

City of Ririe

Comprehensive Plan

Revised 2020

City of Ririe
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Table of Contents

Section 1: Purpose, Policy, Goals, Implementation

1. Purpose
2. Policy; Idaho State Code
3. Process
4. Community Goals
5. Implementation

Section 2: Property Rights

Section 3: 21 Substantial Points

1. History of Ririe
2. Location
3. Population
4. Housing
6. Transportation
7. Land Use
8. Economic Development
9. Special Areas or Sites
10. School Facilities and Transportation
11. Public Service, Facilities & Utilities; Communications
12. Agriculture
13. National Interest Electric Transmission Corridors
14. Fire Protection
15. Public Safety & County Sheriff
16. Recreation
17. Hazardous Areas
18. Soil Map & Soil Classifications
19. Natural Resources
20. Community Design
21. Public Airport Facilities

Section 4: Maps and Agreements

1. Pictures and Raw Data
2. Ririe Future Land Use Map (Comprehensive Plan Map)
3. Ririe City Map
4. Ririe Comprehensive Plan Map
5. Commercial/Residential Map
6. Map of Ririe and Impact Area within Jefferson County
7. Map of Ririe and Impact Area within Bonneville County

PART 1: POLICY SECTION

1. PURPOSE

Community planning in America began during colonial times when it became necessary to provide public services such as streets, public buildings, and plans for cities and towns as the nation grew. Over time, legal standards were adopted for fair and equitable development and use of the land in public and private sectors of our society. By the early 1800's, planning standards had been developed for large cities including the new national capital of Washington, D.C. The capital plan set general standards for development which are still used today. During the early 1900's, concepts of planning and zoning for areas beyond the cities were established through the adoption of a body of land use laws at the national, state and local levels of government.

Our state government delegates land use decision-making powers to the local levels of government. The cities and counties of Idaho have been delegated this power with certain restrictions. Legislation authorizing counties and communities to establish separate planning and zoning commissions, develop comprehensive plans and establish ordinances was passed by the Idaho Legislature in the 1950's. This legislation was subsequently repealed and replaced by the Local Planning Act of 1975 that is currently set forth in Chapter 65, Title 67, of the Idaho code. This act differs from the original legislation in that it mandates all cities and counties provide a planning and zoning program and process for its citizens. The Local Planning Act of 1975 as amended, therefore, becomes the basis of the cities statutory authority to regulate land uses. It mandates that a comprehensive plan be written and amended as necessary. It further mandates that the policies and objectives of the plan be implemented into the ordinances as the legal basis for decision making by the City Council. These mandates require the establishment of processes through which growth and the development of land will be done in an orderly, legal and fair manner for all citizens concerned.

This plan establishes policy goals that guide development and permitting processes. It is a guideline created by the residents, and is a guideline for both residents and developers alike. From the guidelines and the goals of the plan come the direction for amending the City's ordinances that are the legal basis for controlling growth and development within the City. These ordinances, in addition to the federal and state codes, become the basis and standards for making decisions with regard to land use in Ririe.

The Comprehensive Plan describes the City's roadmap for the future, for community goals for land use and development, and to put forward the goals of the City of Ririe to promote the health, safety and general welfare of the people of the City of Ririe, Idaho. This Plan, as amended from time to time, will allow the community to engage in and plan for the future of the City of Ririe.

In 1974, Anthony Catanese wrote in his book *Planners and Local Politics* "if planners are to be good managers of change and responsive to both politicians and special interest groups, they must concern themselves with only a limited number of issues that are definable, concrete, and solvable." In other words, we, as planners and residents, must concern ourselves with issues

that are doable. We must realistically evaluate the strengths and weaknesses of our community, our responsibilities and opportunities, and select those issues where we can make a difference in guiding land use decisions. Comprehensive planning can be an overwhelming task: so many issues can be raised in the growth and development of a community that inaction becomes the result. To avoid inaction and ineffectiveness, the goal of this plan is to explore those issues where it is believed that the City of Ririe can make a difference in its own future.

The Plan guides the orderly growth and development of the City. The Plan aids the City's planners (the Planning and Zoning Commission, elected and appointed leaders, city staff and the City's residents) to establish and set goals with community residents and to carry out those goals.

The City will continue to grow with valued neighborhoods; outstanding recreational, educational, historical, and cultural amenities; cherished agricultural lands; and economic vitality. Ririe's growth will happen in an efficient and responsible manner that maintains and enhances its treasured quality of life, while meeting the challenges of growth and new economic landscapes.

Ririe is committed to a deeply held sense of community and a strong sense of personal responsibility. To this end, the City mayor and council adopted this Plan which was constructed for the purpose of Ririe becoming a more sustainable community. A sustainable community is one wherein the integrated economic, social, and environmental systems are structured to support healthy, productive and meaningful lives for its residents, while paving the foundation for a high quality of life without compromising the ability of future generations to meet their own needs.

This 2020 Comprehensive Plan updates the former Plan adopted in 2013. The Plan is composed of three parts. Part 1 is the policy section. Part 2 is the demographic and economic section. Part 3 is the Maps and Agreements section. The Plan begins with a comparison of the Idaho Code and the Policy Plan section.

The purpose for having a comprehensive plan begins with the desire of the people to provide for the fair and equitable use of the lands in the City. Under the provisions of the United States Constitution and the Idaho Constitution, power has been delegated to cities and counties to promote the health, safety and general welfare of the people with regard to land use both public and private as follows:

- To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the state and localities is protected.
- To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fiber and minerals.
- To encourage urban and urban-type development within incorporated cities.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development on land is commensurate with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.

- To protect fish, wildlife, and recreation resources.
- To avoid undue water and air pollution.
- To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

The above list of purposes becomes the guideline that has been followed by Ririe in establishing this comprehensive plan. Required future ordinances, amendments and additions shall also be written and adopted in accordance with these purposes and guidelines.

What is a General Land Use Plan?

A General Land Use Plan is sometimes referred to as a "Master Plan" or "Comprehensive Plan". It serves as the community's general guide for making land use decisions. In many ways a Comprehensive Land Use Plan is a reflection of the community's values. The plan usually describes how the community wants to grow, where the community wishes various land uses to take place and what the community wants to look like. As such, this Comprehensive Plan is a continuation of the effort that originally began in 1960 with the City of Ashton striving for a better, more efficient, functional and beautiful community. The Comprehensive Land Use Plan provides guidance for decisions that affect all aspects of land use. It covers the area within the City limits, as well as land anticipated to be annexed to the City in the future. Although the Comprehensive Land Use Plan is not a regulatory document, it can be granted authority under Idaho Law. Idaho Code authorizes communities to adopt a Comprehensive Plan and allows the communities to require that all streets, parks, public buildings and utilities (public or private) be constructed in conformance with the Comprehensive Plan. Ideally, the Comprehensive Plan is the first level in a three-level process of regulating land uses.

2. POLICY

Through the process of developing the City's Comprehensive Plan, goals, objectives, policies and actions were identified that will sustain and improve the City for current and future generations.

The City of Ririe Comprehensive Plan is prepared to comply with Idaho code. Idaho Code Section 67-6508 lists 17 required components of a local comprehensive plan while allowing additional components as needed.

Of note, the Idaho Local Land Use Planning Act: Area of City Impact (IC § 67-6526) requires cities and counties to negotiate a map identifying an area of city impact within the unincorporated area of the county to adopt an applicable plan and ordinance to be in effect in the area of city impact. In defining an area of city impact, the following factors shall be considered: (1) trade area; (2) geographic factors; and (3) areas that can reasonably be expected to be annexed to the city in the future. Land use application in the unincorporated area of an area of city impact are acted upon by the affected county. Only upon annexation does the city take complete jurisdiction of the land use activities. The City's primary objective is to ensure that growth and development within the incorporated city limits and the unincorporated area of the county within the Area of City Impact boundary. Currently Ririe has an A of I agreement with Jefferson County, but has not had a A of I agreement with Bonneville County.

TITLE 67

STATE GOVERNMENT AND STATE AFFAIRS

CHAPTER 65

LOCAL LAND USE PLANNING

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

(a) Property Rights - An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the

use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

development and infrastructure needs, and the economic impact to the community.

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

3. PROCESS

From November 2018 to February 2020 meetings, interviews, and public kiosks helped in gathering information and public opinion. Public kiosks were held at Sweet Surrender Cafe and the Senior Citizens Center.

Information gatherer was Ririe City Planner Sharon Parry.

Pictures of events and raw data are included in Section 4.

Public hearings were held in February 2020 in front of both the Ririe Planning and Zoning Commission and the Ririe City Council.

4. COMMUNITY GOALS

This document proposes a direction, to guide the future growth of our City. The growth and development of a city are the result of many independently made decisions. This document can be a guide to coordinating these many decisions -- to facilitating and inspiring some of those decisions. With a sense of direction, our future does not have to be left to chance. We can instead make a conscious attempt to assure ourselves and our children a future the citizens of our community have said they want to see.

Although some people have talked to us about stopping or limiting growth, residents are generally satisfied with growth in Ririe if the growth is done in a quality way, with impact fees enacted, and only in proportion to what Ririe can handle without undue and overbearing impact. Overall the residents feels that slow to moderate growth rate which allows services to maintain pace with growth would be acceptable.

Through talking to the City's residents and asking them for their ideas, the Council, as author of this plan, has learned that they envision Ririe as having:

- An active and open relationship with both Bonneville County and Jefferson County to strengthen the relationship and knowledge of Ririe's Comprehensive Plan and land use ordinances.
- Inviting, landscaped entrance ways that communicate that this is a city rich in safety, trees, recreation, and green space
- Treed residential areas with a strong sense of identity, served by parks and schools
- Homes shielded by industrial/heavy commercial areas
- Streets, bikeways and walkways that are well lit with green landscaped areas and native vegetation
- An attractive, landscaped historic Ririe, including an active, vital downtown with historic character and community events, with sidewalks leading to walking paths
- An efficient and safe roadway system, with residential streets that have traffic calming amenities and layouts conducive to traffic calming.
- Active, gathering spaces such as the Senior Citizen and Community Center, The Ririe City Library, Ririe City Park, and new small and large parks as part of new subdivisions.
- Walkable connection to public schools and the downtown.
- Subdivisions and neighborhoods with attractive, durable street lighting; pedestrian and bicycle connectivity to adjacent neighborhoods and the downtown; street layout conducive to safe and slower residential traffic; inviting and landscaped entryways that identify the neighborhood; planned landscaping for Ririe's climate; effective and efficient stormwater drainage; landscaping, beautification and incorporation of waterways including ditches and canals to integrate and elevate such waterways into the aesthetics of a subdivision; and other characteristics of all subdivision plans as deemed needful and desired by the Planning and Zoning Commission and the Council.
- Assure private investments in the areas adjacent to waterways complement the public investment in waterways.

- Assure the uses adjacent to waterways are conducive to waterway development in the City.
- Where possible, encourage niches of development along waterways.
- Predictable and reliable application of land use ordinances
- Orderly growth and development of the City in accordance with the Comprehensive Plan
- To promote economy in the growth of governmental services
- To increase citizen safety, and to increase pedestrian and vehicular safety
- To protect the tax base
- To protect property values
- To update this Plan from time to time; to promote and foster values set forth by the community through input sessions
- To facilitate adequate provision for transportation, water, sewage, public utilities, school properties, fire and sheriff, and other public requirements.
- To provide adequate light, air, quiet, and foster a wholesome, serviceable and attractive city
- To build and require the building of state-of-the-art public works infrastructure including sewer, water, storm water where applicable, and all other public works projects to better Ririe..
- To carry out the elimination of non-conforming uses in Ririe.
- To support the Ririe Public Library where allowed.
- To support the educational and religious institutions in Ririe where allowed.
- To increase commercial land use opportunities when feasible and where allowed.
- To have growth pay for itself by way of Impact Fees.
- To look for and implement ways to redirect heavy truck traffic from Main Street;
- To acknowledge the number of small and very small homes already in Ririe; to now encourage the building of medium size homes and larger homes in Ririe.

Through talking to the City's residents and asking them for their ideas, the Commission, as author of this plan, has learned that we want to see a Ririe that has:

- Inviting, landscaped entryways that communicate that this is a city rich in trees and green space,
- Treed residential areas with a strong sense of identity, served by neighborhood parks and schools, and shielded from but conveniently connected to the downtown by way of pedestrian and bicycle paths,
- Bikeways, walkways and pedestrian bridges that link neighborhoods, parks, and the downtown,
- An active, vital downtown-- an attraction for residents and tourists with historic character, community events, shopping with farm stands and flea markets, and cleanliness,
- An efficient roadway system of boulevards that moves traffic easily, with a separation of truck traffic as is possible,
- Visible and well-designed open spaces for gatherings,
- A small town feel with a limit on the style and size of growth,
- A plan to have growth pay for itself through impact fees.

These policies have been developed to move the City towards the residents' vision. Each policy statement has two parts: the statements and then a list of implementation strategies for each topic. The Comprehensive Plan statements and strategies apply to City policies and ordinances, and thereby also to leaders, staff, developers and residents.

Broader expectations from the community include:

- preserve the best of Ririe, including a small town feel,
- promote orderly growth and development within the city,
- promote small town commercial growth
- preserve and improve the physical environment of the community,
- establish a setting for human activities,
- make the City functional, beautiful, decent, healthful, and interesting, and to
- make an overall desirable place to live in, work in, and visit

5. IMPLEMENTATION

The implementation of this plan will come through the establishment of new ordinances as well as the enforcement of the Zoning Ordinances, Subdivision Ordinances, and the Building Code.

1. Upon adoption of this Plan, analyze and determine actions, programs, budgets, ordinances and other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.
2. Develop a Capital Improvement Plan (CIP) for the City and update the CIP as needed.
3. Develop an Impact Fee ordinance.
4. Utilize the available and future resources including new ordinances to limit growth.
5. Encourage limited commercial growth; attract a hardware store, a grocery store and a medical clinic.
6. It is the policy of the Planning and Zoning Commission to annually review this Plan for regular updates of background and statistical data, and to review progress made on the implementation of this Plan and any other documents affecting this Plan and the City as a whole.

Section 2

PROPERTY RIGHTS

The City of Ririe wishes to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact private property values or create unconstitutional technical limitations upon the use of the property which will constitute an unconstitutional taking of property rights.

In order to evaluate each related action, the City will ask the following questions of that action:

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

GOAL: It shall be the policy of the City of Ririe to balance private property rights with community planning, public health, and safety needs within the accepted confines of the national, state and local laws.

OBJECTIVES:

1. Keep the city's goal regarding property rights in mind while making all land use decisions, and as any policies, procedures and ordinances are deliberated or enacted.
2. Adopt the Attorney General's checklist, asking and answering six questions (as stated above) to ensure that all actions concerning private property are within the confines of the law.

Section 3
1. HISTORY

The City of Ririe has always had businesses and farming industries. It is in the heart of the largest stock raising, agriculture, wheat, and timber belt in the State of Idaho. Ririe was at one time known as the largest wheat-shipping place in the State of Idaho.

David Ririe and other farmers petitioned the Oregon-Short Line Railroad Company to build a loop to the communities northeast of Idaho Falls. The construction got underway in 1914 and was completed in nine months. When the crew finished the wooden depot the Railroad Company named it Ririe.

Ririe grew in a short time to three general stores, one drug store, four hotels, three restaurants, one stable, two lumber yards, three blacksmith shops, one bank, one furniture store, passenger and freight depot, stock yards, one pool hall, three barber shops, and four grain elevators (*Idaho Register, January 7, 1916*). On July 4, 1919 there was a devastating fire which started in the livery stable and burned like "wildfire." Flames jumped from one building to another and firefighting equipment proved very inadequate. After the fire, many of Ririe's largest buildings were gone.

In May 1927 the Snake River overflowed its banks. People moved to higher ground when they heard the flood was coming. It took about a year to get logs, wood and other debris moved from the land.

Soon there was a need for a post office, two show houses, a dance hall, a Church of Jesus Christ of Latter-day Saints Church, a Presbyterian Church, and two garages. The log community hall was built between the years of 1934 and 1935.

Ririe has an elementary school as well as a high school, library, city hall, city park and sports park. A modern sewage system was set up to serve the town as well as a water/pump system. A new middle school and high school have become part of the education system.

Although the City of Ririe has gone through many changes, we still have important businesses in our area, including two grain elevators that expand often, Bank of Commerce, three gas stations, three restaurants, a bakery, two garage repair shops, a hair salon, one pool hall a post office, and a fire station. There are three pieces of worship (The Ririe Chapel and two meetinghouses of The Church of Jesus Christ of Latter-day Saints). Ririe City Hall building was built in the 1980's and houses council chambers, city offices and the city library. The City also has a maintenance building.

Ririe is considered a farming community and is surrounded by great farm land that produces potatoes, wheat, barley, and alfalfa.

Ririe is considered a "Gem Community."

2. LOCATION

Ririe is one of three cities in Idaho in two counties. Old Highway 26 divides the counties within the city limits. Ririe is situated in the eastern corner of Jefferson County and the north central section of Bonneville County. The Jefferson County seat of Rigby is northwest nine miles on Highway 48. The county seat of Boneville is Idaho Falls, located fifteen miles to the southwest of Highway 26.

Further growth of Ririe will possibly be along the two access roads that connect Ririe to Highway 26. Most of this land lies in Bonneville County.

Future growth in the impact area is currently occurring on the Ririe-Archer Road on the Northeast corner of Ririe.

The legal description of Ririe is: Section 32, Township 4, North Range 40 East of Boise Meridian.

3. Population

Ririe is a small community in close proximity to Rigby, Idaho Falls and Rexburg employment markets. There are over 100 businesses in the Ririe area. The City is surrounded by grain, wheat, alfalfa, and potato fields, as well as the Heise Hills-Kelly Canyon recreation area. The South Fork of the Snake River plus The Great Feeder Canal and other canals large and small create a pastoral setting where recreation, wildlife, and scenic beauty abound.

Although the population within the city limits has not shown significant growth in the past, there have been recent actions by developers and builders that show 2019 was the beginning of potentially significant increase in the population of Ririe in the next five years. The old junior high school site was raised and eight homes were built in 2019 and 2020. The Old Fairgrounds property was recently rezoned to R-1 in January 2020. And on the west side of the City a 40+ acre parcel has rezoned and preliminary platting occurring in 2019 and 2020. These three developments along constitute increases in the number of homes in Ririe, respectively, as: a 5% increase, a 10% increase, and a 25%+ increase, or a total of 40%. Other soft inquiries have occurred in 2019 and 2020. Ririe is growing residentially, and the commensurate commercial growth will undoubtedly follow.

In the last decade, the population in the immediate and adjacent areas surrounding Ririe certainly became more populated. The Bureau of Research and Analysis does not keep records on smaller cities. The 2010 Census lists Ririe as having 656 people.

4. Housing

The 2010 Census revealed that Ririe had grown to a population of 656 people. The 2010 census also reports that Ririe had 239 households and 267 housing units.

Ririe currently has four apartment complexes, totalling 22 apartments.

Many homes in Ririe are for temporary housing and rentals.

Zone changes, residential housing, and subdivisions in Ririe must represent quality in design and implementation.

Goals & Objectives:

To have safe and adequate housing for every resident:

1. Review and revise subdivision ordinances and zoning ordinances
2. Residential housing in Ririe must represent quality in design and implementation. A list of exterior materials used, a landscape plan, a site plan, as well as front, side, and rear elevations shall be included with the building permit application. The City Planner, at the direction of the mayor and council, shall approve or deny a building permit at the City level on such matters as design, materials used, Fire/EMS safety, use of public infrastructure, building codes, compliance with City ordinances, and other such matters as deemed necessary and appropriate by the mayor and Council. The building permit shall then be submitted to the vendor that oversees the building.
3. Subdivisions in Ririe must represent quality in design and implementation. All final plans must be completed by a licensed engineer with the engineer's stamp affixed to the final plan. Subdivision final plans must, at minimum, include an overall site plan; a thoughtful statement as to each of the 21 Substantial Points of the Ririe Comprehensive Plan and the impact the subdivision will have on each of the 21 Substantial Points; street layout; list of materials used and specifications for public improvements such as water, sewer, electrical, sidewalks, postal boxes, drainage swales if applicable, curb/gutter/streets, street lighting, and all other such public improvements; a landscape plan; a site plan for any community buildings within in the subdivision including front, side, and rear elevations; parks, paths or green space site plan with improvements; and all other requirements as deemed necessary and appropriate by the City Planner, the mayor and council, or designees. The City Planner or designee, at the direction of the mayor and council, shall approve or deny a building permit at the City level on such matters as design, materials used, Fire/EMS safety, placement and design of public infrastructure, building codes, compliance with City ordinances, and other such matters as deemed necessary and appropriate by the mayor and Council. The building permit shall then be submitted to the vendor that oversees the building.
4. Applications for zone changes in Ririe must include a thoughtful statement as to each of the 21 Substantial Points of the Ririe Comprehensive Plan and the impact the zone change will have on each of the 21 Substantial Points.
5. Train elected leaders and staff in the even application of ordinances including the Comprehensive Plan.

6. Enforce the City Building Code and all City codes
7. To encourage the formation of subdivisions in Ririe that are in compliance with City ordinances, in accordance with this Comprehensive Plan, and contribute to the variety of housing and house styles that reflect broad growth in Ririe, and do not solely reflect the "small home" style as is currently the vast majority of homes in Ririe.
8. Because of limited infrastructure, school capacity, and the distance to social services, the new building of apartments and multi-family residential structures are not currently allowed in Ririe. As single-family residential and thereby commercial land uses are expanded, there will be a foreseeable time when Ririe will adjust its Comprehensive Map to welcome the building of apartments and multi-family residences.
9. Building permits must be approved with acknowledgement of the conditions of the subwater that is prevalent in Ririe. Residential buildings should not include below-ground-level habitable living space.
10. Congregate care facilities of the elderly, physically challenged, mentally impaired and special needs segments of the population shall be encouraged in Ririe.

5. Transportation

Leaders and residents of Ririe want a transportation system with:

- Safe movement of vehicles
- Residential neighborhoods with streets serving only the residents
- Bikeways and walkways linking schools, parks, homes, and the downtown
- Protection of public investments in arterial and collector streets
- Residential neighborhoods and commercial developments not visually dominated by the automobile
- Coordination of street improvements with growth.

We must remember streets have functions other than moving traffic. They structure our neighborhoods, form the entrances to our community and homes, and set the visual framework for the areas in which we live, work, shop and socialize. Ririe should design streets to harmonize with land uses and landscape as well as move traffic effectively.

MOTOR VEHICLE

Highway 26 bypasses Ririe, and thereby tourists do not frequent the downtown. To the east, U.S. Highway 26 links Ririe to Swan Valley and Jackson, Wyoming. To the west, U.S. Highway 26 links Ririe to Idaho Falls.

State Highway links Ririe to Rigby. Archer Highway, a county road, links Ririe to Rexburg. This is also a major route for trucks heading to Wyoming.

No traffic data is available on any City or County roads. No road in the City is being used beyond capacity at the present time. U.S. Highway 26 does not have traffic count data available.

Main and Smith Streets are the current designated truck routes.

PEDESTRIAN AND BICYCLE

Walking and bicycling are popular recreational pastimes for Ririe residents. Summer bicyclists especially enjoy the route to and past Heise Hills.

RAIL SERVICE

Ririe has an Eastern Idaho Railroad branch line servicing the City. The City has acreage along the east side of the rail and thereby has a tremendous industrial development potential. The rail line appears to be viable and is expected to remain.

Goals & Objectives:

1. Develop limited access in all residential areas
2. Re-establish the correct right-of-way for alleys to provide adequate access for emergency and utility vehicles.
3. Re-designate the truck route along the railroad tracks.
4. Require all new subdivisions to have a pedestrian/bicycle connectivity to adjacent neighborhoods and the downtown.
5. Require all new subdivisions to have a minimum of two active accesses for Fire/EMS, and to meet the requirements of Fire/EMS for street width, turn-around space, and all other requirements as stipulated by Fire/EMS.
6. Establish a relationship with both Bonneville County and Jefferson County through effective Area of Impact Agreements such that all land use applications outside of City

jurisdiction and in an impact area will closely reflect City ordinances including the Comprehensive Plan and Map.

7. Prepare and implement timely Street Capital Improvement Plans.
8. Adopt by reference any Transportation Plans and Studies.
9. Work with Jefferson County, Bonneville County and Idaho Transportation Department to update the Transportation Plan as it pertains to the City and the Area of City Impact.
10. Adopt a Development Impact Fee ordinance pertaining to streets, bridges and roads. Require developers to dedicate and construct their fair share of off-site transportation improvements by way of impact fees.
11. Use the Zoning Ordinance to assure that residential, commercial and industrial developments grant, dedicate and construct the required rights-of-way and easements for road improvements within their development.
12. Use the Zoning Ordinance to assure that designated, safe, convenient and well maintained bike lanes or paths, and pedestrian ways are developed and are a feature of a coordinated transportation plan.
13. Limit access to arterial streets and section line roads.
14. When it is anticipated 200 trips will be generated for peak hour of an adjacent street by a proposed development, a traffic impact analysis will be required.
15. Design of future streets and improvement to existing streets should correspond with planned land use type and intensity of development.
16. Develop a locally established level of service standard in coordination with ITD to measure new project impacts on the current system.
17. Assure new streets are designed to accommodate the anticipated volume of all traffic using the street, including pedestrians and bicycles.
18. Arterial streets should be designed as boulevards.
19. Work with BMPO and Jefferson County to assure the very-long-term beltways, arterial loops, and super-arterial loops, as well as any other non-City streets that will impact Ririe in the long-term. Design now to avoid conflicts later.
20. Design a list of street project priorities, as well as bicycle and walking path priorities.
21. To limit construction and maintenance costs, consider "soft" alternatives in street design such as: permitting right turns only from parking areas, parking designs with designated entrances and exits, and eliminating parking on one side of narrower street, especially in winter months.
22. Determine whether to revise the cross-section of streets to reflect the desire of our citizens for more landscaping and to assure we are designing our streets in accordance with the nature of traffic they carry.

6. Land Use

Managing growth and channeling it into orderly community development is the key element of land planning. Ririe residents wish to find a means to assure their neighborhoods will not deteriorate with age or be invaded by negative changes such as traffic increases or noise. Empty stores and buildings in the downtown are another concern. They have asked for ideas and approaches such as transitional land use practices to maintain or revitalize these areas. Ririe prefers to be proactive in growth and development and will actively pursue these goals and objectives to that end:

1. Encourage single family dwellings on permanent foundations
2. Disallow future mobile home parks, duplexes/triplexes/multi-plexes, apartment buildings, and multi-family structures.
3. Disallow mobile homes outside of mobile home parks in city limits, and utilize the non-conforming use ordinance to disallow the replacement or enlargement of current mobile homes outside of mobile home parks.
4. Establish a relationship with both Bonneville County and Jefferson County through effective Area of Impact Agreements such that all land use applications outside of City jurisdiction and in an impact area will closely reflect City ordinances including the Comprehensive Plan and Map.
5. Allow commercial and industrial land use only in areas zoned for these specific uses. The Comprehensive Plan Map shall be the guiding document in the placement of commercial and industrial land uses. Spot zoning shall not be allowed in Ririe.
6. Require the use of buffer zones or open spaces between future industrial/commercial land and existing residential zoned land.
7. In projects of significant size, as determined by the city, the developer will submit a suitable impact statement as part of the land use application.
8. Establish and utilize a Development Impact Fees ordinance to have growth pay for itself. Existing residents should not shoulder the new financial burdens acquired by Ririe because of new development.
9. Coordinate land use ordinances and practice with all Capital Improvement Plans.
10. Keep the Comprehensive Plan Map updated as to the 21 Substantial Points including natural land types in the City and the Area of Impact, lands suitable for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing commerce, public facilities, and all other points discussed in the Comprehensive Plan. Also identify critical areas for future public use development such as parks, schools, infrastructure, and other such critical areas. Use this map in the development review process.
11. All land use applications shall include the applicant's statements based on each of the 21 Substantial Points. The application including this statement shall be brought before the Planning and Zoning Commission and the Council. The impact of the development and all other pertinent information gathered in hearings shall be compared with the 21 Substantial Points of the Comprehensive Plan. Should the Commission or the Council find substantial negative impact of the development, such findings shall be included in the Commission's and

Council's rendered decisions, and may be grounds for denying or modifying the application.

12. Institute and utilize a Planned Unit Development PUD ordinance to maximize usable and suitable land for residential subdivisions.
13. Strengthen code enforcement policies and practice.
14. Understand the demand for retail in Ririe, and explore creative solutions for vacant commercial properties.
15. Develop a cargo container ordinance.
16. Understand the demand for industrial in Ririe; explore creative solutions to redevelop for industrial parcels when they arise, especially lands used for gravel extraction in Ririe and in the impact areas.

7. Economic Development

Ririe has evolved from an agricultural-based community to one that is quite diverse and provides a variety of business services to meet the community needs.

Large agriculture employers in the Ririe Impact Area include: Idaho-Pacific, Foster's Land and Cattle, Vista Valley, Ririe Grain and Feed and Johnson Grain. The area surrounding Ririe is abounding with natural recreation opportunities and the tourism industry flourishes. North of Ririe, Heise Hot Springs, Kelly Canyon Ski Resort and Mountain River Ranch are large seasonal employers.

Ririe is in close proximity to Madison Memorial Hospital in Rexburg, and Eastern Idaho Regional Medical Center in Idaho Falls, hospitals that are large employers in the area.

Ririe School District has 110 employees.

Four colleges are close to Ririe including BYU-I in Rexburg, plus the ISU/U of I satellite campus and The College of Eastern Idaho, both in Idaho Falls. These schools help prepare the future labor force in Ririe and the impact areas. Jefferson County does not currently have a funding agreement with The College of Eastern Idaho.

Ririe has a labor force of approximately 200 persons. An actual breakdown of skill level and types of occupations the labor force is engaged in is not available. A large percentage of the people in Ririe work either in Idaho Falls, Rigby or Rexburg.

Ririe does not have an industrial development program based in the City. It receives economic development technical assistance from the East-Central Idaho Planning and Development Association, Inc. (ECIPDA). ECIPDA is headquartered in Rexburg and has been serving Ririe's economic development needs by assisting the City in upgrading its community infrastructure. Ririe is in the ECIPDA's growth corridor designated by the U.S Department of Commerce Economic Development Administration.

Ririe has many positive site location factors that can attract small business and industry. Such assets include:

Electrical capacity

Railroad spur line

Available commercial and industrial property

Low city property taxes

Residential housing for new employees

High level of safety; low crime

Pastoral country setting with easy accessibility to larger nearby cities

World-class recreation close by and in all directions; two national parks in our backyard

Goals and objectives:

1. Encourage the Jefferson County Commissioners to establish county funding for CEI.
2. Establish a city council liason with the EICPDA
3. Establish a growth plan of new business, targeted businesses, increased tourism, and local recreation and natural/scenic sites.
4. Become active in the Greater Idaho Falls Chamber of Commerce.
5. Encourage more tourism by updating the City's entrance signs
6. Encourage more tourism by renaming the downtown to Historic Ririe Downtown with appropriate signage on Highway 26
7. Encourage more tourism by encouraging local routes for competitive bicycling training and events
8. Support Ririe Days and quarterly events for community gatherings.
9. Identify past trends and change; analyze and assess current conditions.
10. Use the past trends and current conditions to assure that adequate land and municipal services are available for economic development purposes.

8. SPECIAL AREAS OR SITES IN RIRIE

Ririe is one of the most historic towns in Idaho, having once been the largest wheat shipping zone in the West.

The Ririe First National Bank, organized in September 1916, opened its doors in a handsome brick building erected by Joseph Hewitt. The bank was a branch of the Rexburg National Bank, and like many valley banks, fell on hard times in the postwar slump and closed its doors in 1923. There was no insurance at the time, and depositors simply lost their money. After serving for many uses, the bank building was restored in 1983, and a branch of the Bank of Commerce opened there.

The building on Main Street now used as Sweet Surrender Bakery and restaurant was a drug store, "Ririe Drug Store," operated by Duke and Ruby Potter in the early 1920's. Later, pharmacist Phil Sappington bought and operated the store. It was a busy place; Jackson Stage Bus Lines stopped twice a day, and Phil and Mina ran a soda fountain and served sandwiches until closing down in 1962. Glen Hatch ran a barber shop in the building; later it was a beauty shop. In 1990, it was a pizza and bakery shop.

Still standing on Main Street is the old Dance Pavilion and Skating Rink. It has been many years since the music, laughter, and sound of dancing feet were heard in this old building. It was later turned into a skating rink where many spent fun-filled hours. The building has housed restaurants, a game room, movie rentals and a beauty shop.

The blacksmith shop on Main Street began operation in 1924. It operated under owner Joe Bitsoi until November 2016 when he passed.

The Ririe Hardware Store was built on the east side of Main Street. It was located in the block which burned in the fire in 1919 but was rebuilt. It was later sold and operated as Snake River Equipment. After Snake River Equipment closed its doors, the building was bought by the school district for a shop and additional classroom space. It is still owned by the School District and is used as a shop for district transportation.

David Ririe's home was built about 1906-07. The house located at 266 Ririe Highway is still occupied by descendants of the Ririe family. Great-grandson Dell and his wife Kate Tyler own the home and have restored it inside and out to be a place of beauty and peace.

Joseph Hewitt build his house about 1906. Located at 684 1st East, the house continues to be used as a family residence.

The structure located at 448 1st West was built about 1915 and served many uses. It was a confectioner's shop, a cafe and later a beauty shop. It is now a family residence.

The present Ririe Chapel Church was erected in 1916. This is located at the far end of Main Street. At one time, the church basement was used for the school lunch program. It is still is use as a house of worship.

The Ririe Community Hall, once the largest building in the area, was completed in 1935. It was built as a joint project of the School District and the community. The WPA also helped on the building which is still used by the school and the community.

Historic properties emerged as a theme with several respondents.

Ririe and the agricultural regions surrounding the City were built from the desert. When people speak to us about what they wish to see in the City in the future, trees are almost a universal amenity: trees lining residential streets, in neighborhood parks, on school yards, in commercial developments and trees lining the entrance ways to the City. Trees not only provide an oasis from the high desert. When properly selected and located, trees can screen noise and views. Trees reduce air pollution. Depending on location and species, trees reduce street temperatures and home owners' energy costs. In a community setting, trees add beauty and a sense of place.

Residents are concerned about the appearance of the entrance ways to the City. Some were concerned about open storage by both public and private entryways. Most residents wanted more landscaping on our entryways. The desired image was one of landscaped roadways, uncluttered by open storage and signs, inviting people to visit, live and invest in our community.

1. Identify, analyze, and map areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.
2. The City will work with the Jefferson County Historical Society and the Bonneville County Historical Society to identify and encourage preservation of lands, sites and structures that have historical significance.
3. Use this information in the development review process.
4. Support the City's urban forestry program through ordinances. Require developments to participate in forestry best practices and placement of trees at entryways and on tree-lined streets.
5. Support the City's urban forestry through planting and maintenance of trees in City parks.
6. In cooperation with local, state and federal agencies and private developers, create and maintain landscaping on entryways to the City.
7. Prepare and adopt an overlay zone to require landscaping on the City's entryways.
8. Look for opportunities to redevelop ugly into inviting.
9. Refine and expand the landscaping requirements for residential, commercial and industrial developments.
10. Control the type, location and number of signs through a new and revised City sign ordinance.
11. Assure maintenance of landscaping is a continuing obligation.

9. School Facilities and Transportation

Ririe Joint School District No. 252 operates under the direction of a five-member school board representing the five zones in the school district area. District administrative offices are located in the junior/senior high school. The district has 757 students. Grades preschool through 6 are located at 260 1st West Street, while grades 7 to 12 are located at 13809 North 130 East.

The District consolidated students into two school buildings due to a reduction in funding from the State of Idaho in 2009.

The District constructed an addition to the 260 1st West building in 2004. An old seminary building located west of the elementary school was converted into a kindergarten center in 2016. The preschool-6th buildings now have 20 classrooms, media center/library, cafeteria, common area, band room, auditorium, gymnasium, elevator to the second floor and one computer lab.

The School District constructed a middle school building in 1996 at the 13809 North 130 East site. It also constructed a football field, track, bleachers, restrooms, and service building at the same location. It constructed a professional technical building in 2010 along with increasing the building to accommodate a junior-senior high school, for a total of 21 classrooms.

In 2018, the School District sold the old elementary on the northside of downtown, and the North Sports Park located on the north side of Ririe. It had ball diamonds and a picnic area.

School bus transportation is scheduled with five routes. The district does provide safety busing (busing any child within one and one-half miles of the school who has to cross a barrier caused by a highway or railroad tracks.). Some buses are stored in the yard of the Transportation/Maintenance Building.

There are no post-secondary education facilities in Ririe. University Place in Idaho Falls offers classes through the University of Idaho and Idaho State University with some four-year degree programs offered. The College of Eastern Idaho (CEI), formerly known as Eastern Idaho Technical College, was enlarged, expanded, and renamed in 2017 by voter approval in Bonneville County. Idaho State University in Pocatello is the closest public university to Ririe. Brigham Young University-Idaho is located in Rexburg, approximately 18 miles to the north. Brigham Young University and BYU-I offer extension services through their Pathways programs.

Given that the School District is an autonomous body from the City of Ririe, the board and superintendent work separately to accomplish their goals. The City of Ririe, however, will endeavor to support the education and transportation of students through strong and efficient infrastructure, consistent communication regarding the new building occurring in Ririe, and the strengthening of property valuation through good land-use practices including code enforcement.

1. Increase the scope and quality of education for Ririe residents.
2. Support continuing education.
3. Encourage and utilize year-round use of the public library as an educational entity, especially in the summer, when the school libraries are not open. Continue to provide access to materials and programming from the public library for those who are home-bound or otherwise unable to move freely about the community.
4. Continue to coordinate facilities and materials between the public library and the school libraries.
5. Continue to provide educational programming for all ages at the public library.
6. Recreation facilities and playing fields may be needed to supplement those provided by the school system as Ririe grows. Continue to coordinate and partner with the school district on the management and maintenance of shared recreation facilities.
7. Cooperate with the school districts, as appropriate, to develop and maintain current data for the evaluation of the adequacy of school facilities in all land use requests.
8. Encourage increased coordination between educational organizations and the community through exploring opportunities for shared facilities.
9. Ensure that school sites include room for future expansion as well as the size of public infrastructure for future expansion if needed.
10. Encourage the location of different school types to avoid adverse impacts on local residential areas.
11. Use the City Zoning Ordinances and Subdivision Ordinances to require the installation of sidewalks, crosswalks, signage, and traffic control measures along routes to all schools.
12. Include the School District as one of the members of the technical review for all new land use applications.
13. Assure adequate school facilities for a growing student population.
14. Encourage school facilities to be available to use for civic and recreational purposes.
15. Planning decisions and efforts emphasize providing infrastructure and services to the growing population and provide means for growth to pay its way.
16. Work with the school district to incorporate aspects of the Comprehensive Plan, including code enforcement, community amenities and aesthetics, and community events.
17. Incorporate school district representation on the planning and zoning commission for coordination of land use issues as the City grows.
18. Planning and Zoning Commission shall monitor new developments for compliance to policies regarding road design, maintenance, turning radius, etc. to allow for school bus service.

10. Public Service, Facilities & Utilities; Communications

1. Prepare and implement timely Street Capital Improvement Plans, Sewer Capital Improvement Plans and Water Capital Improvement Plans.
2. Central Fire District has indicated there is a need for cell service upgrade (another tower possibly) in the City of Ririe.
3. Develop a cell tower/communications ordinance for expansion of cell service.
4. Establish and utilize a Development Impact Fees ordinance to have growth pay for itself. Existing residents should not shoulder the new financial burdens acquired by Ririe because of new development.
5. Identify, analyze, and map the general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan should also show locations of civic centers and public buildings, public services, facilities and utilities and incorporate their existing conditions and future expansion plans and needs into the land use planning process.
6. Utilize the County GIS mapping to identify all public services, facilities and utilities and incorporate their existing conditions and future expansion plans and needs into the land use planning process.

11. Agriculture

1. Identify, analyze, and map the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and ranches, and ranching related businesses and their role in the City and the Areas of Impact.
2. Use this information in the development review process.

12. National Interest Electric Transmission Corridors

1. According to the United States Department of Energy website, there are no high voltage transmission lines or federally designated national interest electric transmission corridors in the City or the Areas of Impact.
2. For future transmission lines, the City shall work closely with Rocky Mountain Power to keep abreast of any transmission corridor updates.
3. Include Electrical (Rocky Mountain Power) as one of the members of technical review for all new land use applications.

14. Fire Protection; Health & Welfare

FIRE PROTECTION

The City of Ririe is incorporated with the Central Fire District for fire protection. The Central Fire District has four stations (Ririe, Rigby, Menan and Lewisville). Housed within these stations are: seven (7) Mini Pumpers, six (6) with EMS equipment on them, and five (5) with extrication equipment on them, one (1) ladder truck, and one (1) Mobile Command Unit. The District has seventy (70) volunteer firefighters and sixty (60) of them are Certified Emergency Medical Technicians. All of this equipment and personnel are available to the City of Ririe if needed.

Station #2 (Ririe) has two (2) HD Pumpers, two (2) Mini-Pumpers with QRU equipment, and two (2) sets of extrication equipment, and one (1) Tanker. Eleven (11) firefighters and eighteen (18) EMT's are also based out of Ririe.

The Idaho Surveying and Rating Bureau has given the City a fire protection class rating of "5." This rating is considered to be excellent for a city of this size. This is also the lowest rating in Jefferson County, which keeps our fire insurance rates low.

HEALTH & WELFARE

An inventory of health care reveals an interesting situation. The City has no dentists, no physicians, or any other form of health care. Ririe does have a Quick Response Unit in the City with the Central Fire District. There are fourteen (14) volunteer Certified Emergency Medical Technicians assigned to this unit. They handle any serious medical problems until an ambulance can arrive from Idaho Falls or Rexburg.

The Jefferson County Food Pantry covers food deliveries at the Senior Citizens Center twice a week.

1. Provide adequate fire protection and Quick Response services to all parts of the City of Ririe and its impact areas.
2. Re-establish original alleys for service truck access.
3. Replace Engine #181
4. Require fire inspections of new structures and existing structures deemed to be a danger (done by the district office).
5. Include Fire/EMS as one of the members of technical review for all new land use applications.
6. Attract a part-time medical provider that is willing to open a clinic.
7. Attract a part-time dentist that is willing to open a clinic.
8. Attract a drug store.

15. Public Safety & County Sheriff

The City of Ririe currently contracts with Jefferson County Sheriff's Office for public safety. A representative from their office attends City Council meetings regularly and provides a report of the past month's events and calls.

1. Include Fire/EMS and the Sheriff as members of technical review for all new land use applications.
2. Create a presence of the Sheriff's Department by establishing office space, signage, a parking space, and basic office furniture for a new Sheriff's satellite office in Ririe.
3. Create a cell tower ordinance for proper placement of needed radio and cell service coverage for Central Fire District.

16. Recreation

In 1969 the City of Ririe entered into a project with the Idaho Department of Parks and Recreation to develop the present City Park.

The local Lions Club with the help from a grant from Idaho Department of Parks and Recreation and the City, built a tennis court in Ririe. The school has a good playground located at the back of the elementary school.

The school district also has an additional recreation area being developed at the High School south of Ririe. The LDS Church has a football field and baseball diamonds with lights located on 2nd West Street.

The area surrounding Ririe is a Sportsman's Paradise. The Snake River is 2 miles from Ririe with good fishing. There are four canals surrounding Ririe, which also provide good fishing. Ririe Reservoir, located 4 miles from Ririe, has boat docks, camping and picnic areas and excellent fishing. Heise, located 5 miles from Ririe, has a Golf Course, two swimming pools with a hot pool open year-round, a zipline, and an RV Park and Pizza Parlor. Kelly Canyon Ski area is located 9 miles from Ririe. Kelly Canyon has four lifts, a lodge, Food Services, and a ski school. Newby's 7n Ranch has miniature golf, a golf driving range, equipment rental, RV parking facilities, food and entertainment. Mountain River Ranch, located between the Snake River and a feeder head Gates, features winter sleigh rides to the Meadow Muffin Theater with melodrama or variety shows, and the summer wagon ride and shoot out on the way to dinner. Mountain River also has RV trailer park facilities, a trout pond, gift shop, roping facilities and an arena. The Aspen Grove Inn at Heise Bridge has an RV Park, Cabins, a lodge, and cottages. Byington boat docks, located 5 miles from Ririe, has new boat docks, parking, and a picnic area. Twin Bridges, north of Ririe 3 miles, has campgrounds, boat ramp and fishing.

For the senior citizens, Ririe has a center with scheduled meals at noon on Tuesdays and Fridays with some scheduled entertainment and dancing on Friday evenings.

The historic Ririe Community Hall, built in 1935, is owned by the school district 252 and houses wrestling and other Student Activities practices. It provides an area for basketball, exercise programs, and a place for events such as the Halloween Carnival and various other social events.

The City has a public library for those who enjoy reading. The library also has access to the internet via computer.

1. Provide and maintain adequate and accessible recreational facilities to the residents of Ririe and the surrounding area.
2. Identify, analyze and map the recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches/boat docks, playgrounds, and other recreation areas and identify existing and needed recreation programs.
3. Work with the County and State and federal land managers to include their recreation plans in the City of Ririe decision-making process.

4. Include analysis of needed open space, green space, and recreational space during the land use application process. The Planning and Zoning Commission and Council have, at their discretion, latitude to ask developers to create a park or relinquish to the City a portion of the total development acres for use as park space.
5. Develop a hiking path
6. Build a basketball court
7. Develop an ice skating rink

17. Hazardous Areas

One of the major hazards affecting the City of Ririe is high subwater in some areas of the City. The high subwater floods some basements, which causes property damage and eliminates the functional use of basements.

Other hazards listed by the Red Cross, DOT and Bonneville County Council on Emergency Preparedness are:

1. Flooding-- the river rising too high for the canals to hold water;
 2. Breaching of Palisade Dam as a result of overflow from the Jackson Dam;
 3. Earthquake fault located in this area;
 4. Idaho National Laboratory (INL) site and waste materials;
 5. Dormant volcanoes such as Two-Top in Island Park and Big Southern Butte area;
 6. Canals and open pit sewer drainage;
 7. Increase of chemicals being transported on local highways such as chlorine, anhydrous ammonia, ammonia nitrate, propane, nitric acids, sulphuric acids, insecticides, herbicides, rodenticides, methylene glycol, hydroxylamine, cyanide, radio-active materials, explosives and natural gas.
 8. "Meth" labs being set up in homes, rental units and campers.
-
1. Eliminate all hazards that are feasible to eliminate and take preventive measures to avoid or minimize hazards.
 2. Work with canal companies to alleviate subwater
 3. As part of the land use application process, notify developers and builders of the high subwater found in Ririe, and not allow the building of basement levels in some parts of Ririe
 4. Educate the public about hazards.
 5. Work to establish a community emergency plan and routes of communication in case of hazardous spills.
 6. Establish clean-up teams for hazards.

18. Soil Map & Soil Classifications

19. Natural Resources

The Ririe area has historically been agricultural land and much of it remains so today. The area is flood and sprinkler irrigated and therefore creates a subwater flooding problem for urbanized land.

The Ririe area has an elevation of 4,290 feet above sea level. The surrounding area is rolling hills interspersed with flat land. The soils are alkaline and vary from deep sand loam to gravel bar outcrops.

The Ririe area has herds of elk feeding in the fields during the winter, which, during a bad winter are fed hay. Deer and moose can also be found in the surrounding area.

The canals surrounding Ririe, the Anderson, the Eagle Rock, the Farmer's Friend and the Enterprise, all have good fishing. Within a five mile radius of Ririe, lies the Snake River, the Feeder Headgates, the Ririe Dam and Willow Creek. Cutthroat trout, whitefish, rainbow trout, brown trout, yellow perch and brown bullhead and bass can be found in these rivers and streams.

One of the greatest natural resources available in Ririe is the views and the open spaces.

1. Ririe will do its part to protect natural resources.
2. Identify, analyze and map the uses of the Snake River and other waterways, forests, range, soils, wildlife, watersheds and shorelines in the City and in the Area of City Impact.
3. Utilize the natural resources map in the development review process and all land use applications. The Planning and Zoning Commission and the Council shall have the jurisdiction and oversight over land use applications to assure the natural resources are protected and utilized to their highest degree as building and development occur in Ririe.
4. Control growth in Ririe so that the natural resources are not overutilized or depleted.
5. Utilize the Counties' GIS mapping system to incorporate the known hazardous areas.
6. Incorporate the known hazardous areas in the review process of all land use developments and proposed regulations.

20. Community Design

Ririe was initially platted in a grid pattern. The streets in the original plat (now called Old Town Ririe R-1) are sixty feet wide. Additions to the City plat have maintained this pattern, although new subdivisions will likely propose a less traditional layout of streets.

Main Street is the designated truck route. Several businesses and the elementary school are also on this street and school students heavily travel this street. A new and safer route for truck and agricultural traffic is needed.

Housing Value and Cost: The median value of owner-occupied homes in Bonneville County in 2010 was \$153,400, a 64% increase over 2000. The county ranked 17th in highest median home values for Idaho. The county's gross median rent in 2010 was \$674, which was 8th highest in Idaho.

The Comprehensive Plan Map (Future Land Use Map) traditionally is contained in the Comprehensive Plan. It is a conceptual map and a general frame of reference for land use decisions. Franklyn Beal warns in *Principles and Practices of Planning*: "The objective is to make the community look like the map of the future and the goals, sometimes stated but often only implicit in the map, are convenience, order, efficiency, economy, and beauty." It is important to note that the Comprehensive Plan Map should assist in determining which public facilities (such as a new wastewater trunk line, a new water line, or a new street which all encourage growth, or a City park. Since public facilities are crucial to new growth, the map serves a vital purpose of helping decision makers understand the implications of public construction. The map does not, however, speak to the livability of the community-- its does not address how new development looks or how it works, nor does it help create change that is as good or better than what we presently have. We need to manage growth to minimize disruption, to create linkages, and to improve the attractiveness of our community.

To do this - to manage growth - Ririe must develop a sharply defined set of policies to guide growth. Below are the policies to guide growth:

Residential:

Implementation Strategies 1. Develop a program to involve neighbors in the community development process early. 2. Evaluate present impact fees to see if public costs are covered. 3. Develop a zone to accommodate existing homes on lots of one acre or larger. Standards 1. A park sufficient to meet neighborhood needs shall be provided to serve residential development. 2. Residential development should reflect the economic and social diversity of Ririe. 3. Arterial streets should be located along the perimeter of residential neighborhoods, preferably at the square mile. At least one east-west collector and one north-south collector street should be located in every square mile of residential development. If such collector streets provide access to homes, the design of the collector shall discourage through traffic. 4. Residential lots adjacent to arterial streets shall have reverse frontage and deeper lots than typical lots within the subdivision. Such lots shall have larger rear yard, or side yard if applicable, setbacks. 5. Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors. 6. Arterial corners shall support higher density housing, quasi-public services, or community/neighborhood commercial services.

7. Study innovative approaches to residential development within the context of the preferred residential alternative pattern. 8. Neighborhood and community services shall be buffered from the residential neighborhood by fencing and landscaping. 9. High schools, junior high, and middle schools should not be located in the core of the neighborhood. 10. Walkways shall be provided from schools and parks to those portions of residential subdivisions in which homes back such facilities. 11. On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services. 12. Higher density housing should be located closer to service areas and those streets designed to move traffic, such as arterial streets and collectors, with access only to the collector street. 13. Bikeways should tie residential neighborhoods to schools, shopping, and employment.

Commercial:

Implementation Strategies 1. Form partnerships with private investors to redevelop vacant or deteriorating commercial areas within Idaho Falls. Standards 1. Plan for different commercial functions within the City of Ririe. 2. Require perimeter landscaping for new commercial development. 3. Clarify and improve existing landscaping requirements. 4. Cluster community commercial centers and highway commercial rather than encourage strip commercial along arterial streets. 5. Regional commercial centers, as other major traffic generators, should be located approximately at or within one-half mile from major state thoroughfares and be served by existing arterial streets. 6. Access to commercial properties shall be designed to minimize disruptive effects on traffic flow. 7. Buffer commercial development, including services, from adjacent residential development.

Recreation:

Our plan for Recreational Development: Implementation Strategies 1. Passive recreation space should be developed to serve residential areas. 2. Develop bikeways and walkways to serve transportation needs as well as recreational needs. 3. Develop community parks as subdivisions are added to the periphery of the City, and, 4. Revise study on park impact fees and adopt a park impact fee ordinance.

Subdivisions:

Implementation Strategies

1. Revise the zoning ordinance and other development regulations as necessary.
2. Use the fiscal impact model to evaluate major subdivisions and development proposals.
3. Maintain a capital improvement program.
4. Establish a program of on-going communication and cooperation with other local governments and entities.
5. Review the area of impact agreements with Bonneville County and Jefferson County to assure land developed adjacent to City boundaries meets City standards for streets, water and sewer, and stormwater management.
6. Continue to monitor the success of these planning policies through a citizen participation program.
7. Review the land use map every five years to assure it is responsive to citizen goals and changing trends and needs.

Standards

1. To reduce land use conflicts, existing land uses are recognized as starting points for future development patterns.
2. Designated open space is to be used for agriculture, parks, stormwater retention, and very low density uses.
3. Low density residential is development at densities of seven dwelling units or less per net acre.
4. Higher density housing such as apartments are adjacent to collector and arterial streets.
5. With careful site planning, higher density housing and offices may be a buffer between commercial and industrial land adjoining residential uses.
6. Encourage development in areas served by public utilities or where extensions of facilities are least costly.
7. Recognize and develop land use and site planning policies adjacent to arterial streets should maintain the function of an arterial street which is to move traffic streams efficiently. A majority of land use adjacent to arterial streets should be predominantly residential properties with reverse frontage and lots deep enough for a substantial yard adjacent to the arterial street.
8. Develop nodes of clustered development.
9. Locate regional facilities which generate major traffic on or within one-half mile of regional highways.
10. Require developers to include pedestrian and bikeway connectivity to connect residential to the downtown.
11. Employment centers, defined as those employment areas with a large number of employees per acre, are located adjacent to arterial streets and near support facilities necessary for business.
12. Industrial areas are located adjacent to highways and railroad facilities.
13. Develop new parks to meet recreational needs as the community grows into new areas.

Industrial:

1. Improve the City street with safety in mind for vehicles, bicyclists and pedestrians.
2. Paths for pedestrians and bicyclists will be encouraged. Paths and their connectivity to adjacent neighborhoods and the downtown should be an integral part of proposed new subdivisions.
3. Encourage development of single-family detached dwellings within new subdivisions.
4. Medium density developments should not be approved until the City has broadened its land use portfolio with more single-family detached dwellings and more commercial land use.
5. No apartments and no mobile home developments should be allowed until the City has broadened its land use portfolio with more single-family detached dwellings and more commercial land use.
6. Discourage the development of additional mobile home dwellings in the areas of impact.
7. Work earnestly with Jefferson and Bonneville Counties to create Area of Impact agreements that closely resemble the Ririe Comprehensive Plan, thereby recognizing the designated Areas of Impact are the City's future responsibility and privilege to have jurisdiction over.
8. The storm water system in Ririe must be addressed soon.
9. The subwater in basements infiltrating the sanitary sewer system must be addressed soon.
10. Identify and encourage the development of needed businesses.
11. Redesign the truck route parallel with rail lines.

12. Create ordinances that reflect the highest standards for public works infrastructure for both City projects and new builds including subdivisions.
13. Institute an Development Impact Fee schedule ordinance so growth pays for itself.
14. Create and implement a bicycle/pedestrian path plan.
15. Conduct a public facilities inventory.
16. Continue to conduct open meetings that involve the community to glean comments from the public about the Comprehensive Plan on an on-going basis.

21 Public Airport Facilities

Ririe is within 25 minutes of the Idaho Falls Regional Airport which offers commercial airline services. There are also three small aircraft services available in Idaho Falls, Rigby and Rexburg.

Section 4

1. Event Pictures and Raw Data

Kiosk events were conducted in January of 2020 to ask the residents of Ririe how they envisioned Ririe in the future. Approximately 52 people were in attendance at both Sweet Surrender Cafe and at the Senior Citizens Center (pictures below). Additionally, meetings were held since early 2019 with the Ririe School District leadership, City staff members, the mayor and Council several times in the prior year, and public hearings on the Comprehensive Plan were held with the Planning and Zoning Commission and the City Council in both February and March of 2020. Draft copies were distributed to the Commission at their January meeting.

All those interested in giving verbal or written comments were given the opportunity to do so. The following represents these information-gathering events:

- 6 people wrote or said: "Like to see a grocery store"
- 6 people wrote or said: "Like to see a medical clinic two days a week."
- 6 people wrote or said: "Like to see a hardware store."
- 6 people wrote or said: "Like to see medium house district," and agreed Thayer Bridge in Idaho Falls is what they would like to live in.
- "Don't grow too fast. Don't make lots too small. Brent"
- "There's plenty of wildlife so people will feed them and that brings predators. Where does the safety come with the increase in population? They need to pay for sewer upgrade for City sewer. Costs are going up plus water is up in price. It will require more police and fire department. I hope the school can hold the influx of all the new students. Also, please clean up property."
- "This is what I would like to see in Ririe: 1. An indoor farmer's market especially to buy fresh fruits and vegetables, or an indoor flea market store. 2. An improvement in wi-fi in order to use cell phones and computers. 3. A hardware store. 4. Activity or recreation center for youth for games, ice skating, etc. 5. Trash pick up from alley ways instead of front yard. That's all I can think of for now. Thank you, Veronica Williamson, 683 Main Street"
- "Ririe is a small bedroom community. I would like to see it small. If growth occurs too fast the infrastructure of the community suffers. The impact fees should be covered by contractors and the new home builders. The present residents should not have to pay for the new expansion."
- "We need a hardware store-- such as Rocknack's. Also, something done with empty buildings such as the Lion's Hall."
- "Houses - 0. More farm ground."
- "Need both single and multi housing."
- "Clean up Ririe. Get lots of old timers to help. Ririe will not support our own town." (wrote contact information to help run clean up).
- "1st my comment is that if Ririe stays small and limits the amount of buildings that are built, meaning if you want to have more people come in, but they can't afford an actual home, make one floor rental homes like you see when you enter Ririe. No a lot of people have money or credit to get homes. But if you just place a couple or so more small one

floor places. You will have a bigger chance of people aiming to get a home here and get that credit they need and want. Another thing, also consider is horse people. People around Rigby and Idaho Falls want to get out from cities because it takes a longer time to park a trailer if you're on a busy road. It's hard to keep horses and people in those city homes-- it's stressful for them. So make small homes with large property homes for that. As a horse and dog owner, it's hard to find a place I can relax knowing my animals are in a safe town."

Additionally many people made "+" or "-" marks alongside pictures that were provided for them to make comments on. Pictures included local sites, housing styles, fence styles, and downtown landscapes. Many +'s were put next to the local sites-- residents like the history of Ririe and it's small town atmosphere.









2. Ririe Land Use Map (Comprehensive Plan Map)

Below is the future land use map or what is more commonly known as the Comprehensive Plan Map. As stated at the beginning of this section, Ririe does not directly implement this plan. The time frames are based on estimated land use needs and existing development plans. These time frames may be substantially altered by private investment decisions or significant changes in population growth.

1. Ririe Land Use Map

2. Pirie City Map

3. Ririe Comprehensive Plan Map

4. Map of Ririe and Impact Area within Jefferson County

5. Map of Ririe and Impact Area within Bonneville County