development, manage and regulate development, conserve natural resources, protect the environment and

promote public health, safety and the general welfare of the entire community.

Menan Comprehensive Plan



APPENDICES

Appendix A: Citywide Planning Survey

Appendix B: Glossary of Terms

Appendix C: Amending the Plan

Menan Comprehensive Plan

APPENDIX A **CITIZEN PARTICIPATION**

2009 CITY WIDE PLANNING QUESTIONNAIRE

As part of the public input process on this draft comprehensive plan, the county published a planning questionnaire. Citizens were asked to complete the questionnaire and return it to the City. Presented here are the questions and responses that were a part of this citizen survey.

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Appendix A: Menan 2009 Comp Plan Survey

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Menan 2009 Comprehensive Plan Survey Results

In the fall of 2009, the enclosed survey was sent to all households in the city of Menan. After all of the City surveys were distributed, a separate survey was made available for all residents of the areas surrounding the City. Responses were collected by the City Clerk until Dec. 15, 2009, and all surveys turned in by that time were included in these results. Responses from the city residents were tallied separately from residents of the surrounding areas.

Of the Estimated 300 households within the city of Menan, 42 returned completed surveys. With this response rate we can be 95% sure that opinions of the whole population are within 15% of these results. The response rate from the surrounding areas was not as good, and the confidence level is much lower for the surrounding area responses.

The people responsible for writing and contributing to this comprehensive plan wish to thank all those who took the time to fill out and return completed surveys. Every survey was read, and many were discussed in open meetings with the Planning and Zoning Commission. The opinions and ideas represented in these survey results are extremely valuable as we plan for the future and preserve what we love about the City of Menan. Thank you to all who participated.

The charts and graphs that follow are intended to present a summary of the survey results that is easy to understand and quickly represents the opinions of the citizens of Menan. In some instances, results from the surrounding areas are included to provide a comparison reference.

Many of these results speak for themselves, but a synopsis of obvious strong opinions is as follows...

- The people in Menan love the people in Menan. Responses to questions and other comments indicate how residents of the city and the surrounding area value their neighbors and value opportunities to interact and support one another.
- Most of the people who live in and around Menan are happy with how things are and want to see things remain the same as much as possible. They like that the city is small, rural, and safe. There is an underlying concern about the changes that development and growth may bring. Family homes, Agriculture, and Services are the preferred growth opportunities.
- Appearance is important to Menan. The generally good appearance of the city is a source of pride to many, but there are concerns about areas that are not as pretty.
- Many Citizens of Menan are concerned about poor animal control at the time of the survey.
- Services that are important to residents and that residents would like to see improved or expanded include the library, city sewer, walkpaths, and parks/playgrounds and youth sports.

It is my hope that the following results are informative and helpful.

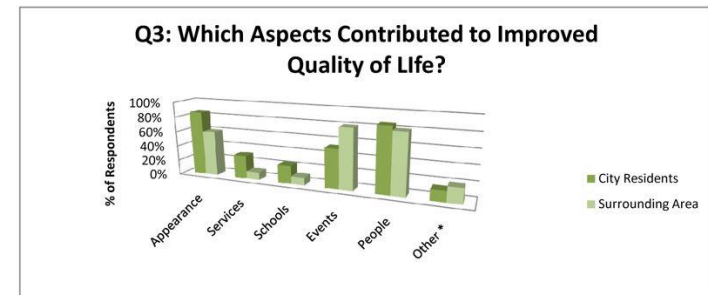
Sincerely,



Nathan Bronson
Planning and Zoning Commission Chairman

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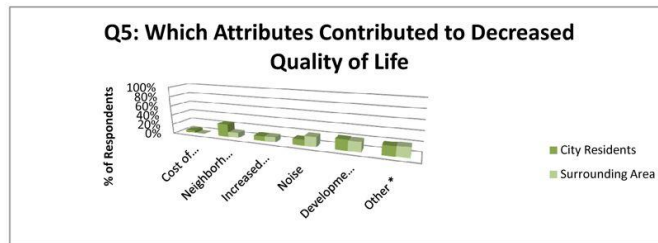
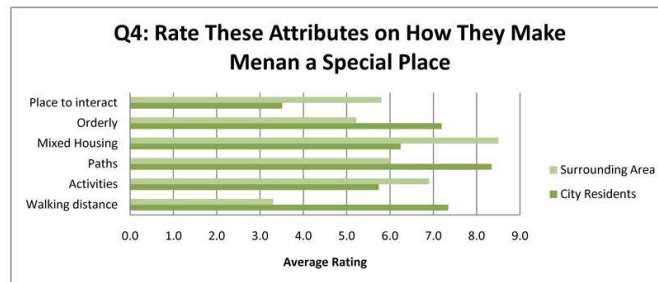


* Other responses include the walkpath, community involvement, few people, and Mosquito Spray

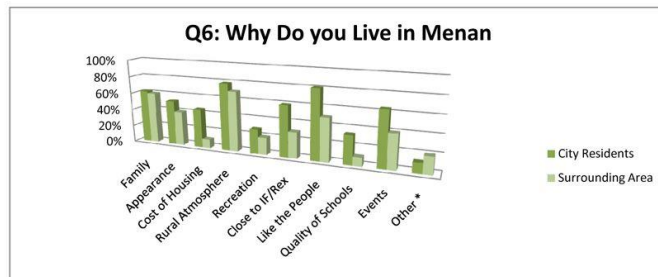
“Preserving our own special heritage”

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* Other responses include multiple mentions of poor animal control, poor appearance of some properties, and increased sewer costs.



* Other responses include not too many people, no restrictive covenants, and a great place to live and raise a family

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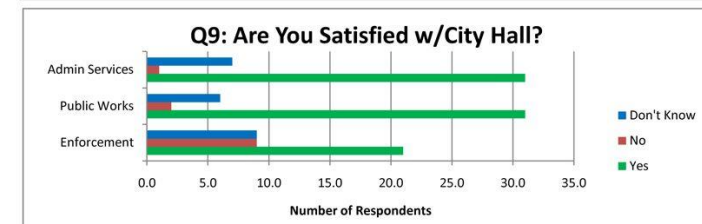
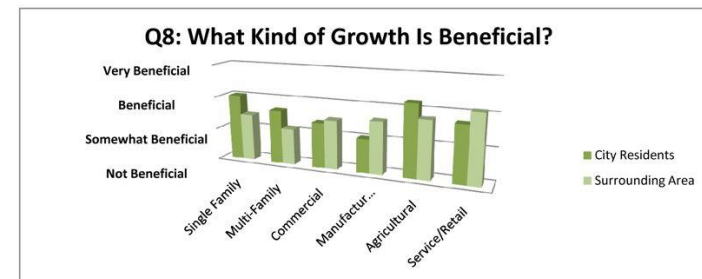
Q7: What Attributes of Menan Are Most Important to You?

Responses are listed in descending importance according to average respondent ratings.
1 is most important and 10 is least important.

3.5	The Small Town and/or Rural community
4.6	I feel safe in Menan
5.1	Lots of Trees and green space like parks
5.2	City Heritage, Activities/Events like Easter and July 4th.
5.4	Privacy
5.7	Housing is affordable
5.8	Menan is Close to Idaho Falls and/or Rexburg
5.9	Large lot sizes
6.1	Animals and small farm activities are allowed within the city
6.1	The quality of the schools

Other Responses included

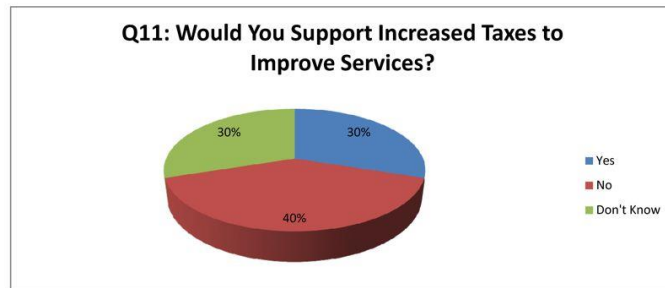
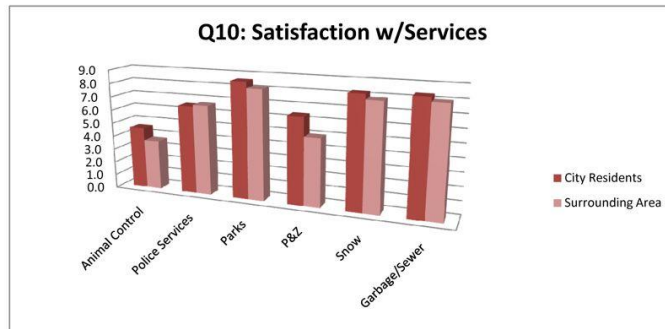
Down to Earth good people who are friendly and invloved
Freedom and property rights
Sewer System



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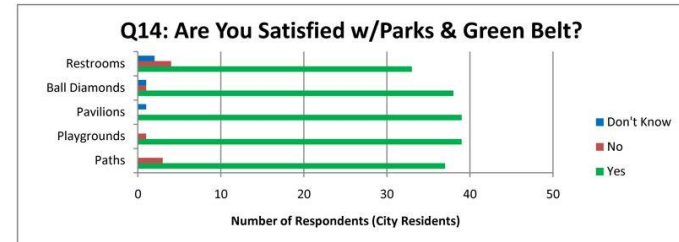
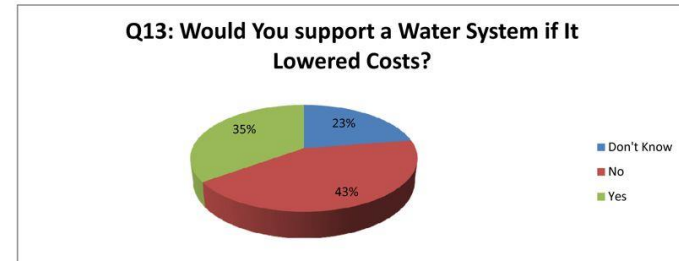
Q12: For Which Services Would You Support Increased Taxes?

Responses include...

- Sewer/Public Works
- Police Services/Enforcement
- Animal Control (2 instances)
- Parks
- Large dumpsters available year round for residents

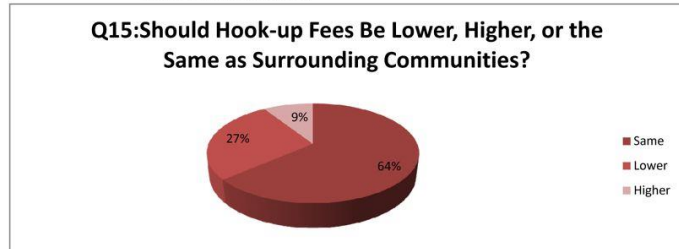
Appendix A: Menan 2009 Comp Plan Survey

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What additional Services would you like to see?

- Better library in a better location
- City sponsored Little League/sports program and better ball diamonds
- More Playground Equip., paths, and improvements to current path
- Open restrooms more often



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Appendix A: Menan 2009 Comp Plan Survey

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Q16: Where Should Growth Be Encouraged and Why?

Responses to this question varied widely and are included in their original wording below.

Where should growth be encouraged?

Why?

City Resident Responses

North, South, West	Not on the East
Residential/Commercial	Fill existng subdivisions/New business to fill space on Menan Lorenzo Hwy-
Business	A reason to stay in Menan
South	Closer to Sewer
Menan/Lorenzo Hwy towards the Hwy 20	
Within city	Farm ground should stay that way as long as possible as they aren't making more.
Commercial & Retail	To provide much needed services here in town
None	I like the Farm Feel
The open lot across from the bridge area of walking path	To hide the trash/trailers that are set back in there
The Northeast end - needs cleaning up	
Area surrounding or along green belt	A few more services (food, grocery, etc.) would be nice
East end of town - 3600 E. needs to be a though rd.	Close to sewer. Don't have high 48 to put up with
West of Menan	Near shool, hwy 48 easy route to ID falls.
The main street and older sections	I would like to see some of the older buildings inhabited and taken care of so the city center doesn't become more rundown while people are taking over farmland.
I would like to see an arcade in the new Co-op to entertain kids just like the menan Market use to have!	
Existing Subdivisions	Slow and Controlled Growth
Along Main Street	Main traffic Route, City Core
Within City Limits	So we don't become like Rigby - Have a definded city and farming area.
Service, retail	Need more affordable groceries close by
South side - first - But slow growth would be best	Because we live on North side - just kidding!
Infrastructure, crosswalks, new library	Safer routes to school, clean up main street
South	Away from me
Agriculture	Not many rural areas left - Don't develop Menan.
West of town	More access and room to grow

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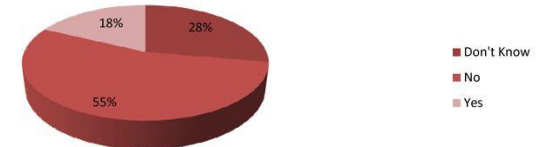
Survey Results Page 8

Q16 Continued

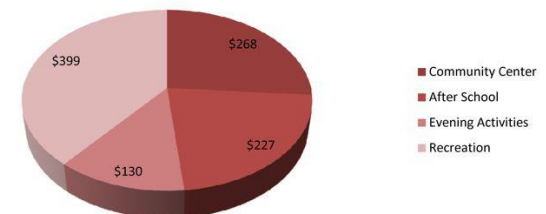
Surrounding Area Responses

Areas closer to city	So as we grow out we can set aside proper land for parks walking paths, & connect things together in a more organized fashion
Along highway	Better access
Within city limits	Saves cost of services & infrastructure
East/West	Residential in the east - quieter. Commercial in the west - access to Hwy 48
Business & Commercial. Old potato warehouses & business converted to useable manufacturing	Stem decay & revitalize what can be used.

Q17: Should the City Extend Services Outside the City Limits?



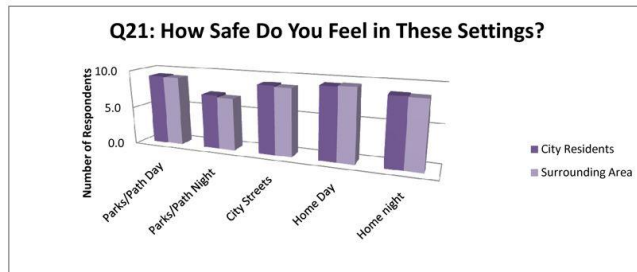
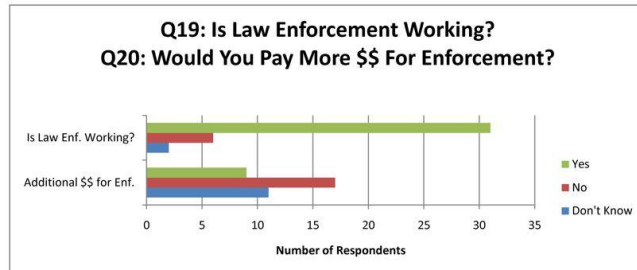
Q18: How Would You Divide \$1000 Among the Following for Youth?



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Q22: What One Thing Would You Change and Why?

Centralized Library so it could be better used by the kids
 Help People to clean up their places and develop pride of ownership. - Help to vacate trailer court
 Trailer Court
 More business - Banks, eating places - to be able to stay here
 Smell of Fresh Pak & Potato warehouse
 Need some better stores and a restaurant, more sidewalks
 More Animal control. Too many loose Dogs
 We have the most beautiful small city I've ever seen. Walkways, Trees, Benches, Lights, etc.
 More places for the kids to play.
 Get the trailers out, because they make the city look trashy.
 The enforcement of leash law - We need a Terry Hammond again!
 If a family is going to have dogs/cats keep them in their yard
 Clean up all the junk.

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Q22 Continued

Have a wider variety of people support Menan.
 Nothing
 Increase Tax Base with commercial Dev.
 Speeders Heavy Fines. City needs the money
 I wish that the Menan market hadn't been torn town
 More citizen Involvement - city needs to know what people want & expect
 I wish that we had more of our historical buildings left.
 I would like to see a few small mom & pop stores like there used to be because they are fun & unique
 Repair sidewalks and walk path
 I would like a place to dump grass, leaves, branches to be burned or have regular (2 or 3x) pickups a
 year
 More Sidewalks
 No more people
 Clean up old buildings & cars, etc.
 Learning. Library Expansion - More selection of topcs & enjoyment
 Clean up some of the residences in town . It degrades property values and is unsightly.

Q23: What Is the Most Important Issue for Menan in the Next Five Years?

Sewer & Water
 Growth & Development
 As a city, we need to keep affordable housing without attracting the wrong kind of people.
 Control Growth
 Growth
 Controlled growth & Infrastructure
 Utilities
 Increasing the capacity and maintaining the city sewer
 Enlargement of sewer system and a water system
 Too many people increase in crime.
 Growth
 Involvement in community decisions.
 A water system & growth
 Safety for everyone
 How to have Menan grow and continue to have the values and feel it has now.
 Housing explosion
 Sewer
 Controlled Growth- Right things in the right place
 Uncontrolled Growth
 Growth & sewer ponds
 Don't Know
 County Commissioners Arrogence on Issues & Policies
 Residential growth

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Q23 Continued

Keeping things as they are
 Making town look old not new
 Planning for growth in subdivisions, 3600 going through, sewer
 Growth issues, mostly infrastructure
 Growth
 How much growth to allow
 Working together as a community when our nation falls apart
 Increase of cost of all services & maintain a clean community
 More Housing Growth

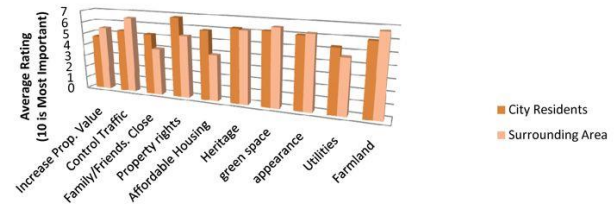
Q24: What Should the City Do to Mitigate Impact?

Maybe we need to assess some sort of "impact fee". We all need to pay our fair share
 Don't Know
 I don't Know
 Charge Impact Fees to the Developers so the citizens are not subsidizing the impact to our current infrastructure
 Get in a new water service. Keep and maintain current roads
 Put a road thru on 3600 and make proper bridges etc.
 Higher hook-up fees for new development
 Our City is the best for snow removal
 Make sure they pay their fair share of taxes
 Already there are places in roads and services that could improve, lets take care of them first.
 Keep our sewer upgraded and developer pay and prepare to hook up
 Stick to the rules
 Make sure they plan for the growth and not just watch it happen, Plan where everything will be before it actually happens.
 Decent roads upkeep
 Increase fees on Res. Development
 Enforce Speed Limits
 Impact Fees.
 Incorporate green space, walkways into master pattern
 Expand sewer ponds to accommodate more growth - with a levy or grant
 Don't know
 Sufficient entrances to developments
 Make sure development pays fully for added city costs. Keep plans in place
 Grid streets, 3600 go through, bike path or walk path must in ordinances for subdivisions
 Be proactive for city services in advance
 Make the contractor pay for such
 Charge the developer a percentage of impact
 Keep lot sizes 1/2 acre minimum
 As new developments go in the developer should be responsible to mitigate instead of build & leave it up to the city.

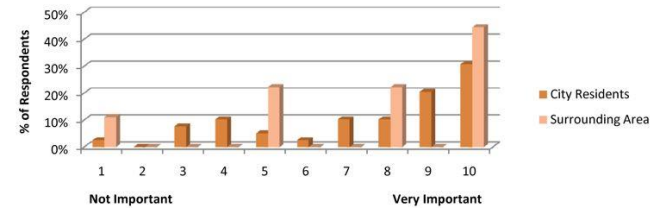
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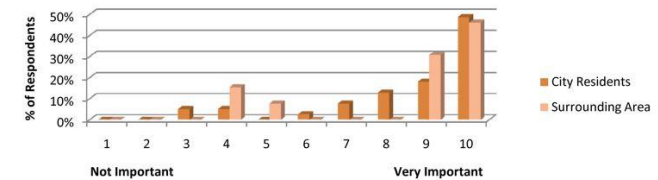
Q25: What Growth Issues are Most Important?



Q26: How Important Is It to Secure Public Land?



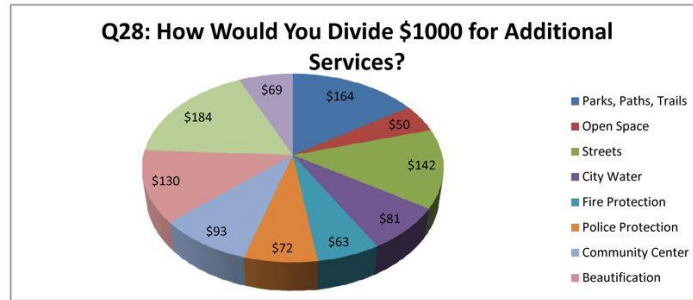
Q27: How Important Is It to Enforce Nuisance Laws?



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Further Comments:

Menan has been a wonderful place for us to live and raise our family. As we look forward, our hope is that as Menan grows and changes we can all work together as a community so that Menan can become an even better place to live.

Clean up Trailer Court on Main Road

Please do more to control the dogs that wander around the streets! People need to keep their animals on their own property so that we can all feel more safe walking out on the streets or letting our kids go out & play! We love Menan.

Walking Paths are in great need of improvement and repairs

Thanks to all our City People You do a great job.

Don't allow any more trailers in Menan. Trailer homes bring people in poverty, and poverty brings crime. It's a fact.

I enjoy living in Menan. I understand that growth and change are inevitable, I just hope that it can keep the small town atmosphere and not feel that it has to compete with surrounding communities. There's a reason we live here and not in IF, Rexburg, or Rigby. If we wanted to live there we would.

I would like to see uses found for the older historical Building that are still standing and currently unused in Menan. They should be an asset, not an eyesore.

As Menan is now I am against city water, but growth may require. I am dead set against a city system. The cost & maintenance of a system would be greater than our individual wells. Regularly there are city systems that have problems such as contamination, disrupted service, dirt, & so on. Few people are in favor of a system and few people want chlorination.

I choose to live in Menan because of its small town charm. I enjoy the "down to Earth" people. It feels like I've stepped back into the past when I am in Menan. I would love to see more pride taken in our yards and streets (which I do think exists with many people currently) through encouragement and ideas. I would rather stay smaller & quieter, and allow towns like Rigby to grow and provide larger services.

It is very difficult to try & invest in a home and keep it up & clean & want to maintain the value of your property & have pride in the community when there are so many other properties that are filthy & junky. I do really appreciate the efforts the city has made in making the city nicer. But individual home owners need a great improvement.

APPENDIX B

GLOSSARY OF TERMS

The definitions below were developed for general planning purposes and are not meant to be all-inclusive or to cover legal terms in zoning ordinances and subdivision regulations.

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

Agribusiness Any business that deals with agriculture.

Agriculture Land Any use of land to (a) grow and harvest crops for sale or use directly ancillary to growing and harvesting crops, cultivation being the exclusive or primary use of the lot, plot, parcel, or tract; (b) process crops to the generally recognizable level of marketability; or (c) raise livestock.

Annexation The process of adding areas to the City. These areas normally border City limits, but they do not have to. The process may involve an election, petition, municipal decision, federal land grant, or boundary line adjustment.

Aquifer A saturated underground formation of permeable rock capable of storing water accessible to wells, springs, or streams. See **Snake River Plain Aquifer**.

Area of City Impact State law (67-6526) requires cities to specify an area outside the City limits which the City expects to eventually annex or is part of its trade area. Land use authority for this area is negotiated between the City and county.

Arterial, Major A highway that connects communities and provides

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cross-regMenanl access, moving a large volume of traffic at high speeds. Such a highway does not bisect neighborhoods or provide access to adjacent properties. Access may be limited by medians.

Arterial, Minor A highway that moves a moderate volume of traffic through a community at moderate speeds. This highway carries traffic to collector streets and may intersect busy crossings. For safety and mobility, such a highway normally has limited access to residential areas and streets.

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

Build-Out Study A study examining anticipated growth and its impacts.

Buffer An area within a property or site, generally adjacent to and parallel with the property line, either consisting of natural existing vegetation or created by the introduction of trees, shrubbery, fences, or berm, designed to limit continuously the view of and/or sound from the site to adjacent sites or properties.

Capital Improvements A proposed schedule of future public projects listed in order of construction priority, together with cost estimates and anticipated means of financing.

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, governmental offices, service uses, professional, cultural, Recreational and entertainment establishments and uses, residences, hotels and motels, appropriate

light manufacturing activities, and transportation facilities. This area is located within the downtown area of the City Menan.

Character Distinguishing quality or qualities that make up an area.

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.

City Council The legislative branch of the City.

Cluster Development A development in which building lots may be reduced in size and buildings situated close together, usually in groups or clusters, provided that the total developmental density does not violate zoning and subdivision regulations. The land that remains undeveloped is then preserved as open space for conservation or recreation.

Collector Street Road that connects two or more local streets and a major or minor arterial. The road serves a neighborhood and should be designated so that residential properties do not have direct access onto it. Collectors provide direct access to local streets.

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

Commission See **Planning and Zoning Commission**.

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.

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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.

Community Value Ethical, social or aesthetic idea and belief shared among members of a community.

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 long-range plan intended to guide the growth and development of a community. The plan includes (a) analysis of the community’s population, economy, housing, transportation, public works, natural resources, and land use; (b) projections for future growth; and (c) policies for meeting that growth. The plan is a legal document that reflects community values and as such is the basis for decision-making about applications for development. The plan aims to balance the rights of property owners with the rights of their neighbors and of the community as a whole. As a statement of the goals and aspirations of the community, the Comprehensive Plan establishes the vision for the City. That vision must accommodate state and federal laws in areas such as environmental protection, transportation safety, and economic development. The plan serves as a foundation for all City management.

City The government of the City of Menan.

Density The permitted number of dwelling units per acre of land, based on area zoning.

Developer The legal or beneficial owner or owners of a lot or of any

parcel of land included in a proposed development. Also, the holder of an option or contract to purchase land, or any other person having enforceable proprietary interest in such land.

Development Refers to (a) planning or construction involving substantial property improvement and usually a change of land use; (b) the act of using land for building or extractive purposes; (c) growth beyond a predominately urbanized area that lacks readily available infrastructure (such development bypasses areas of vacant or rural land, requiring the extension of new roads, utilities, and other facilities in accordance with government specifications); and (d) a mixed-use expansion or improvement that encourages the combination of several land uses in the same area.

Dwelling Any building or portion thereof designated or used exclusively for residential purposes, except tents, travel trailers, motels, hotels, hospitals, nursing homes, clubs, and lodging/boarder houses.

Dwelling Unit One or more rooms designed for or occupied by one family for living or sleeping purposes and having at least one, but not more than two permanently installed kitchens.

Economic Base The production, distribution and consumption of goods and services within a planning 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, which are considered to be established at this point in the planning process.

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Family An individual, or two or more persons related by blood, marriage, or adoption, or a group of not more than three persons (excluding servants) who are not related, living in a single-family dwelling or in a multifamily dwelling unit as a single housekeeping entity and using common cooking facilities.

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

Floodway The channel of 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.

Gateway An area along a major transportation corridor that marks the entrance to a community. Topography, vegetation, design, or significant changes in land use mark the location of a gateway.

Gateway Route A heavily traveled street into and through a City.

Goal A statement of intention reflecting community values and attitudes meant to guide community action.

Greenbelt or Greenway 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 or 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 with a particular disability.

Growth 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.

High-Intensity Corridors Areas that reflect commercial, light manufacturing, or high-density residential development in heavily traveled routes. Strip mall development is not permitted, and specific design standards apply.

High-Density Residential Four or more dwelling units per acre.

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

Impact Area That area designated by the City and ratified by the County outside of existing City Limits where the city is reasonably expected to grow and where development has potential to impact the future growth of the City.

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

Incentives Actions a City provides a private person or organization to help meet public health, safety, and general welfare goals. Incentives must accord with the Comprehensive Plan and may include legal modifications or waivers in zoning requirements or development standards.

Infrastructure Public works such as water, sewer, street, and communication facilities needed to sustain light manufacturing,

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residential, and commercial activities.

Land Development Regulations Generally, all ordinances and other tools used by the City to manage land use.

Landscaping An area improved through the introduction of trees, shrubs, rock, bark, etc.

Land Trust 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, prairie, 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, light manufacturing, agricultural, Recreational, educational and other public and private purposes or combination of purposes.

Leap-Frog Development Any development proposed beyond the City's predominantly urbanized area that lacks readily available infrastructure (see **Infrastructure**). Such development bypasses areas on vacant or rural land, requiring the extension of new roads, utilities, and other facilities.

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

Local Street Residential street that provides direct access to homes, shops, or parks.

Low-Density Residential One dwelling unit per .75 to 1.9 acres. The classification includes mixed residential property and farmland.

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

Mayor The chief executive of the City.

Mixed-Use Development A tract of land, building, or structure developed for two or more different land uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment.

Multifamily Dwelling A detached building arranged or designed to be occupied by two or more families.

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 a residential 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.

Nuisance “Anything which is injurious to health or morals, or is indecent, or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property, or unlawfully obstructs the free passage or use, in the customary manner, of any navigable lake, or river, stream, canal, or basin, or any public park, square, street, or highway” (see Idaho Code, 52-101, “Nuisance Defined”).

Objective Way to accomplish a goal. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end

Menan Comprehensive Plan

state of the goal, its purpose, or a course of action necessary to achieve the goal.

Open Space Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for use in environmental protection or Recreational purposes.

Ordinance A City law.

Planning and Zoning Commission Committee appointed by the mayor (see **Mayor**) and approved by the Council (see **City Council**) to ensure orderly growth through updating the Comprehensive Plan (see **Comprehensive Plan**) and using the plan to evaluate applications for development. The commission promotes the health, safety, and general welfare of residents through balancing the needs of individual citizens with the needs of the community at large.

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

Public Land Land owned by the local, state, or federal government, used for purposes that benefit public health, safety, and the general welfare.

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.

Public Open Space An open space or area conveyed or otherwise dedicated to a municipality or other public entity for conservation or Recreational purposes.

Quality of Life A community standard that entails a safe place to

raise children and an attractive and well-maintained locality.

Residential Density The number of dwelling units per acre of residential land, including streets, easements, and open space.

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 as provided for in City ordinances.

Rural Land All land not within an urban growth area and not designated as natural resource land, having long-term commercial significance for production of agricultural products, timber, or minerals.

Sewer Any conduit used to collect and carry sewage or storm water to a treatment plant.

Sprawl Low-density land use patterns that are automobile dependent, energy and land consumptive, and require a high ratio of road surface to actual development.

Single-Family Dwelling Unit A detached building arranged or designed to be occupied by one family.

Snake River Plain Aquifer A vast underground water resource underlying much of South-eastern Idaho. This resource is a world-class aquifer (see **Aquifer**) in terms of the amount of water stored and available to wells. Groundwater flows southwestwardly from recharge (seepage) areas in the mountains north of the Snake River Plain and discharges to (i.e., enters) the Snake River and ultimately the large springs in the canyon downstream from Twin Falls.

The Snake River Plain Aquifer begins at the bottom of the vadose zone (see **Vadose Zone**) and ends at a depth where permeability of the host basalt rock is reduced by pressure and mineral deposits.

“Preserving our own special heritage”

Solid Waste Solid or semisolid refuse resulting from household, commercial, light manufacturing, or other operations (this does not include water-borne waste in a sewage system).

Strip Commercial An area in which numerous commercial developments—normally one-half of a block deep—front a street. The area is sometimes referred to as a strip commercial development.

Unit A dwelling for one family, such as a house, trailer, or apartment.

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

Urban Service Boundary The area that can be served economically and efficiently by the City of Menan utilities.

Urbanization The process of converting land from rural to urban use.

Vacant Unoccupied or unimproved land.

Vadose Zone The layer of the earth’s crust extending from land surface downward to the regional aquifer. In Eastern Idaho’s case, this is the Snake River Plain Aquifer (see **Snake River Plain Aquifer**). The vadose zone can include zones of saturation above the regional aquifer, when water infiltrating from surface sources “perches” on low-permeability layers of soil and rock. Throughout the Snake River Plain, the vadose zone ranges in thickness from 200 to 1,000 feet.

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

Zoning Map A map that is part of the Zoning Ordinance, delineating

the boundaries of land use classification districts.

APPENDIX C
AMENDING THE PLAN
Amendment Application

**City of Menan
Comprehensive Plan Amendment
Application Form**

Submittal Requirements

Complete this application, provide all supporting documents, and submit to the City of Menan.

*MAP CHANGE REQUESTS WILL BE PROCESSED IN CONJUNCTION WITH ALL OTHER REQUESTS AT THE BEGINNING OF JANUARY FOLLOWING THIS SUBMITTAL. THE COMMISSION MAY TAKE ACTION BEFORE THIS TIME IN THE EVENT THE CHANGE IS TIME SENSITIVE OR IT HAS BEEN AT LEAST 6 MONTHS SINCE THE LAST AMMENDMENT DATE.

*TEXT ONLY AMMENDMENTS MAY BE PROCESSED ON AN ONGOING BASIS AND DO NOT NEED TO WAIT SIX MONTHS BETWEEN REVISIONS.

Name: _____ Phone: _____

Address: _____

1. Does the amendment request(s) concern a specific property? YES _____ NO _____
2. Is this request for a change in land use designation? YES _____ NO _____
3. Are you the owner or authorized agent of the property? YES _____ NO _____
4. Provide a description or a map of the area that this application affects.

5. Provide a reference to the section(s) of the Comprehensive Plan that you propose to amend, including the page-if applicable (i.e., Comp Plan, Page xx, Line xx).

6. Provide proposed amendatory language. Attach separate sheet(s) if necessary.

7. Explain the reason(s) for this amendment proposal.

8. Please describe how your proposed amendment meets the following selection criteria. Use a separate sheet(s) if necessary:

- a. Was this proposed amendment denied during a previous Comprehensive Plan review cycle: Yes _____ No _____. If Yes, briefly explain why (if known):

- b. Explain how the amendment advances the goals and policies of the Comprehensive Plan:

- c. What are the cumulative effects of this proposed amendment to the Comprehensive Plan:

Applicant's Signature

Date

PLEASE NOTE: If the request is in regards to a change to the Comprehensive Plan Map and you are a property owner's agent, you are required to provide a notarized signature from the property owner below authorizing submittal of this application.

I hereby certify that I have read and examined this application and have authorized this same application as the owner of record of the property.

Owners Signature: _____ Date: _____

Print Name : _____ Phone: _____

Notary Public : _____