

2003 COMPREHENSIVE PLAN

City of Preston Goals and Objectives

(Includes Amendments approved by Resolution #43, dated the 9th Day of May, 2005)

TABLE OF CONTENTS
2003 COMPREHENSIVE PLAN

ELEMENT 1: Population	1
General Policy Statement	1
ELEMENT 2: Land Use	3
Residential A-1	3
Residential A-2	4
Residential B	4
Transitional	4
Business	4
Industrial	4
General Policy Statement	4
ELEMENT 3: Transportation	6
Policy 1 - Transportation Planning	6
Policy 2 - Circulation	7
Policy 3 - Economic Development	7
Policy 4 - Entrance Corridors Goals	8
Policy 5 - Transportation Financing	8
Policy 6 - Airport Area	9
Policy 7 - Public Transportation	9
Policy 8 - School Safety	9
Policy 9 - Environmental Impacts	9
Policy 10 - Multi-jurisdictional Planning	9
ELEMENT 4: Community Design and Special Sites	10
General Policy Statement - Downtown	10
General Policy Statement - Shopping Centers	11
General Policy Statement - Regional Shopping Centers	11
General Policy Statement - Planned Neighborhoods	11
ELEMENT 5: Economic Development	13
General Policy Statement	13
ELEMENT 6: Natural Resources	14
General Policy Statement	14
ELEMENT 7: Public Services, Facilities and Utilities	15
General Policy Statement	16
ELEMENT 8: Recreation	17
General Policy Statement	17

ELEMENT 9: Schools, Facilities and Transportation	18
General Policy Statement	18
ELEMENT 10: Hazardous Areas	20
General Policy Statement	20
ELEMENT 11: Housing	21
General Policy Statement	21
.....	
ELEMENT 12: Private Property Rights	22
General Policy Statement	22
FUTURE LAND USE MAP/CITY OF PRESTON	Appendix
EXHIBIT A/FUTURE LAND USE ZONE CHANGES	Appendix

ELEMENT 1: Population

The population of Preston has been growing at an annual average rate of 2.7% since the beginning of the 1990's. This growth comes after the slight drop in population during the 1980's that was due to the loss of employment and income in manufacturing, mining and wholesale trade sectors of the economy. The growth that Preston and the county have experienced this decade is expected to continue (see TABLE 4 and TABLE 5, population projections, county plan, page 5). The possibility of a population spike also exists due to the proximity of the 2000 Olympics in Salt Lake which is bound to bring people to the area both temporarily and permanently. The demographics of the growing population will dictate the types of services that will need to be created or extended to accommodate this growth.

Preston has the smallest number of persons per household as compared to the county and the other municipalities covered in this plan; 3.01 persons/household as compared to 3.25 in the county. These numbers are in keeping with the fact that Preston also has the highest median age in the county; the median age is 31.1 in Preston, 27.5 in Franklin County and 26.3 in the state. These numbers indicate that Preston has a large proportion of older residents in its population. (In fact, 18% of Preston's population is over 65 as compared to 13.9% over 65 in the county and 12.5% over 65 in the state.) Therefore, the need for services to the elderly in Preston, especially medicine and transportation, is greater than average.

Preston also has a number of youth in its population; 29% of the population is between the ages of 5 and 19 as compared to 39.0% and 32.0% in the county and state, respectively. As these numbers increase the need for medical services as well as schools, school facilities and youth recreation programs will increase.

The overall growing population of Preston increases the need for housing facilities of all types. There are currently very few rentals available and the average income levels of both current and incoming residents make investment in building new homes somewhat difficult. There is a particular need for multi-unit complexes, from duplexes to medium scale apartment buildings which are affordable to residents. The proper placement of these units is a concern for city officials and will be discussed further in the land use section. Not only will adequate amounts of space need to be found for multi-unit complexes, but extension of utility services or location of areas that already have services will need to be found.

General Policy Statement: To accommodate anticipated growth within the city by being prepared to provide services and housing for current and future residents.

1. In keeping with promotion of infill within the current city limits, locate plots of land large enough for multi-unit complexes and promote their development as such.
 - A. Both moderate and income-based options should be considered.
 - B. Adequate space should be available not only for building, but for parking and all necessary landscaping and outbuildings.

2. Medical facilities should be kept up to date to handle the everyday needs if the large young and elderly population trends continue.
 - A. Work with SICOG in obtaining grant funds for updating of equipment and facilities.
 - B. Recruit professional medical personnel to accommodate the growing population.
3. Promote youth activity programs, both through the schools and through community organized recreation programs, to occupy and entertain the extremely large portion of people ages 5 to 17 in Preston.

ELEMENT 2: Land Use

The major land use issue in the city of Preston is zoning of land for agricultural, residential, and commercial use and which areas should be designated as such. This one issue does, however, involve many aspects including the location of dairies, the small amount of land zoned for commercial use, infill development as opposed to extension of city boundaries, sewer and water services for current city residents and for residents of proposed housing developments, placement of multi-unit dwellings and addition and expansion of parks and playgrounds.

Due to the access to water and sewer services of Preston residents, the promotion of infill rather than expansion of existing city limits is of paramount concern. The city had extended its boundaries in the past to include areas of very low density population, providing water, sewer and other city services for these areas, without first providing for residents previously within the city limits. Preston's high ground water table is an issue of concern regarding septic tanks. The probability of septic effluent breach is low but *does* occur and the high ground water in Preston would be contaminated, resulting in risk to resident health.

A concern expressed at a Preston Planning and Zoning meeting was the small amount of land zoned commercial which could possibly be hampering the influx of new businesses. Infill of empty space needs to be a priority. Once existing spaces are filled zoning of land for commercial use would be appropriate within the current city limits.

There is a housing shortage in the City of Preston; there are very few rental units available at this time. Members of both the planning and zoning board and city council are aware that multi-unit dwellings are key in solving this problem. Their main concern is where to place apartment complexes, both privately owned and Housing and Urban Development (HUD) subsidized, to meet the needs of current and future residents.

Dairies within the Preston city limits pose a particular problem for residents. In most cases these dairies are allowed to operate by grandfathering; a new dairy would not be allowed to operate but under pre-existing status operations can continue. Their proximity to residences poses a number of potential hazards including: groundwater contamination from feedlot runoff, sanitation (especially fly attraction), discharge of contaminated milk into groundwater sources and sewer systems, and on site waste lagoons that could become attractive nuisances (odor, fly and child attraction, etc).

As stated in the City of Preston Zoning ordinance, the following area designations shall be made within the city limits:

Residential A-1

Appropriate for single family dwellings, churches, libraries, parks, playgrounds and similar uses. Lot sizes are not to be less than 12,500 square feet.

Residential A-2

Appropriate for those uses specified in Residential A-1 and including high-rise and multiple family dwellings. Lot sizes are not to be less than 12,500 square feet.

Residential B

Appropriate for those uses allowed in Residential A-1 and larger structures for uses such as boarding and rooming houses, convalescent and nursing homes, nursery schools, etc., intended to permit higher density activities adjacent to the city center. Minimum lot area is to be 6,000 square feet.

Transitional

Appropriate for those uses allowed in Residential A-1 and A-2 (except for multi-family) with a minimum lot size of 6,000 square feet. It is meant to act as a buffer zone between agricultural areas and residential development and is meant to discourage the establishment of new agricultural operations within the city limits.

Business

The purpose of the zoning district commercial is to establish distinct zones to fulfill residential shopping requirements (C-1), general shopping center retail and service activities (C-2), and areas for intensive and heavier commercial uses than in other commercial zones (C-3).

Industrial

This district is to encourage the grouping together of light and heavy industrial uses where the type of building and operation is unobtrusive to surrounding commercial or residential uses.

The attached present and future land use maps will utilize these designations in suggesting land use patterns for the future growth of Preston.

General Policy Statement: To provide for safe and sanitary living conditions, promote the quality of life, protect property owner's rights and encourage suitable development patterns in Preston.

1. Promote infill of the City Limits and core area.
2. Create zoning patterns conducive to growth.
 - A. Revise as needed - ordinances that allow the keeping of farm animals, to protect the animal owners, neighbors and community values.
 - B. Continue to "square-up" the city's limits by limiting expansion in nontraditional patterns.
 - C. Continue to work with Franklin County on the Area of Impact and ordinances applying to the Area of Impact as required by Idaho Code.
 - D. Create new land use zones, and subdivision ordinances within the Area of Impact to the satisfaction of the City and County.
 - E. Create new land use zones to protect the City's water source(s) within the Area of Impact.

3. Promote land development that improves the quality of life for all residents.
4. Using Land Use regulations and continued work with DEQ, pinpointing possible groundwater contamination sites and prevent further contamination.
5. Due to high ground water table in parts of Preston, Septic systems should not be allowed.
 - A. No subdivisions should be approved that require septic tanks in areas that can be served by City sewer in the future.
 - B. Individual septic tank applications may be considered on a case by case basis with the approval of the County Health Department.

ELEMENT 3: Transportation

Overview: U.S. 91 passes through downtown Preston where the speed limit drops to 25 mph. U.S. Highway 36 begins at the intersection of Oneida and U.S. 91 and proceeds west. There are two intersections on U.S. 91 that are signalized; Oneida and 1st South. The City's limits encompass about four (4) square miles and its impact area extends for one mile around its limits except on the east where it extends 1.5 miles. There are joint powers ordinances in effect in this impact area.

The City's Planning and Zoning Commission considers all transportation planning issues and makes recommendations to the City Council. As provided by City Code, all meetings are public and open to comments from the public during the workshops and by invitation during regular session. This provides rapid feedback from the public and provides the opportunities for citizens to be involved in the process.

Policy 1 - Transportation Planning

The Idaho Transportation Department (ITD) is finalizing its Highway 91 Corridor Study. It is important that the City's future transportation improvements compliment ITD's proposed improvements. This represents a steady 2% growth over the past ten years. A Transportation plan will provide the City with a plan for its streets and to mitigate the impacts of growth. This analysis will also evaluate and implement the Transportation Element of the City's Comprehensive Plan. This proposed plan and analysis will review various alternatives for improvements to air quality, traffic safety, and roadway improvements.

A. Transportation Plan: The City should conduct a transportation plan for the city and its area of impact with the goals of;

- Identify Existing and Potential Traffic Safety Issues,
- Identify Existing and Potential Traffic Circulation Patterns,
- Identify Existing Traffic Control Device Improvements,
- Identify ADA Access and Parking Improvements,
- Identify Central Business District Parking Demands,
- Identify Safe School Walking Routes,
- Establish Vehicular Access Management Guidelines,
- Recommend Federal Aid Street Classifications,
- Develop a Capital Improvement Plan, and
- Update the Transportation Element of the Comprehensive Plan.

B. Public Involvement: The development of this Transportation Plan will use comments from the public as an essential part of its development. The consultant developing the plan and the planning and zoning commissions of the City and County will hold joint "Listening Post" meetings with the public for initial input and at various stages of the plans development.

Policy 2 - Circulation

It will be the policy of the City of Preston to provide for safe and efficient traffic circulation.

A. Adopt A Major Street Plan. The City shall develop and adopt a major street plan. The street plan shall reflect the current level of service and traffic volumes and anticipated growth patterns and future land use zoning. The plan shall classify streets into four groups: Major Arterials, Minor Arterials, Collectors, and Local Streets. These classifications will follow the Federal Aid definitions.

B. Require Construction of Safe, Adequate Streets in All New Developments. The City Code will require the construction of streets in new developments to meet City standards for asphalt surface and rock subsurface roadway construction standards.

C. Require Safe Access to Public Streets. The City's development code should include performance standards that require clear vision at all points of access to a public street, including new intersecting streets and private driveways, etc.

D. Require Compliance to the City's Storm Water Runoff Study of 1998. The City Code will require the construction of streets in new developments to meet the City's storm water runoff standards, including on site retention.

E. Require Sidewalks in All New Developments. The City Code will require the construction of streets in new developments to meet the Americans with Disabilities Act requirements for accessibility and usability by persons with disabilities by providing sidewalks and/or multi-use trails, benches, shelters, awning and landscaping in areas used by pedestrians.

F. Require All New Construction to Include Disability Access. All new construction or reconstruction of sidewalks by the City to meet the Americans with Disabilities Act requirements for accessibility and usability by persons with disabilities by providing sidewalks and/or multi-use trails, benches, shelters, awning and landscaping in areas used by pedestrians.

Policy 3 - Economic Development

The people of Preston envision a sustainable economy based on Agriculture, Industries, Tourism and Commuting. The creation of new business enterprises and new jobs will be welcomed, but economic development should not be allowed to destroy the rural lifestyle or open space resources that are the foundation of Preston's unique sense-of-place. New economic development activity should be concentrated in the Business and Industrial Districts where it reinforces the existing development.

A. Business Parking: The City should evaluate the existing off-street parking requirements and the need for parking areas. This would help encourage the intensive use of space in the existing business district by fulfilling the off-street parking requirements needs of all enterprises.

B. Special Parking: The City should evaluate the need and establish special parking spaces for: handicap, elderly, truck loading zones, overnight commercial truck and recreation vehicle parking.

C. Architectural Review: The City should establish a committee to review the architectural elements of a development to assure that the new commercial development creates a streetscape dominated by buildings and landscaping, rather than asphalt, automobiles and signs.

D. Access Management: In order to reduce congestion due to mid-block turning movements the City should establish Vehicular Access Management Guidelines for the placement of driveways in business and commercial districts.

Policy 4 - Entrance Corridors Goals

Promote and encourage aesthetically pleasing approaches to the City.

A. Create Landmarks: Along major access routes create “gateway” structures to give a sense of arrival and for orientation.

B. Landscape Entrance Corridor: Encourage a 30-foot landscaped setback of new development on entrance corridors.

Policy 5 - Transportation Financing

Consider all available options to fund basic street improvements and maintenance projects.

A. Capital Improvement Plan (CIP): The City should develop a CIP for all street improvement projects anticipated within five years. This plan should be updated yearly, and show all potential funding sources.

B. Street Improvement Grants: The City should seek Federal-Aid and other grants to improve arterial and collector streets.

C. Prioritize Planned Improvements: The City should prioritize the planned improvements in the CIP beginning with the following:

- a. Additional Traffic Signals on U.S. 91
- b. Rebuilding South State Street
- c. Rebuilding South 4th West Street
- d. Rebuilding East Oneida Street
- e. Rebuilding South 2nd West Street
- f. Paving all gravel streets
- g. Redesigning the intersections of U.S. 91 and 4th East and 8th South
- h. Install the missing segments of curb and gutter at various locations.

Policy 6 - Airport Area

The City will continue to support the County's Airport for height restriction safety zoning and access management.

Policy 7 - Public Transportation

The City should encourage and support public transportation and opportunities to provide these services both to the general public as well as senior citizens. This includes the support for a taxi service and charter air service.

Policy 8 - School Safety

The City will coordinate with the school district in planning school facilities and transportation routes for transporting students and making street improvements.

Policy 9 - Environmental Impacts

The City will use the Element 6 - Natural Resources and Element 10 - Hazardous Areas components of the comprehensive plan as a basis for evaluating the environmental impacts of transportation improvements.

Policy 10 - Multi-jurisdictional Planning

The City will keep the county aware and involved in its transportation planning efforts through their City Area of Impact ordinances, public notices, joint planning meetings and solicitation of comments.

ELEMENT 4: Community Design and Special Sites

The City Council and the Planning and Zoning Commission has expressed that the livability of Preston is based on its rural atmosphere, its sense of community, and its diverse business core. In order to preserve this fabric of the community, the community needs to be aesthetically pleasing, with a downtown business area providing necessary services, and have a density pattern which becomes more rural at its boundaries.

While Preston recognizes that it is considered part of the Cache Valley Metropolitan Region, the City has no desire to be a regional community.

General Policy Statement: Downtown - The area commonly referred to as “downtown business” (zoned Business Area in 1979, and now zoned C-2) should be aesthetically pleasing, well laid out and not detract from the natural characteristics within and surrounding Preston.

1. The downtown business area shall be zoned C-2 and offer the following types of stores:
 - a. general retail stores
 - b. offices
 - c. financial institutions
 - d. restaurants
 - e. service facilities
 - f. tourist-serving facilities
 - g. governmental facilities
2. The downtown business area shall be a continuously connected zone.
3. Strengthen the general retail area:
 - a. Preserve the downtown business area by encouraging small family run stores with a trade area focus for local daily goods and services, with anchor tenants such as Supermarkets, Drug Stores, etc., Secondary tenants such as apparel, banks, cleaners, fast food, gas stations, restaurants, real estate, personal grooming, small retail, video rental, etc., with a site area of 5 acres or less.
 - b. Recognize and create an environment to preserve historical buildings and places, i.e. “True Value” was the second J.C. Penney’s store in the world.
 - c. Recognize and create an environment to insure that the largest building in Preston has no more than a maximum height of two (2) stories in Zone C-2.
 - d. Recognize and create an environment to preserve existing parking. Parking lots converted to retail space must be replaced, i.e., parking structures.
 - e. Create a park-like atmosphere in the downtown business area with flower boxes and tree planting.
 - f. Encourage a compatible design theme in the downtown business area.

General Policy Statement: Shopping Centers - In general, retail development in Preston should occur in discrete shopping centers, as opposed to more generalized retail districts or linear strip commercial patterns along streets. This Comprehensive Plan uses the following definition of a shopping center:

“...a group of architecturally unified commercial establishments, numbering at least three, built on a site that is planned, developed, owned, and managed as an operating unit related to its location, size and type of shops to the trade area that is served. The unit provides onsite parking in definite relationship to the types and total size of the stores...”

An exception to this general rule is the “downtown Business” area of the City, as defined by Zone C-2 and specialty agricultural purpose businesses located in Zone 3-C.

Shopping centers as defined shall be in Zone C-3, and offer the following types of stores:

- a. specialty retail
- b. restaurant
- c. automotive
- d. sporting goods
- e. agriculture
- f. government facilities
- g. training institutions
- h. neighborhood goods and services
- I. motel/hotel
- j. gas stations/truck travel centers
- k. social clubs
- l. offices
- m. mortuaries
- n. storage

General Policy Statement: Regional Shopping Centers - While the general rule is for retail development to be in discrete shopping centers and exceptions have been noted, the fabric of the community would be irrevocably destroyed by regional shopping centers. These are typified by anchor stores that are full-line department store(s), factory outlet centers, and “power centers” of several high-volume specialty stores, value department stores, warehouse/club stores, chain apparel stores, and multiplex cinemas.

General Policy Statement: Planned Neighborhoods that are aesthetically pleasing and well laid out and that do not detract from the natural characteristics within and surrounding Preston.

1. The desire to create a visually appealing city, both in its layout and in aesthetics such as trees, flowers and general landscaping.
 - a. Require green space for the residents of subdivisions
 - b. Create additional central parks, including green belt areas along natural drainage areas.
 - c. Provide diverse recreational facilities within the central parks.

2. Establish zoning that creates density levels that:
 - a. Do not overwhelm neighborhoods with multi-family dwellings, but allows for an evenly distributed mix of multi-family, Planned Unit Development (PUD), and single family dwellings outside of the commercial and industrial areas.
 - b. Becomes more rural towards the City's boundaries.

ELEMENT 5: Economic Development

Preston is the county seat and most economic activity revolves around it as a hub of trade for the entire Franklin County community.

Agriculture is the largest contributor, dairy farming being the largest area of production within the city and on its immediate outskirts. Preston serves as the agricultural service center for the area and, until the closing of the Del Monte factory in 1994, beans were grown for processing which provided some Preston residents with employment.

Preston also serves as a bedroom community for many who commute to work in Logan, Utah or other destinations in the Cache Valley. Due to this large daily outflux of people to larger communities that provide a wider variety of goods and services, the merchants of Preston have a difficult time earning the income necessary for maintenance of a business. The key to making the economy of the area more viable may well be in diversification; moving away from agriculture as the main economic base.

Revitalization of the downtown shopping area will also play a large part in attracting local residents, visitors and new businesses to the area.

General Policy Statement: To promote the influx of industrial and small private businesses which provide employment and goods and services that residents find useful and affordable.

1. Continue to seek opportunities to develop the industrial site in northwest Preston which is jointly owned by the city and county.
 - A. City and county officials should work together to extend water and sewer to the site, making it more attractive overall for potential businesses.
 - B. Work with SICO in pursuing grant monies from the Economic Development Administration and the Idaho Community Block Grant Program to aid businesses in moving on to the site and firmly establishing their businesses.
2. Promote continued beautification of the downtown area.
 - A. Again, work with SICO in obtaining grant monies that could be used for downtown revitalization.
 - I. Including storefront facelifts.
 - ii. Including demolition of unsafe and unrepairable buildings.
 - iii. Including tree planting, sidewalk repair, flower boxes, etc.
 - B. Implement programs such as “adopt a tree” to include community members in the process.
3. Encourage promotion of tourism in Preston.
 - A. Support the renovation and promotion of the Worm Creek Theater.
 - B. Promote activities such as the Rodeo, the Fair and the Festival of Lights.
 - C. Develop recreational facilities (ball diamonds, snowmobile areas).
 - D. Research development of fly fishing access on the Bear River Narrows.

ELEMENT 6: Natural Resources

Water has become a much discussed issue of late in Preston. Surveys are currently underway to determine the amount of water that the city has possession of and what the many private water districts of the area have rights to.

General Policy Statement: *Provide residents with an amount of resource in keeping with what the city has to offer, at a price which coincides with availability.*

1. Continue to study and survey water availability in Preston in order to obtain availability figures.
 - A. Determine what percentage of water can be leased to agricultural interests near the city limits.
 - B. Ensure availability for all residents and future residents of the community.

ELEMENT 7: Public Services, Facilities and Utilities

Preston's water, sewer and storm water facilities can accommodate growth, if improved.

President City's **water** is provided by a sole source spring which yields approximately 47,000 gallons per minute (gpm). Preston's transmission pipe from the springs is oversized to allow enough water to operate their hydroelectric power plant with the excess water being returned to the irrigation districts by overflow into the Glendale Reservoir after passing through the power plant.

For Preston to grow, their water system needs improvements to address the current shortfalls:

Summer's consumption of water utilizes all available city water rights. Summer consumption generally causes the City to enforce lawn watering restrictions to ensure adequate water stored for fire protection. Undersized pipes in parts of the City cause low water pressure during high use periods, such as during lawn watering times.

The City does not have water meters at the majority of individual services. Therefore, customers are charged a flat rate for water usage rather than an incremental rate structure. This results in disincentives to conserve water.

Off peak demands cause the excess inflow to be overflowed into the Glendale or Foster Reservoirs, due to the lack of adequate storage facilities.

Aging pipes and fittings may be causing excessive leakage, which needs to be identified and corrected.

Darrell Wilburn, P.E., and the Department of Environmental Quality are currently conducting a Facilities Planning Study (FPS) to determine the capacity of Preston's current water system. Specific projects to improve the system to accommodate growth are addressed in this document. The Drinking Water FPS is incorporated by reference as part of this comprehensive plan.

The **sewer** system in Preston is currently at about 50% capacity during peak flow periods. Rain further reduces the capacity due to infiltration. A majority of the residences in Preston are currently connected to the City's sewer system. In 1996, Forsgren Engineering and the Department of Environmental Quality have conducted a Facilities Planning Study to determine the capacity of Preston's current sewer system. Preston has a permit to allow sludge disposal in the county landfill. An approved contingency plan for sludge disposal is also in place. Sewer FPS is incorporated by reference as part of this comprehensive plan.

Preston currently has a limited **storm water** system. Rocky Mountain Engineering of Pocatello completed a Storm Water Runoff Study in 1998. All Storm water of subdivisions is required to remain onsite. Outside of the City's core area, storm water will be retained in roadside swales. In August and September of 2002, storms produced 24 hour rainfall totals of 1.5 inches and 2.25 inches respectively. Minor flooding was encountered at catch basins for the storm sewer system and catch basins using ground seepage systems, but no flooding was encountered where the roadside swale system was used. The Storm Water Runoff Study is incorporated by reference as part of this comprehensive plan.

Preston's **protective services** include 5 full-time police officers, 9 reserve officers, 5 police vehicles and a volunteer fire protection district. The Franklin County Fire Protection District (FCFD) was formed in 1999 by an overwhelming majority (84%) voter approval. The district combined the former City and County fire departments into a county wide district. The FCFD has three (3) structure engines, one (1) rescue truck, one (1) pump tender, three (3) brush trucks, and one (1) mini-pumper. FCFD has a new fire station of 15,000 sq. ft. located in Preston. Franklin County and the City jointly support EMT service with four (4) ambulances, three (3) will be located in the new fire station.

Preston's **solid waste** is currently being contained in the county landfill which was recently told by the EPA to close its current location. County officials are exploring possible sites for a new facility and options including county solid waste collection, transfer stations and collaboration with neighboring counties.

General Policy Statement: *Provide city utility services and protection services which maintain equality among Preston residents and provide a margin of health and safety.*

1. Work with SICOG in obtaining funding for water system improvements that encourage water conservation and improvements as described in the Drinking Water FPS, 2002.
2. Promote secondary water usage to reduce demands on the City's drinking water.
3. Promote infill and direction of development to areas where sewer and water lines are in existence.
4. Work with SICOG in obtaining funding for sewer system improvements as described in the Sewer FPS, 1996.
5. Work with SICOG in obtaining funding for storm sewer system improvements as described in the Storm Water Runoff Study, 1998.
6. Ensure that police and EMT services grow in size relative to the population they serve.
7. Include public opinion in issues of expansion.

ELEMENT 8: Recreation

There is a recreation program in Preston well supported by community members. Its most popular program is baseball. It has been suggested that a multi-athletic sports complex be built. The funding sources in Preston are probably, however, more suited to a remodeling of current park facilities and fields, including moving and adding lights and the possibility of eliminating roadways within proximity of the park. Elimination of this road could create traffic problems, an aspect that should be carefully studied before any road closures are made.

Many Preston residents also take advantage of the many federally managed recreation sites in the county like the Caribou and Cache National Forests. Opportunities on these lands include camping, fishing, hiking, swimming, snowmobiling, skiing and hunting, just to name a few.

General Policy Statement: *Continue to involve community members in participating and supporting the community recreation program.*

1. Expand programs to include more after school activities, providing local children with an energy outlet in the afternoon hours.
 - A. Programs should include both athletic and educational activities.
 - B. Work with local school districts in establishing an “activity bus” to provide children with safe transport home after activities are through for the day (this is especially important in winter when darkness falls early).
2. Continue to seek additional park lands within the city.
 - A. Private donation should be investigated.
 - B. Extend utilities to newly developed parks (especially water).
3. County road crews should work with local federal agencies, like the Forest Service and Bureau of Land Management, in maintaining roadways to the many federally owned recreation sites in the county that many Preston residents utilize.

ELEMENT 9: Schools, Facilities and Transportation

Preston School District 201 services the educational needs of the city and local unincorporated areas outside of it. Over capacity and additional busing requirements are the two paramount concerns of the district. The need for additional classroom space and an ever increasing percent of children requiring busing is complicated by the fact that the unincorporated communities and areas of the county, from which many children are bused in, are growing at a faster pace than incorporated Preston. There have been bond elections in the past five years. One passed recently for construction of a new middle school. A number of other proposals have been made; suggestions include remodeling and expanding current facilities, constructing new buildings, and combinations of the two.

An additional issue critical to the well being of growing communities is ensuring that new development occurs with the safety of children in mind. Neighborhoods, existing and those of the future, should have sidewalks connecting to one another, clearly marked crosswalks, and should safely lead children onto school grounds or to school bus stops. Notice should be taken by the planning and zoning board, city engineer, and agencies involved in building permit processes to be sure such measures are included in new developments.

Preston High School offers vocational courses in auto mechanics, electrical systems and home economics. Adults and continuing education courses are available from ISU through the Preston Division of Continuing Education. Idaho State University in Pocatello, Weber State University in Ogden, Utah State University in Logan, and Bridgerland Vocational Technical School in Logan are all within two hours of Preston.

General Policy Statement: Provide learning environments for children conducive to their learning and safe means of getting to these centers of learning.

1. Continue to research ways and means of acquiring property for schools and finding overcapacity solutions which will continue to gain the support of the community.
2. Preston District 201 and Westside District 202 should maintain an accessible relationship that ensures open communication and discussions of joint effort in meeting the needs of children.
3. For the district(s) and the city to maintain an accessible relationship.
 - A. Including forwarding copies of plans and subdivision proposals to the school district(s) for their review.
 - B. To communicate clearly to the school districts planning, zoning and other land use concerns directly or indirectly related to the district.
4. Remain knowledgeable of transportation issues affecting school children.
 - A. Identify and designate safe walking and biking routes to and from school within the 1.5 mile radius around facilities that are not serviced by bus routes.
 - i. Crosswalks should be well marked and crossing guards should be in place in the busier intersections.
 - ii. School zone speed enforcement will be especially important with the growing amount of traffic in Preston during the early morning hours.

- B. Work with the Preston recreation program in coordinating transportation for kids participating in jointly sponsored after school activities.
 - I. All children should have transportation available, especially when activities let out in the dark (Skyview currently runs an activity bus).
 - ii. Continue to explore a means home for children from remote areas who are participating in after school programs and activities.
- 5. Work with the Idaho Transportation Department in establishing routes to colleges and universities in the area to increase post-secondary education opportunities for all residents.
- 6. Create and maintain an accessible relationship with Idaho State University toward ensuring that the University's outreach station remains active in Preston.

ELEMENT 10: Hazardous Areas

Preston has recently discovered traces of petroleum in its municipal water supply. Idaho Department of Environmental Quality (DEQ) and the Environmental Protection Agency (EPA) are currently investigating the problem.

General Policy Statement: *Eliminate any hazardous areas within the City of Preston to ensure the safety of residents.*

1. Preston should continue to cooperate with both DEQ and EPA in discovering the source of the city's municipal water contamination and in the removal of containment sources.

ELEMENT 11: Housing

Available housing in Preston is minimal, especially that which low to moderate income families find affordable. The primary concern expressed by residents and city officials is finding adequate space for multi-unit housing within the city limits, where it will be unobtrusive to current residents.

General Policy Statement: *Provide safe, sanitary, energy-efficient housing types so all residents can choose housing which coincides with their budgets and individual needs.*

1. Ensure an adequate supply of appropriately zoned land is available for residential development.
2. Continue to follow restrictive standards, established by city planning boards, for the establishment of manufactured housing.
3. Encourage the development of apartment complexes (both traditional and income based) on the outskirts of current residential areas where there are adequate plots of land to accommodate necessary facilities, but central enough to essential services that transportation is not necessary.
 - A. Including parking space that will accommodate all residents and visitors.
 - B. Including sidewalks in development of the complexes that connect to existing sidewalks in residential areas, providing safe access for pedestrians to schools and shopping.
 - C. Including safe playing areas for young residents that are properly distanced from heavy traffic areas.

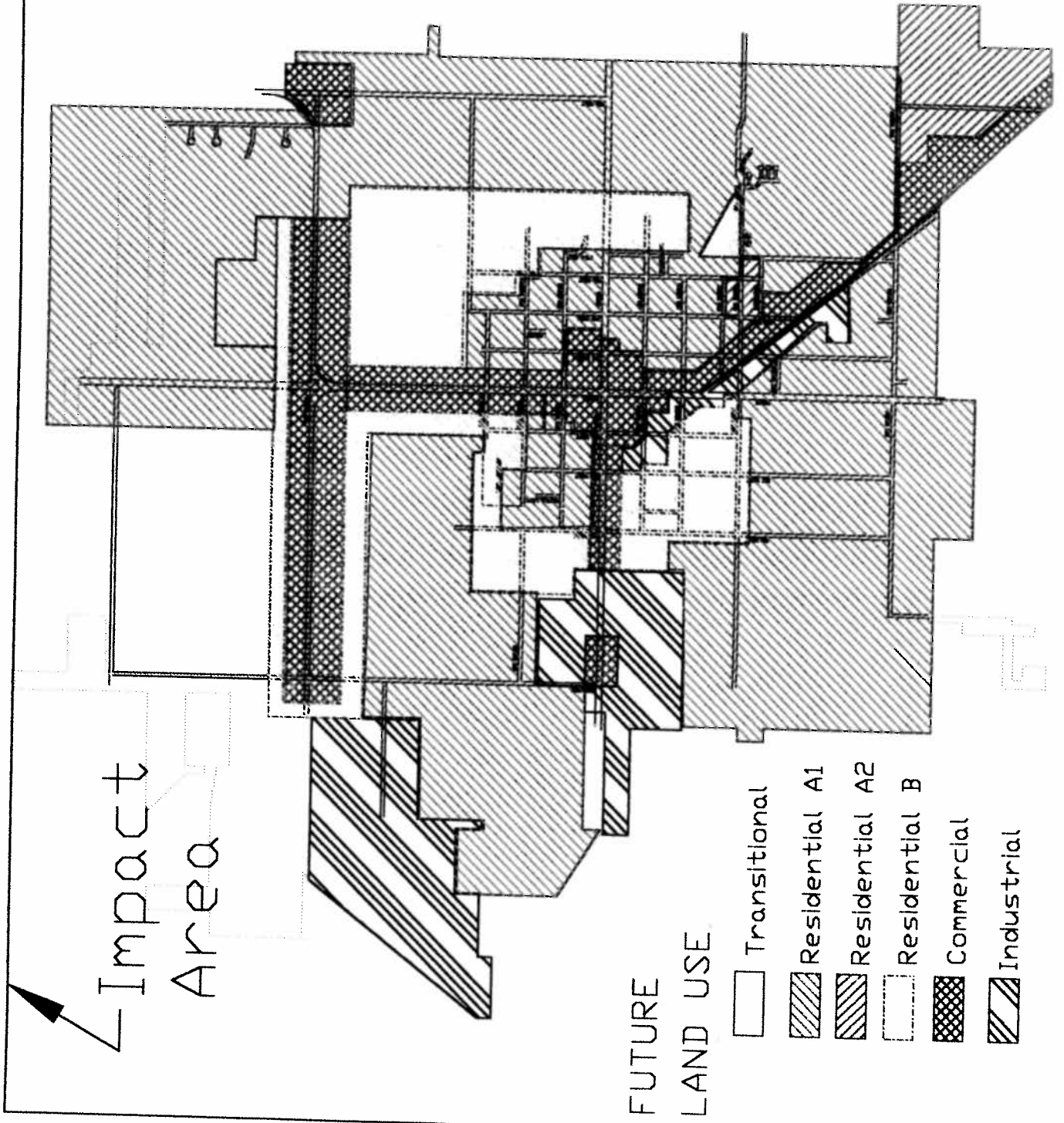
ELEMENT 12: Private Property Rights

Protection of individual property rights is extremely important to Preston residents. Affirmative answers to any of the following questions may indicate a violation of private property rights. The City of Preston will need to seek legal counsel on these items.

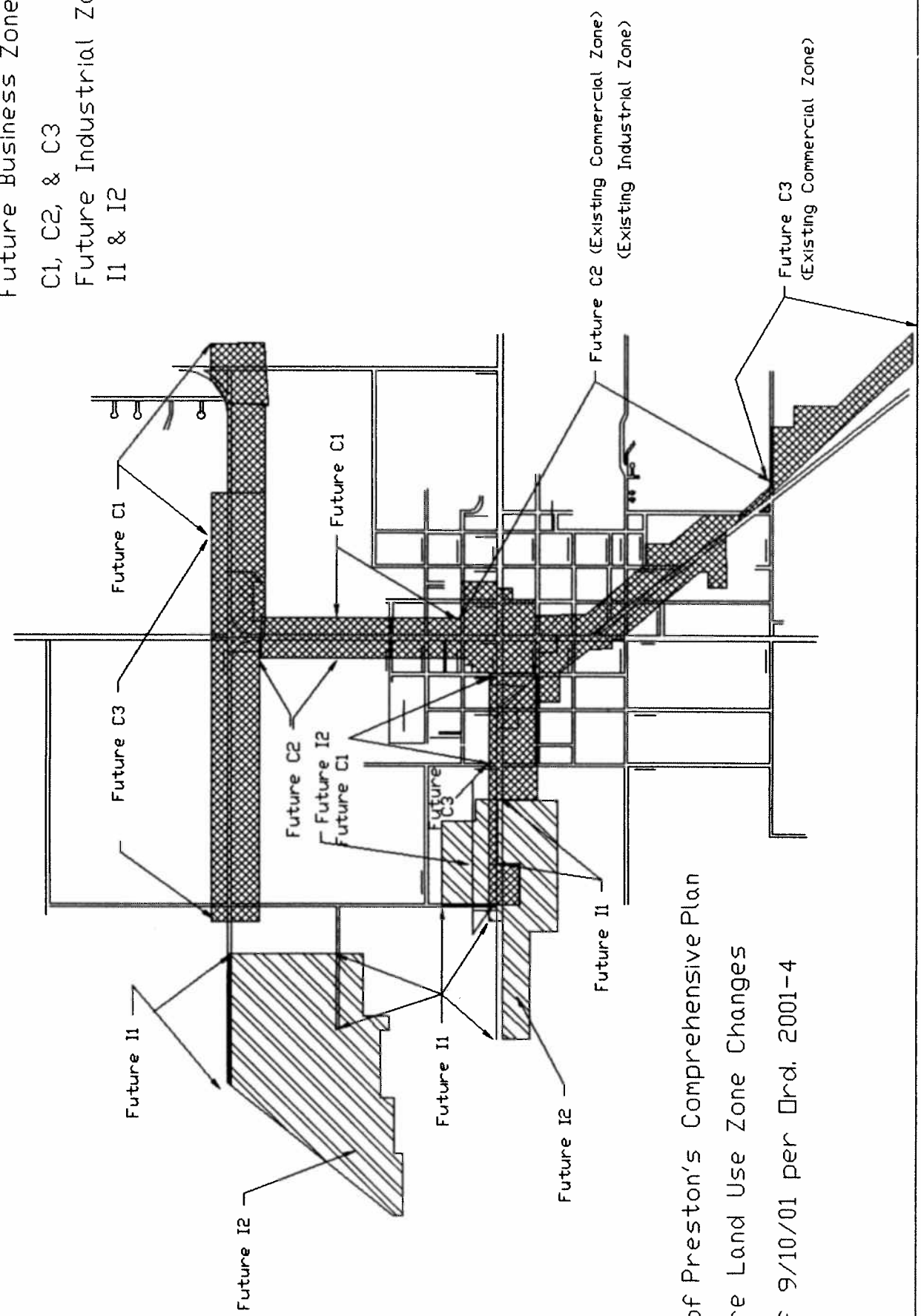
General Policy Statement: *To promote and encourage quality development that protects and respects private property rights.*

1. Evaluate new ordinance proposals and development reviews subsequent to the adoption of this plan to ensure that land use policies, restrictions, conditions and fees do not violate private property rights. In accordance with the attorney generals checklist criteria, the City of Preston will ask the following questions prior to any land use action within the law:
 - A. Does the regulation or action result in the permanent or temporary physical occupation of the property?
 - B. Does the regulation or action require a property owner to dedicate a portion of property or grant an easement?
 - C. Does the regulation deprive the owner of all economically viable uses of the property?
 - D. Does the regulation have a significant impact on the landowner's economic interest?
 - E. Does the regulation deny a fundamental attribute of ownership?
 - F. 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?

City of Preston



Future Business Zones
C1, C2, & C3
Future Industrial Zones
I1 & I2



City of Preston's Comprehensive Plan
Future Land Use Zone Changes
as of 9/10/01 per Ord. 2001-4