

ENTRYWAY CORRIDORS

The entryway corridor for New Plymouth is Highway 30 from Ada Road to North Plymouth and Southeast Avenue from North Plymouth to Southeast Boulevard.

These entrances to the City provide the first impression of the entire community.

The City has the responsibility to guide the development along these corridors. Design review procedures should be implemented through zoning and development review regulations. These processes provide a means for guiding development and redevelopment of existing uses. Without these procedures there is the potential for aesthetic inconsistencies and poor views that will degrade the general quality of the corridors.

GOALS, OBJECTIVES & POLICIES

GOAL: PROMOTE AND ENCOURAGE AESTHETICALLY PLEASING CORRIDORS WITHIN THE CITY THROUGH LANDSCAPING AND DESIGN.

OBJECTIVE: Enhance the appearance of Highway 30 from Ada Road to North Plymouth and Southeast Avenue from North Plymouth to Southeast Boulevard.

POLICY:

1. Establish a City ordinance to require landscaped setbacks and drainage areas along streets in new developments.
2. Establish and enforce a sign ordinance.
3. Provide volunteer clean-up program.

GOAL: DEVELOP AND MAINTAIN HEALTHY AND ATTRACTIVE COMMERCIAL SERVICES.

OBJECTIVE: Preserve and enhance downtown New Plymouth

POLICY:

1. Prepare a Master Plan to revitalize the downtown New Plymouth.
2. Apply for funding for downtown revitalization.
3. Work with Idaho Transportation Department to improve Highway 30 in and out of the City.

HAZARDOUS AREAS ELEMENT

INTRODUCTION

The Hazardous Areas Element is similar to the Natural Resources Element of the Plan. This element is influenced by identifying and inventorying hazardous areas within the City's jurisdiction. This is done to enable the best decisions possible with respect to the City's future growth and development. In this case, the inventory deals specifically with areas that are either known to be or could potentially be hazardous. Examples include areas prone to land slides, flooding, fires, or any other hazards. To complete the inventory and assessments with respect to needed Goals and Policies, the City will review areas or issues considered hazardous as a result of flooding, man-made hazards, and other additional considerations.

FLOOD HAZARDS

Federal Emergency Management Agency (FEMA) has engaged in an on-going process of flood hazard identification in order to produce maps. These maps depict various levels of flood hazard delineation.

The City of New Plymouth and the impact area are not in areas with flooding hazard designations.

MAN-MADE HAZARDS

There are a number of additional items, which could potentially pose a threat to the health, safety, and/or welfare of the City's residents. These additional hazards fall into categories defined by the activities and/or by-products of human activities. Highly detailed information may not be available for each of these potential hazards at this time. Their mention and general identification provides a starting point for follow-up action.

Ditches/Canals

Not only can open canals and ditches present localized flooding hazards, they can pose other problems. Areas along canals are used increasingly for recreational purposes. People, especially children, could be subject to water-related accidents. The City should initiate efforts with the applicable irrigation district for the Noble Canal and any others as needed, to install fencing, signing, and/or covering to increase public safety.

Railroad Crossings/Tracks

Railroad crossings, which are not gated, present a potential hazard to both vehicles and pedestrians. The Idaho Transportation Department (ITD) maintains risk criteria and a listing of high priority crossings for the state. ITD should be consulted with respect to the City's level of exposure and possible steps for any needed mitigation. Direct exposures

to railroad tracks, which are neither fenced nor blocked, present a hazard to both residents and animals. The City should investigate fencing or berming alternatives with Idaho Northern Pacific Railroad.

Bridges

A number of bridges throughout the City may present potential hazards if their access, transit, and/or exposure are not adequately safeguarded. As a starting point, for any needed action, an inventory and survey of the City's bridges should be completed.

Agricultural Practices

Based on discussions with personnel at the Natural Resource Conservation Service office (NRCS), common agricultural practices such as the use of fertilizers, pesticides, and burning can present a number of short and long-term hazards. These hazards can impact soil, water, and/or air. The NRCS has programs and literature available to help farmers alleviate the problems from common agricultural practices. The NRCS has established a Watershed Advisory Committee to address Total Maximum Daily Loads (TMDLs), for the area watercourses. The City should attempt to work with the NRCS and the public to educate and disseminate information with respect to agricultural hazards.

Hazardous Materials Transport

Transport of hazardous materials by either truck or rail car through the City, presents its own unique set of

problems. The United States Department of Transportation (USDOT) and Idaho Transportation Department (ITD) mandate placards on hazardous materials transported by truck or rail. With the state highway passing directly through the City, an Emergency Response Plan should be thoroughly investigated and prepared.

Hazardous Sites or Storage

Additional areas or sites that could present hazards are those which store fuel or other hazardous materials. Gas pipelines, industrial sites, past or present landfills and any other previously contaminated sites are included in this group. As an action plan, the City should identify and inventory all such sites. After this is done, the City should proceed with appropriate steps to ensure that safe storage, operating, and/or containment procedures are in place.

Street/Arterial Pedestrian Crossings

Street or arterial crossings with certain characteristics pose a hazard to the public who use them. These characteristics can include 1) poor line of sight, 2) steady traffic flow at higher speeds (45 mph and above), 3) and/or inadequate crossing protections. U.S. Highway 30 through the City has traffic flows between 2,400 to 3,200 vehicles per day according to the ITD 1996 Rural Traffic Flow Map. The City should undertake an inventory and survey of potentially dangerous crossings as part of its City Traffic Task Force.

Noise/Traffic

Often overlooked as a form of pollution, noise can be detrimental to a community. Sources for high volume noise can be found in loud music, some industries, and heavy traffic. According to the Local Highway Technical Assistance Council, traffic contributes to neighborhood decay primarily through a "zone of influence" from the traffic that extends past the street section. In general, the traffic volumes of U.S. Highway 30 will create a tendency for residences along the Highway to shy away from public sidewalks and front yards. The implementation of fencing, grass strips, trees, and increasing setbacks can buffer the residences from traffic noise.

GOALS, OBJECTIVES & POLICIES

GOAL: Ensure the highest level of safety and security for City residents that is reasonably possible, by means of thorough and accurate identification and elimination of potential hazards.

OBJECTIVE: Complete inventories and/or actions as necessary address man-made and other hazards.

POLICY:

1. Survey ditches and canals for potential flood and/or accident hazards. Work with applicable districts to deal with dangers.
2. Survey railroad crossings and areas of tracks, which pose risks. Work with ITD and/or applicable railroad companies to mitigate.
3. Survey all bridges with the City's area of jurisdiction for possible steps needed to improve safety.
4. Work with the NRCS and the public to alleviate potential hazards stemming from common garden and landscaping practices.
5. Survey applicable street and highway crossings to determine locations and appropriate actions to improve safety.
6. Take steps to establish, modify, or improve an Emergency Response Plan (agencies, actions, and safeguards) with respect to the transport of hazardous materials by rail or truck.
7. Develop and plan zones and ordinances to accommodate hazardous areas.
8. Conduct an inventory of all past land uses in the City and the area of impact to identify potential hazardous sites.

OBJECTIVE: Educate the community regarding current agricultural practices and potential hazardous areas and activities.

POLICY:

1. Educate the public regarding burning ordinances through city newsletter.
2. Encourage the use of best agricultural management within area of impact.
3. Provide information on ordinances and regulations regarding crop dusting, hazardous materials storage, and disposal, and agricultural spraying.
4. Encourage community to setup a Community Collection Day for hazardous material disposal.

RECREATION, PARKS, and OPEN SPACE ELEMENT

INTRODUCTION

Recreational amenities provide a valuable asset to any community. The scope of recreational amenities is not limited to parks and playgrounds. It can also encompass undeveloped and open space, as well as the full range of activities and programs that are available to a City's residents.

This element of the Plan seeks to identify and discuss the existing services and/or amenities available in New Plymouth. By identifying these services it will enable the City to define future needs and/or other considerations which relate to recreation. A discussion of the many intrinsic benefits of recreational activities and space will help to formulate applicable Goals, Objectives, and Policies at the end of the element.

CURRENT INVENTORY

Central to the completion of this particular Plan element, is a basic inventory and assessment of the City's recreational facilities and programs. The following is a list:

Parks / Open Space

The City has two City parks located within the City limits. These parks

are the Kiwanis Park and the Horseshoe Park. These parks consist of 3 acres and 14 acres, respectively. The recreational facilities at the Kiwanis Park include primarily picnic tables and horseshoe pits. The Horseshoe Park does have recreational facilities associated with the park. See the Parks and Open Areas Map (Figure 1).

The New Plymouth School District serves to relieve some of the recreational park deficiencies with 35 acres of school ball fields, playgrounds, and playground equipment. See the Parks and Open Areas Map (Figure 1).

There are restroom facilities available for use at the Kiwanis Park.

Recreational Opportunities

The primary recreation provider for the City of New Plymouth is the Payette County Recreation District (PCRD). The PCRD provides recreation programs for the entire Payette County. A three-member board administers the District. The board is comprised of elected non-paid representatives from Payette, Fruitland, and New Plymouth. Property taxes and participation fees fund the PCRD.

Seasonal leagues are run for both adults and youths. These leagues include softball, baseball, basketball,

tennis, and soccer. Year round programs are focused on preschool activities, arts, and crafts. The PCRD's policy is to not refuse participation in a PCRD program due to an inability to pay. Free registration is available for low-income families and participants.

Public swimming pools are available in the cities of Payette and Ontario.

Area recreational opportunities in the region include many outdoor activities such as hunting, hiking, camping, fishing, boating, and skiing.

NEEDS ASSESSMENT

The overview of parks, facilities, and activities demonstrates that the City has a limited number of recreational opportunities available within the City. The Recreation/Open Space Element is concerned with those matters over which the City can exercise specific jurisdiction (land use planning, development and City programs). The primary interest is improving the overall balance and quality of recreational amenities.

Recommended Park Standards

In the absence of any federal or state mandates to reserve a certain percentage of land for parks or open space, many cities and counties refer to the National Recreation & Parks Association's (NRPA) Suggested Guidelines for park acreage. The NRPA, headquartered in Arlington, VA, maintains

recommended minimum standards for all categories of parks, per each 1,000 of population. Guidelines have been established for: mini, neighborhood, community and regional parks. The most applicable standard for the purposes here is a general comparison of the recommended 5-8 acres of community park land, for each 1,000 of population. This is a reasonable consideration of a median between the California Quimby Act, which mandates 3 acres per 1,000 and the Blaine County standard of 12 acres per 1,000.

Based on the inventory provided earlier, the City has a total of 17 acres of park area that is under its own jurisdiction. At the minimum standard of 5 to 8 acres per 1,000 people or based on an average of 6.5 acres per 1,000 people and using a population of 1,400 for 2000, the City would ideally have about 10 acres in park lands. Currently, the City is maintaining roughly 17 acres of park. The usage of the Horseshoe Park is not consistent with a community park. The park is currently used more for open space than as a neighborhood gathering point as defined by the NRPA guidelines are for community park land. The only park that fully meets this definition is the Kiwanis Park. The Kiwanis Park is 3 acres.

Adding the additional space comprised by New Plymouth's three schools, the City exceeds significantly the minimum NRPA guidelines. A potential problem with relying on school grounds for public

recreation is that their space and/or amenities are not always readily available and/or accessible.

Issues and Concerns

Parks and opens spaces provide many benefits to the general community. These benefits can include social, economic, and personal. Due to these benefits, special attention should be given to the intrinsic value of undeveloped open space as a community asset. This important factor is often overlooked in favor of routine land use development.

The rural character and open agricultural spaces surrounding the City lend itself to walking and biking activities. These surrounding areas are primarily privately owned and access is prohibited or limited. The creation of bike paths and greenbelts will enable residents to take nature walks without trespassing or safety concerns.

The lack of amenities at the existing City parks limits the use of those facilities by the public. Improvements such as the "Frisbee Golf Course" in the Horseshoe Park will increase the benefit of these facilities to the City. Other amenities to be considered include additional public restrooms and approved playground equipment.

City swimming pools are located in the cities of Ontario and Payette. There is no public transportation or shuttle service to these facilities. The City of New Plymouth may

consider providing these services to avoid a future need of building its own pool.

The growth of the City population may increase the shortage of park space within the City. To mitigate the impact of this growth, the City should acquire land for parks and open spaces through gifts, purchasing, and subdivision requirements.

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KIWANIS PARK

PAYETTE COUNTY
FAIRGROUNDS

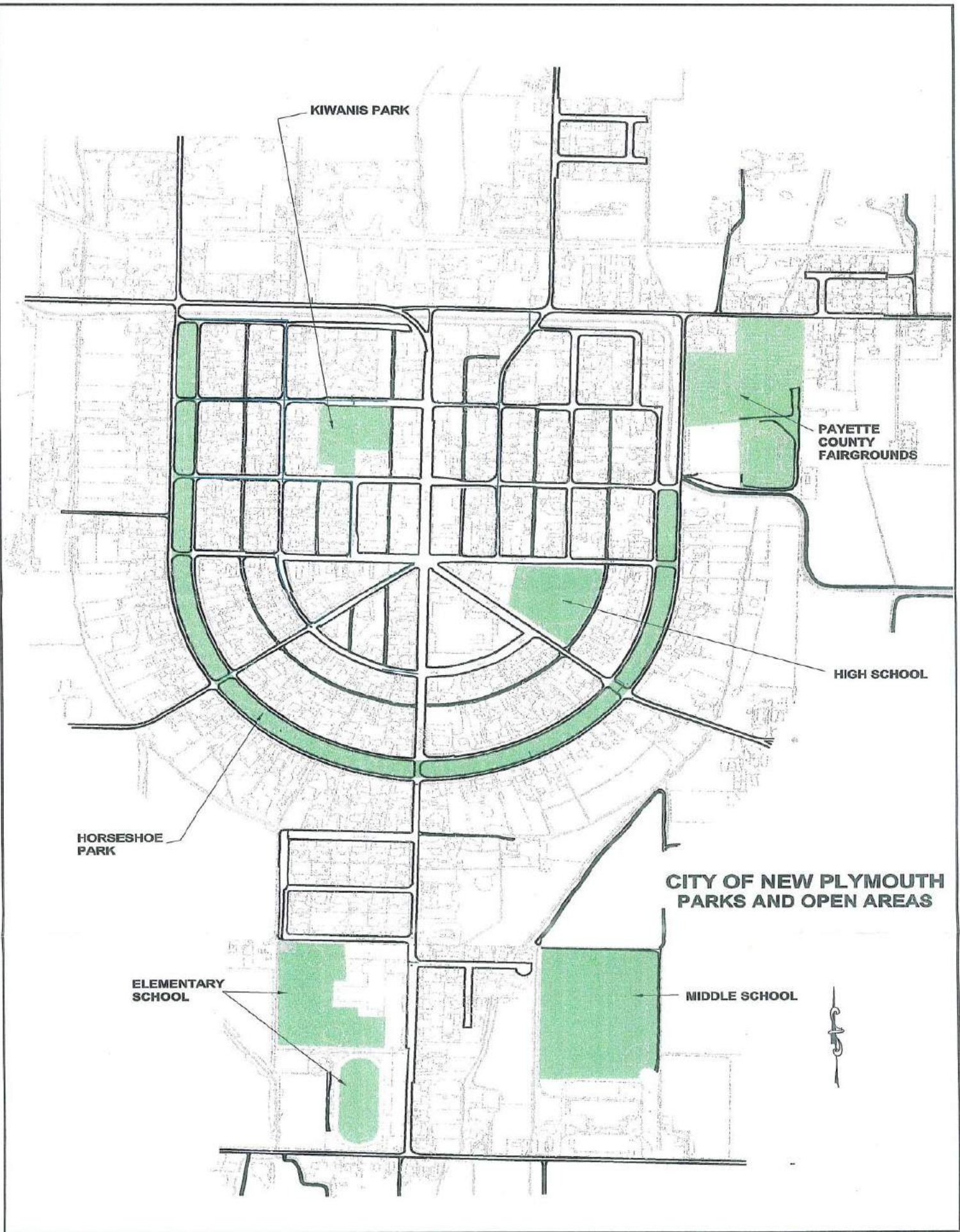
HIGH SCHOOL

HORSESHOE
PARK

ELEMENTARY
SCHOOL

CITY OF NEW PLYMOUTH
PARKS AND OPEN AREAS

MIDDLE SCHOOL



GOALS, OBJECTIVES & POLICIES

GOAL: Improve and Maintain the range of recreational sites, facilities, and opportunities in order to achieve a balance of recreational amenities.

OBJECTIVE: Acquire additional lands on a systematic basis to meet the needs for open space and all categories of parks.

POLICY:

1. Develop a Capital Improvement Program (CIP) or Specific Plan (for recreation) to identify, prioritize, schedule, and fund proposed land acquisitions.
2. Utilize a Future Acquisitions Map or the Specific Plan to designate proposed areas or sites, which will achieve a balance of recreational amenities throughout the City.
3. Establish and implement definite standards for the requirement of functional open space and/or park land within all new applicable developments.
4. Review the City's Zoning and Subdivision Ordinances to ensure allowances for park land, open space, or other recreational amenities.

OBJECTIVE: Expand the City's existing base of available sites, facilities, and services.

POLICY:

1. Utilize opinion surveys to determine public priorities.
2. Utilize a Specific Plan to establish an integrated network of parks, trails, open spaces and additional facilities.
3. Investigate the feasibility of a greenbelt and bike path connecting City with schools, parks, and the canal. Include study of funding sources, easements, access, and street widths, in conjunction with PCRD.
4. Initiate joint ventures with the School District to expand available recreational sites (development/maintenance agreements).

OBJECTIVE: Improve and maintain existing and new sites, facilities, and/or programs throughout the City.

POLICY:

1. Form a Recreation Opportunities Committee.
2. Coordinate volunteer support from the community to provide professional assistance, equipment, and labor to plan and develop desired City park improvements and additional park space.
3. Involve City, School District, PCRD and Payette Greenway in a discussion of developing a pathway along the river and railbed.

LAND USE ELEMENT

INTRODUCTION

Often times considered the cornerstone of the Comprehensive Plan, the Land Use Element seeks to protect land uses for the City's future need and/or desires. Based upon a variety of factors such as natural resources, hazardous areas, special sites and existing development, the projected land uses described in this portion of the plan help the City to design its integrated strategy for future growth. In the most basic sense, the underlying intent of the Land Use Element is to influence the type and character of development patterns within the City.

To fully appreciate the City's aspirations, the current status of land uses within the City and its area of impact has been inventoried. The implications for various projected land uses within the area of impact and the definitions for those designations will be reviewed.

Next, the basic provisions of the City's area of impact agreement with Payette County and annexation procedures have been reviewed. After a discussion of the desired overall pattern of development for the City, then a list was developed of relevant Goals, Objectives and Policies.

CURRENT LAND USE INVENTORY / ZONING

Previous plan elements of demographic information and properties reveal continued growth in the City's population. This growth indicates a corresponding need for homes, jobs, services, and school capacities. By reviewing current land use pattern, the City can get an idea of how it is positioned to meet the forecasted needs.

City Limits

The City's current Zoning Map closely reflects existing land uses. The current City limits basically enclose already developed areas while the City's adopted Zoning Districts have generally followed existing uses. Reviewing the various percentages for various land uses (current zones) gives the City a good basic understanding of the composition of development within the City.

CITY LIMITS LAND USES/ZONES		
Category	Acres	% of City Limits
A-Single Family Residence	46	10.9
B – Duplex Family Residence	177	41.8
C – Multi-Family Residence	58	13.6
T- Mobile Home Residence	0	0
Commercial	20	4.6
Industrial	54	12.7
Agriculture	0	0
Public Facilities	69	16.4
Totals	424	100

The main impression of this land use breakdown is that the City is primarily comprised of residential areas. Of the eight total possible categories listed on the current Land Use Map, four of them refer to Residential Zones.

Area of Impact

The City's area of impact is the land, which lies outside the actual City limits, but within a boundary line agreed upon between the City and the County. It is generally considered that area into which a City reasonably can expect to grow in the future. Projected land use designations are assigned to the various portions of the area of impact and are just as important as those within the City limits.

The City's Area of Impact Map shows land use designations that are based on actual City Zones. The projected breakdown of future land use categories can aid in decision making with respect to possible changes.

AREA OF IMPACT LAND USES/ZONES		
Category	Acres	% of City Limits
A-Single Family Residence	579	10.4
B – Duplex Family Residence	177	3.2
C – Multi-Family Residence	438	7.9
T- Mobile Home Residence	162	2.9
Commercial	20	.4
Industrial	54	1.0
Agriculture	4032	72.4
Public Facilities	103	1.8
Totals	5,565	100

The majority of the land within the City is zoned Residential. This would indicate that the majority of the impact area is also zoned Residential.

AREA OF IMPACT AGREEMENT/ANNEXATION CONSIDERATIONS

Area of Impact Agreement

In the previous section, the City's area of impact was described as the land which lies outside the City limit line, but within a boundary that has been agreed to by the City and the County. A contract between the City and the County specifies whose plans and ordinances shall apply and how they will be administered.

The primary land use documents in question, within the area of impact, are the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance. According to Idaho Code 67-6526, either the City's regulations may apply, the County's, or some combination, thereof. A review of the actual agreement between Payette County and the City of New Plymouth, which was adopted in 1981, specifies that "(A)pproval of all subdivisions and subdivision plats within the impact area shall be under the jurisdiction of the City.". It implies, however, that despite the agreement with respect to jurisdiction, the County's Planning and Zoning Ordinance shall be utilized, while the City's Subdivision Ordinance shall dictate. An Area of Impact Agreement between the City and County has been established

and is on file at New Plymouth City Hall.

The present configuration has several important implications for the City.

1. The City must consider carefully the future land use designations in the outlying area to administer and oversee its development.
2. The City must work very closely with the County to ensure that their planning documents reflect what the City needs and desires.
3. The City must have an effective system for reviewing and processing development proposals.

Annexation Considerations

The Idaho Code, another tool for land use planning, enables cities to undertake annexations of certain areas of land, provided that the following basic criteria is met:

- (1) The land is currently within the City's area of impact.
- (2) It is contiguous to the current City limit line.
- (3) It has been or will be divided into parcels of five acres or less; or it does not meet these criteria.
- (4) A specific request to be annexed must be made by the owner.

The benefit of this provision of the Idaho Code is that a City can effect

positive control over its designed City limit line and make important decisions with respect to outlying properties that may be benefiting from City services. Annexation is a viable option that can be considered on a case by case basis.

DESIRED PATTERNS OF DEVELOPMENT

The City should revise and expand their list of definitions available of future land use designations. The City should review the basic provisions of the impact area (agreement) and annexations as broad scale planning tools. The task now then turns to helping to define what the City would like its character and feel to become, as it continues to grow into the future.

Basic Principles for Future Land Use Development

Since it is difficult to accurately predict when the City of New Plymouth may undergo a rapid growth pattern, the City should seek to employ a set of principles against which future development proposals should be judged.

Incorporated within the zoning, subdivision, and other review regulations are the following:

- Emphasize a flexible mixture of uses at various core locations.
- Ensure that differing uses are within walking distance within the cores.

- Emphasize on fill and redevelopment of existing core areas.
- Emphasize public spaces and human scale for urban design.
- Seek to achieve a gradual shift in land use changes, which are interconnected and supported by transportation and utility planning.
- Achieve an efficient use of land while preserving habitat and open space areas.

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TOWNSHIP 7 NORTH RANGE 4 WEST BOISE MERIDIAN



EXISTING ZONING MAP

LEGEND

- | IMPACT BOUNDARY | CITY LIMITS | PROPOSED ROAD | SINGLE FAMILY RESIDENCE ZONE A | DUPLEX FAMILY RESIDENCE ZONE B | MULTI-FAMILY RESIDENCE ZONE C | MOBILE HOME RESIDENCE ZONE T | COMMERCIAL ZONE | INDUSTRIAL ZONE | AGRICULTURE ZONE | PUBLIC FACILITIES ZONE |
|-----------------|-------------|---------------|--------------------------------|--------------------------------|-------------------------------|------------------------------|-----------------|-----------------|------------------|------------------------|
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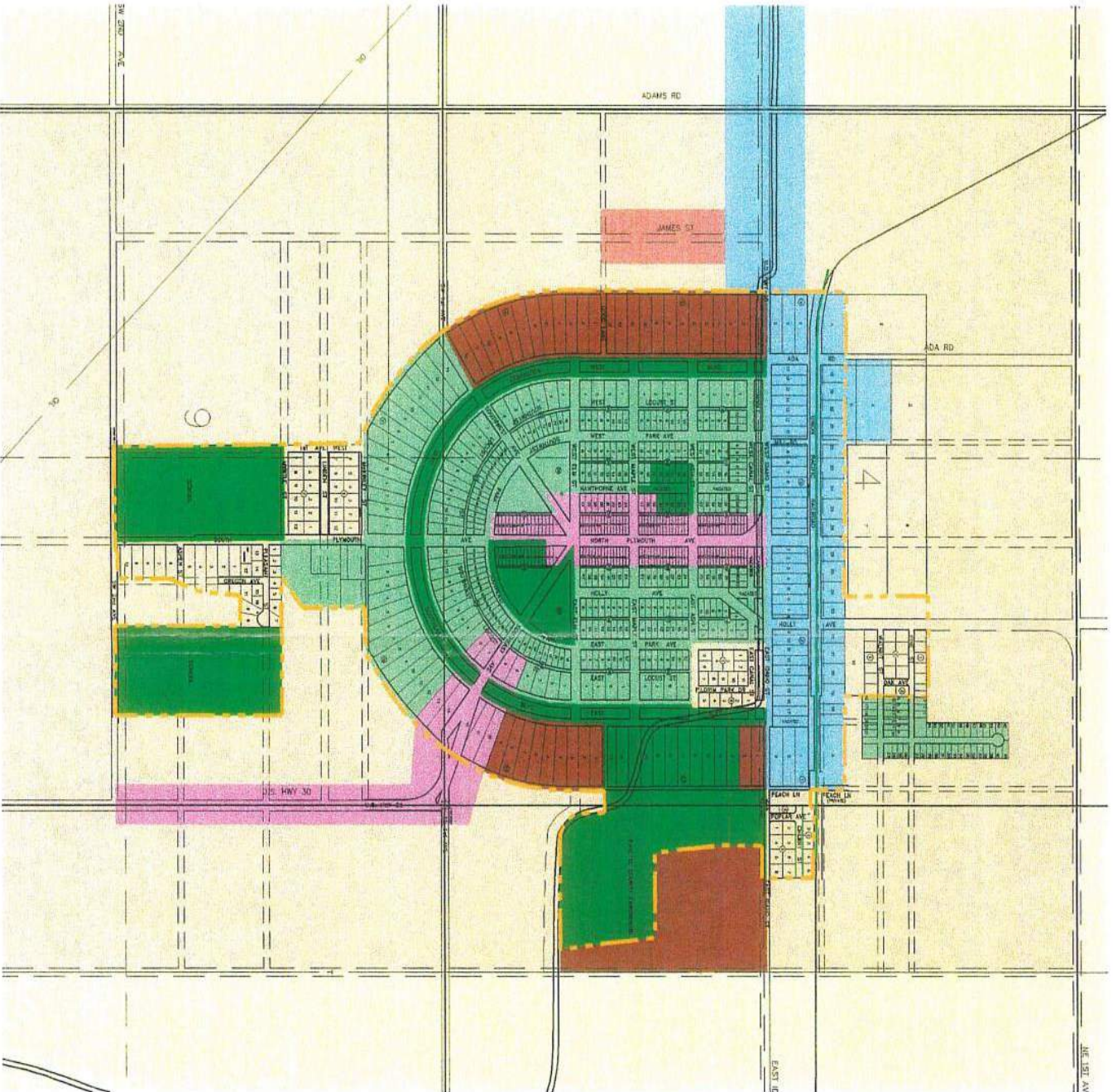
This magazine is a compilation of public information from diverse records gathered by the City of New Plymouth and Holiday Engineering Company. The purpose for which this map is prepared is an overall general representation of political subdivisions, and is not intended as a depiction of individual parcels of land or as a representation of individual property rights. No warranty, representation, or responsibility for errors can be or is assumed. The City of New Plymouth and Holiday Engineering Company CANNOT AND DO NOT GUARANTEE the absence of errors or the completeness of all information furnished to them for the preparation of this map.

Revised February 2002

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CITY OF NEW PLYMOUTH PAYETTE COUNTY, IDAHO TOWNSHIP 7 NORTH RANGE 4 WEST BOISE MERIDIAN



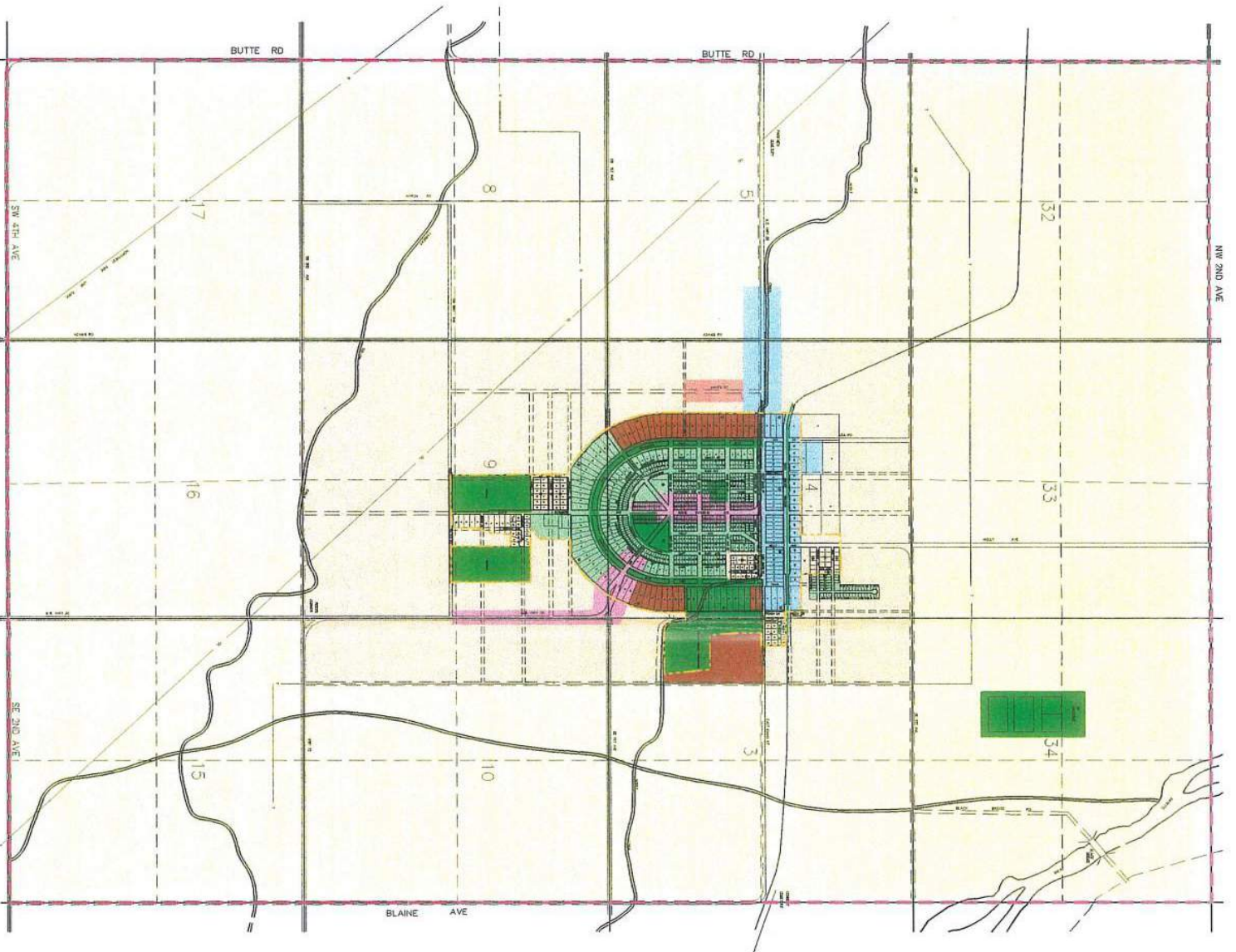
IMPACT AREA COMPREHENSIVE PLAN

LEGEND

IMPACT BOUNDARY	---
CITY LIMITS	---
PROPOSED ROAD	---
SINGLE FAMILY RESIDENCE ZONE A	---
DUPLEX FAMILY RESIDENCE ZONE B	---
MULTI-FAMILY RESIDENCE ZONE C	---
MOBILE HOME RESIDENCE ZONE T	---
COMMERCIAL ZONE	---
INDUSTRIAL ZONE	---
AGRICULTURE ZONE	---
PUBLIC FACILITIES ZONE	---

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Revised February 2002



GOALS, OBJECTIVES & POLICIES

GOAL: Provide appropriate and adequate land use areas for residential, commercial, and industrial developments that contain the necessary facilities and services to maintain and form a uniquely identifiable community.

OBJECTIVE: Create balance between the land use types so that commercial and/or industrial entities are commensurate with residential growth.

POLICY:

1. Identify businesses and/or services needed as a function of population growth and change.
2. Promote commercial, service, and retail development within the commercial district, while facilitating these developments in appropriate outlying areas.
3. Revise current zoning designations and use the updated Land Use Map as a basis to achieve a greater balance of land use types.

OBJECTIVE: Facilitate coordinated growth to ensure that public services are not degraded or over-extended.

POLICY:

1. Devise and use utility, transportation, and community design concepts and plans as a basis to support desired land use growth patterns.
2. Revise the current Capital Improvement Program (CIP) to identify, schedule, and fund the primary components of public infrastructure.

OBJECTIVE: Employ development principles, which achieve growth patterns characterized by variety, integration, human scale, and community.

POLICY:

1. Revise the current Zoning and Subdivision Ordinances to support these concepts, as needed.

OBJECTIVE: Ensure basic compatibility between changing land uses.

POLICY:

1. Revise the City's development review process to ensure that appropriate principles are considered and that proper transitions between distinct land uses are achieved.
2. Utilize alternative zoning techniques to promote compatibility and help create needed buffers between differing land use types.
3. Protect vital agricultural enterprises with appropriate zoning and/or transfer of development techniques.

PUBLIC SERVICES AND UTILITIES ELEMENT

INTRODUCTION

The Public Service and Utilities Element provide the backbone components of service required by the general public. These services, programs, and major projects provide for the needs of the public and are not normally provided by individuals. This element will discuss domestic water system, wastewater collection and treatment, fire, police, public and private health services, and utilities.

CITY ADMINISTRATION AND FACILITIES

A mayor and four council members govern the City of New Plymouth. A full-time city clerk performs the day-to-day tasks of record keeping and other city administrative duties. There is one office assistant to the City clerk. The City contracts city attorney and city engineering with private practice professionals.

City Hall is located at 301 N. Plymouth Avenue. The City Library is also at this location. The U.S. Post Office is located at a new facility at 325 N. Plymouth Avenue.

PUBLIC WORKS

The City Public Works department provides maintenance, new construction and planning for infrastructure. The department is responsible for all of the City owned equipment and facilities. The work includes streets, parks, wastewater collection and treatment,

domestic water system production and distribution, and storm water collection and disposal.

The City employs 2 full-time and 3 part-time employees to complete the work necessary to provide the services for the public.

FIRE AND SAFETY

The City has a fire protection Class 6 rating (classes are rated between 1 and 10 with a rating of 1 being the best). The Fire Department is volunteer based and comprised of eighteen volunteers and five reserve firefighters. The Fire Department has one fire truck, and the rural fire district has six fire trucks. The City and Rural Fire District have a written Mutual Aid Agreement. The Fire Department is located at City Hall.

The Payette County sheriff's office provides police protection for the City of New Plymouth. The City does not have detention facilities so utilizes the Payette County Jail.

WATER

The water system improvements were constructed in 1998. The system includes approximately 20,000 feet of water line and associated valves, fittings, and hydrants. It also includes a new well, booster pump station, and 350,000 gallons of additional water storage.

The system has three wells that supply water to the City. The total production capacity of these wells is approximately

1,000 gallons per minute. Total City water storage is approximately 370,000 gallons.

WASTEWATER

Collection

The wastewater collection system includes approximately 35,000 feet of laterals, 3,000 feet of interceptor, and 4,200 feet of outfall wastewater line. The collection system has been constructed over different periods of time. Therefore, a wide range of pipe ages exists in the system. In 1976, approximately 5,000 feet of mains were replaced in the downtown area. In 1988, an underdrain and sewer line replacement was constructed in Idaho Street and along the south side of the canal.

Treatment

The City wastewater treatment system is a facilitative lagoon consisting of a 14.2 acre primary cell, an 18.3 acre secondary cell, and two 2.2 acre tertiary cells. The system historically has discharged only during late spring, summer, and early fall. Improvements to the lagoon system were constructed in 1988 and system modifications are currently being discussed with DEQ.

The lagoon system is one of the largest bodies of still water within several miles of New Plymouth. It is a very important resting and foraging site for waterfowl and shore birds in the area. Species commonly observed at the site include great blue heron, Canada geese, cormorant, and numerous species of ducks, coots, avocets, and grebes.

UTILITIES

Idaho Power Company supplies electricity.

Intermountain Gas Company provides gas.

QWest provides telephone service.

The Noble Ditch Company, Ltd., Farmers Irrigation Company, and New Plymouth Water Users provide irrigation water.

HEALTH CARE FACILITIES

The Holy Rosary Medical Center located in Ontario, Oregon serves the City of New Plymouth. Holy Rosary has opened a Primary Care clinic in Fruitland. Emergency and ambulance service is provided by United Ambulance. Medical attention is also available at the local medical clinic, The Clinic at New Plymouth. A new clinic is under construction at the time of this plan.

SOLID WASTE MANAGEMENT

Hardin Sanitation provides garbage services. Payette County owns and operates Clay Peak Landfill, which is the only landfill in the immediate region. The landfill offers a voluntary recycling program and provides bins for this service. A private firm also provides a collection point for recycling.

GOALS, OBJECTIVES & POLICIES

GOAL: Provide effective overall management of the City through proper financial budgeting, expending, and accounting procedures and to provide a workplace environment that entices an efficient, productive, and safe atmosphere for the City employees.

OBJECTIVE: Through prudent use of public funds, provide the citizens of the City of New Plymouth the most economical and efficient maintenance, safety, and quality of life programs.

POLICY:

1. Strive to improve the overall economic structure of the City through the required maintenance and up-keep of the City infrastructure and at the same time search avenues that allow these requirements without major increases in local property taxes.
2. Five year Capital Improvement Plan.

GOAL: Provide adequate fire department necessities including men, equipment, and training.

OBJECTIVE: Encourage upgrading all available fire protection capabilities to meet the demands of the future.

POLICY:

1. Upgrade equipment on an annual basis to avoid large scale obsolesces.
2. Create a financial sinking fund to replace fire trucks and equipment in the future.
3. Continue to enforce the U.B.C. and the U.F.C. to ensure development will not create hazards to public safety.

GOAL: Provide efficient and responsive service, reduce crime, educate the public, maintain order, and enhance the quality of life through innovative public safety practices.

OBJECTIVE: Encourage citizen participation in supporting community oriented policing.

POLICY:

1. Encourage the enhancement of youth crime and drug prevention programs.
2. Discourage developments that create hazards to the public safety and/or law enforcement problems.

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element will review the present and future needs of the traveling public within the City and impact area. The element will review alternative modes of transportation along with car and truck movements.

EXISTING FACILITIES

Road Network

Road management, maintenance, and planning in the city limits are the responsibility of the City of New Plymouth. There are approximately 7 miles of streets within the city limits. U.S. Highway 30, which runs through the City, is operated and maintained by Idaho Transportation Department. The Payette County Highway District No. 1 maintains the roadways surrounding the city limits.

The following City streets should be considered minor arterials or major collectors as shown on page 58:

Minor Arterials

- East Idaho Street
- North Plymouth Avenue
- Southeast Avenue

Major Collectors

- West Idaho Street
- Holly to north City limits
- South Plymouth Avenue
- Southwest 1st Avenue
- Ada Road

Bicycle / Pedestrian System

There is no dedicated bicycle or pedestrian pathways within the City.

Bus and Public Transit

Greyhound bus service is available in Ontario, Oregon. The Payette Senior Citizen Center Bus provides a limited on-call transit to the Payette Senior Center and for weekly shopping in Ontario. The New Plymouth Senior Center bus provides a limited on-call transit to the senior center within the City. Two taxicab services are also available.

Airports

New Plymouth is served by the Payette and the Emmett Airports for general aviation. Commercial passenger service is available at a charter service located in Ontario, Oregon and the Boise Air Terminal in Boise, Idaho.

Rail Transportation

The Idaho Northern Pacific Railroad (INPR) operates the branch line between Payette, Fruitland, New Plymouth, and Emmett. The tracks run along the northern edge of the City. One round-trip freight train travels the line each day. The INPR has started the abandonment process due to limited demand for rail services.

CITY OF NEW PLYMOUTH PAYETTE COUNTY, IDAHO

TOWNSHIP 7 NORTH RANGE 4 WEST BOISE MERIDIAN

U.S. HWY 30

PAYETTE COUNTY FAIRGROUND

U.S. HWY 30

LEGEND:

- MINOR ARTERIAL
- MAJOR COLLECTOR
- CITY LIMITS

This map represents a compilation of public information from diverse records gathered by the City of New Plymouth and Holladay Engineering Company. The purpose for which this map is prepared is an overall general representation of positional relationships, and not a definitive description of location of any class of objects or conditions. Hence, no responsibility for errors can be or is assumed. The City of New Plymouth and Holladay Engineering Company CANNOT AND DO NOT GUARANTEE the absence of errors or the correctness of all information furnished to them for the preparation of this map.

The City of New Plymouth earnestly requests the bringing to the attention of any inaccuracy or omission so that it may be corrected in the next edition of this map.

Revised January 2002

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SCALE: 1 INCH=800 FEET

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GOALS, OBJECTIVES & POLICIES

GOAL: Provide access to multiple means of transportation.

OBJECTIVE: Provide and maintain safe roadways.

POLICY:

1. Eliminate potholes.
2. Provide traffic control devices.
3. Ensure visibility at all intersection by use of City Ordinances.
4. Provide proper road widths.
5. Provide proper street lighting.
6. Require collector roads in subdivisions.
7. Develop standards and design criteria to construct roadways for vehicle, bikes, and pedestrians.
8. Capital Improvement Plan.

OBJECTIVE: Develop and maintain safe bike and pedestrian paths.

POLICY:

1. Prepare a Bicycle/Pedestrian Plan.
2. Explore use of ditch/canal right-of-way as a bicycle and pedestrian path.
3. Apply for Federal grant money to develop and maintain safe bike and pedestrian paths.
4. Build bicycle and pedestrian system at same time as street improvements.

OBJECTIVE: Encourage local bus service.

POLICY:

1. Contact senior citizen centers to provide local bus service.
2. Contact private transportation companies to provide local bus service.
3. Coordinate with other communities to provide local bus service.

COMMUNITY DESIGN ELEMENT

INTRODUCTION

The Community Design Element addresses fundamental guidelines, which will serve to manage and direct growth in a manner consistent with the City's preferred overall pattern of development. It also provides the basic design/review criteria that will enable the City to preserve and enhance its desired look, character, and feel. These criteria can refer to landscaping, building design, signing, as well as suggested patterns for development and beautification.

GUIDELINES FOR FUTURE DEVELOPMENT PATTERNS

By establishing guidelines to manage and direct future growth, the overriding intent is to avoid the segregation of land uses and disassociation of residents that are typical of low-density sprawl. In short, the goal is to promote a community, which provides a sense of place, belonging and a way of life.

The following principles should be followed in an effort to create the City's desired development pattern:

- Seek to create an identifiable community within the context of the City limits.
- Promote a gradual transition of land use type within the City.
- Promote development design that reduces the dependence on the automobile and its negative impacts.
- Emphasize public spaces and buildings as focal points for community development.

- Commercial buildings should address the street and sidewalk with parking to the side or rear.
- Emphasize parks, paths, and landmarks throughout commercial and residential developments in order to provide distinction to all parts of the City.

Guidelines Regarding Design

- Streets and Streetscapes: Standards should be developed that will complement a consistent and unique community character.
- Street lights: Standards should be developed that will provide a safe place to live without losing the character of the area being developed.
- Landscaping: The choice of landscaping should be established by the area being developed. Landscaping should be required of each and every development as a means to beautify the area and also control drainage.
- Parks: Parks should be an integral part of any development that involves more than five acres.

GOALS, OBJECTIVES & POLICIES

GOAL: Promote a growth pattern predicated on a balance and integration of various land use types and encourages alternative modes of transportation.

OBJECTIVE: Prepare a plan for patterns of development showing desired locations for future public and private development.

POLICY: Project future land uses as a function of the City's desired growth pattern.

OBJECTIVE: Establish and maintain guidelines and criteria to support the City's preferred development pattern.

POLICY: Rezone designated areas as necessary.

GOAL: Preserve and enhance an atmosphere of rural self-reliance with a vibrant social and economic community focal point.

OBJECTIVE:

1. Establish design criteria that promote the preferred character of the City.
2. Identify significant visual corridors, areas, districts, or structures.
3. Control density.
4. Control noise.
5. Facilitate traffic flow.
6. Promote vibrant central business district
7. Acknowledge farming and ranching economic base.
8. Maintain open spaces.
9. Promote parks and recreational opportunities.
10. Stress compatible and appropriate land uses.

POLICY:

1. Investigate a Revitalization Plan for the downtown area and utilize the Special Sites Section to identify other areas.
2. Revise Development Regulations to include provisions for design review, performance standards, and PUD developments.
3. Adopt density guidelines in zoning districts.
4. Modify City Ordinances to preserve open space.
5. Develop Transportation Plan.
6. Enforce noise ordinances.

IMPLEMENTATION ELEMENT

INTRODUCTION

Each of the preceding Comprehensive Plan Elements constitutes an inventory, assessment, and goal setting for the respective elements. None of this information would be of any use without a basic process to accomplish the City's goals.

Actual manpower, time, and/or budgetary resources that would be needed to accomplish all the Plan's goals and policies would be enormous. The Implementation Element of the Plan is to provide a strategic outline that will assist in accomplishing these goals.

Listed below are all of the policies for each Element. Each denotes a Prioritization Category and responsible person(s) or agency(s) for completing the task. Even with this basic outline, unforeseen obstacles often present themselves. Seeking community expertise and input are a vital factor in making the implementation of the Plan a success.

A. Policy Implementation

1. Prioritization categories will be:

- Immediate (0-1 year)
- Intermediate (1-3 years)
- Long Term (3-5 years)
- On-Going (Continue as necessary)

2. Responsible persons / agencies could be.

- City Council
- P&Z Commission
- Public Works
- Fire Department
- City Engineer
- City Attorney
- Chamber of Commerce
- Highway District
- School District
- Payette Co. Economic Development Committee
- Public/Volunteer Input

B. Goals, Objective, and Policies in Table Format

PROPERTY RIGHTS ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Conduct a periodic review of all applicable land use regulations or ordinances.	On Going	Planning & Zoning Commission
Ensure that all review of development and/or land use proposals are in accordance with the Attorney General's checklist.	On Going	Planning & Zoning Commission
Consult with legal counsel in the event of potential property rights transgressions.	On Going	Planning & Zoning Commission

POPULATION ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Create base population demographic numbers. Track school enrollment, building permits, and utility connections.	On Going	City Clerk
Plan and construct improvements for City growth at approximately 1 percent per year.	On Going	City Council Planning & Zoning Commission Chamber of Commerce

HOUSING ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Utilize the population and housing projections to determine various housing needs.	On Going	Planning & Zoning Commission
Review future land use designations and supporting land use zones to foster the development of multiple housing types.	On Going	Planning & Zoning Commission
Revise zoning and subdivision provisions as necessary to encourage orderly growth.	Immediate	Planning & Zoning Commission

ECONOMIC DEVELOPMENT ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Market New Plymouth to attract business types.	Immediate	City Council
Involve the business community; provide assistance/outreach.	On Going	City Council
Develop master plans; maintain adequate funding.	Immediate	City Council
Coordinate comprehensive planning efforts with county/other cities.	Immediate	City Council

SCHOOL FACILITIES & TRANSPORTATION ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Establish a liaison position between the City and School Board to work on development as needed.	On Going	City Council School District
Designate future school and park sites as integral components of the community.	On Going	City Council
Establish a policy of cooperative/joint ventures for school site acquisition and facilities development.	On Going	City Council
Seek public input on types of training needed or desired.	On Going	City Council
Investigate possible programs with the School District and local/state colleges and universities.	On Going	City Council
Work with the School District and/or private business entities to acquire locations and or classrooms for vocational and higher education training.	On Going	City Council
Initiate cooperative efforts with the cities in the County and/or region to establish these programs.	On Going	City Council

NATURAL RESOURCES ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Encourage alternate modes of transportation, to reduce vehicle trips, and emissions.	Long Term	Planning & Zoning Commission City Council
Investigate the feasibility of implementing a stormwater runoff collection and treatment system, prior to discharge or release to the rivers.	Long Term	City Council
Support and/or facilitate the Idaho DEQ TMDL process on a local and regional basis.	Long Term	City Council
Work with the office of the NRCS to implement programs, which will reduce groundwater pollution hazards.	Long Term	City Council Planning & Zoning Commission
Require Best Management Practices (BMP) with regard to all drainage for development proposed.	On Going	City Council Planning & Zoning Commission
Continue to develop Well Head Protection Plan and implement it.	On Going	City Council Public Works

SPECIAL AREAS OR SITES ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Establish a City ordinance to require landscaped setbacks and drainage areas along streets in new developments.	Immediate	City Council Planning & Zoning Commission
Establish and enforce a sign ordinance.	Intermediate	City Council Planning & Zoning Commission
Provide volunteer clean-up program.	On Going	City Council
Prepare a Master Plan to revitalize downtown New Plymouth.	Immediate	City Council Chamber of Commerce
Apply for funding for downtown revitalization.	Immediate	City Council
Work with Idaho Transportation Department to improve Highway 30 in and out of the City.	Immediate	City Council

HAZARDOUS AREAS ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Survey ditches and canals for potential flood and/or accident hazards. Work with applicable districts to deal with dangers.	On Going	Planning & Zoning Commission
Survey railroad crossings and areas of tracks, which pose risks. Work with ITD and/or applicable railroad companies to mitigate.	On Going	City Council Public Works
Survey all bridges within the City's area of jurisdiction for possible steps needed to improve safety.	On Going	City Council Public Works
Work with NRCS and the public to alleviate potential hazards stemming from common garden and landscaping practices.	Long Term	City Council Planning & Zoning Commission
Survey applicable street and highway crossings to determine locations and appropriate actions to improve safety.	On Going	City Council Public Works
Take steps to establish, modify, or improve an Emergency Response Plan (agencies, actions and safeguards) with respect to the transport or hazardous materials by rail or truck.	Intermediate	City Council Fire Department Planning & Zoning Commission
Develop and plan zones and ordinances to accommodate hazardous areas.	Intermediate	City Council Planning & Zoning Commission
Conduct an inventory of all past land uses in the City and the area of impact to identify potential hazardous sites.	Long Term	Planning & Zoning Commission
Educate the public regarding burning ordinances through city newsletter.	On Going	City Council
Encourage the use of best agricultural management within area of impact.	On Going	City Council
Provide information on ordinances and regulations regarding crop dusting, hazardous materials storage, and disposal, and agricultural spraying.	On Going	City Council
Encourage community to setup a Community Collection Day for hazardous material disposal.	Immediate	City Council

RECREATION & OPEN SPACE ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Develop a Capital Improvement Program (CIP) or Specific Plan (for recreation) to identify, prioritize, schedule, and fund proposed land acquisitions.	Long Term	City Council Planning & Zoning Commission
Utilize a Future Acquisitions Map or the Specific Plan to designate proposed areas or sites, which will achieve a balance of recreational amenities throughout the City.	Long Term	City Council Planning & Zoning Commission
Establish and implement definite standards for the requirement of functional open space and/or park land within all new applicable developments.	On Going	City Council Planning & Zoning Commission
Review the City's Zoning and Subdivision Ordinances to ensure allowances for park land, open space, or other recreational amenities.	Intermediate	City Council Planning & Zoning Commission
Utilize opinion surveys to determine public priorities.	On Going	City Council Planning & Zoning Commission
Utilize a Specific Plan to establish an integrated network of parks, trails, open spaces, and additional facilities.	Long Term	City Council Planning & Zoning Commission
Investigate the feasibility of a greenbelt and bike path connecting City with schools, parks, and the canal. Include study of funding sources, easements, access, and street widths, in conjunction with PCRD.	On Going	City Council Planning & Zoning Commission
Initiate joint ventures with the School District to expand available recreational sites (development/maintenance agreements).	Long Term	City Council
Form a Recreational Opportunities Committee.	Intermediate	City Council Planning & Zoning Commission
Coordinate volunteer support from the community to provide professional assistance, equipment, and labor to plan and develop desired City park improvements and additional park space.	Long Term	City Council Planning & Zoning Commission

Involve City, School District, PCRD and Payette Greenway in a discussion of developing a pathway along the river and railbed.	Long Term	City Council Planning & Zoning Commission
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LAND USE ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Identify businesses and/or services needed as a function of population growth and change.	On Going	City Council Planning & Zoning Commission
Promote commercial, service, and retail development within the commercial district, while facilitating these developments in appropriate outlying areas.	On Going	City Council Planning & Zoning Commission
Revise current zoning designations and use the updated Land Use Map as a basis to achieve a greater balance of land use types.	Immediate	City Council Planning & Zoning Commission
Devise and use utility, transportation, and community design concepts and plans as a basis to support desired land use growth patterns.	On Going	City Council Planning & Zoning Commission
Revise the current Capital Improvement Program (CIP) to identify, schedule, and fund the primary components of public infrastructure.	On Going	City Council Planning & Zoning Commission Public Works
Revise the current Zoning and Subdivision Ordinances to support these concepts, as needed.	Immediate	City Council Planning & Zoning Commission
Revise the City's development review process to ensure that appropriate principles are considered and that proper transitions between distinct land uses are achieved.	Immediate	City Council Planning & Zoning Commission
Utilize alternative zoning techniques to promote compatibility and help create needed buffers between differing land use types.	On Going	City Council Planning & Zoning Commission
Protect vital agricultural enterprises with appropriate zoning and/or transfer of development techniques.	On Going	City Council Planning & Zoning Commission

PUBLIC SERVICES & UTILITIES ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Strive to improve the overall economic structure of the City through the required maintenance and up-keep of the City infrastructure and at the same time search avenues that allow these requirements without major increases in local property taxes.	On Going	City Council Public Works
Five year Capital Improvement Plan.	On Going	City Council City Staff
Upgrade equipment on an annual basis to avoid large scale obsolesces	On Going	City Council Public Works
Create a financial sinking fund to replace pump equipment in the future.	On Going	City Council Public Works
Continue to enforce the U.B.C. and the U.F.C. to ensure development will not create hazards to public safety.	On Going	Fire Department Building Inspector
Encourage the enhancement of youth crime and drug prevention programs.	On Going	City Council
Discourage developments that create hazards to the public safety and/or law enforcement problems.	On Going	City Council Planning & Zoning Commission

TRANSPORTATION ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Eliminate potholes.	On Going	Public Works
Provide traffic control devises.	On Going	Public Works
Ensure visibility at all intersections by use of City Ordinances.	On Going	Public Works
Provide proper road widths.	On Going	City Council Public Works
Provide proper street lighting.	On Going	City Council Public Works

Require collector roads in subdivisions.	On Going	City Council Planning & Zoning Commission
Develop standards and design criteria to construct roadways for vehicles, bikes and pedestrians.	On Going	City Council Planning & Zoning Commission Public Works
Capital Improvement Plan	On Going	City Council City Staff
Prepare a Bicycle/Pedestrian Plan.	Long Term	City Council Planning & Zoning Commission
Explore use if ditch/canal right-of-way as a bicycle and pedestrian path.	On Going	City Council Planning & Zoning Commission
Apply for Federal grant money to develop and maintain safe bike and pedestrian paths.	On Going	City Council
Build bicycle and pedestrian system at same time as street improvements.	On Going	City Council Public Works
Contact senior citizen centers to provide local bus service.	On Going	City Council
Contact private transportation companies to provide local bus service.	On Going	City Council
Coordinate with other communities to provide local bus service.	On Going	City Council

COMMUNITY DESIGN ELEMENT	PRIORITY	RESPONSIBLE PERSON(S)
Project future land uses as a function of the City's desired growth.	On Going	City Council Planning & Zoning Commission
Rezone designated areas as necessary.	On Going	City Council Planning & Zoning Commission
Investigate a Revitalization Plan for the downtown area and utilize the Special Sites Section to identify other areas.	Intermediate	City Council Planning & Zoning Commission
Revise Development Regulations to include provisions for design review, performance standards, and PUD developments.	Intermediate	City Council Planning & Zoning Commission

Adopt density guidelines in zoning districts.	Immediate	City Council Planning & Zoning Commission
Modify City Ordinances to preserve open space.	Immediate	City Council Planning & Zoning Commission
Develop Transportation Plan.	Intermediate	City Council Planning & Zoning Commission Chamber of Commerce
Enforce noise ordinances.	Immediate	City Council Payette County Sheriff