



2023 Comprehensive Plan

February 2024

Table of Contents

- Chapter 1: Our Vision..... 1
 - Introduction..... 1
 - City of Rigby History 2
 - Why Plan? 6
 - Prior Planning Efforts 6
 - The Comprehensive Plan..... 6
 - How to Use This Plan..... 7
 - Character, Vision, and Values 8
 - Vision Statements..... 8
- Chapter 2: Our Framework..... 11
 - Goals & Policies 11
 - 2.1 Property Rights..... 11
 - 2.2 Population 11
 - 2.3 Schools and Transportation 12
 - 2.4 Economic Development..... 13
 - 2.5 Land Use 13
 - 2.6 Hazardous Areas 14
 - 2.7 Natural Resources 14
 - 2.8 Public Services, Facilities, and Utilities 14
 - 2.9 Transportation..... 15
 - 2.10 Recreation 15
 - 2.11 Special Areas..... 15
 - 2.12 Housing 16
 - 2.13 Community Design 16
 - 2.14 Agriculture 16
 - 2.15 Implementation 16
 - 2.16 National Interest Electric Transmission Corridors..... 17
 - 2.17 Public Airport Facilities..... 17
 - 2.18 Citizens’ Participation..... 17
 - 2.19 Intergovernmental Cooperation..... 17
 - 2.20 Comprehensive Plan Maintenance 17

2.21 Historic Preservation.....	18
Chapter 3: Our Foundation.....	19
Existing Conditions and Trends	19
Zoning.....	19
Area of Impact	19
Zoning Classification.....	21
Population and Demographics.....	22
Population History.....	22
Population Projection	23
Characteristics of Current Rigby Population.....	23
Economic Development.....	29
Background and Comparative Advantages	29
Employment.....	29
Major Employers	32
Proprietors	33
Agriculture.....	33
Non-Labor Income	34
Commuting	35
Chapter 4: Our Commitment	37
Introduction.....	37
Appendix A: Idaho Code Reference	38
Appendix B: Idaho Code	39
Title 67, Chapter 65	39

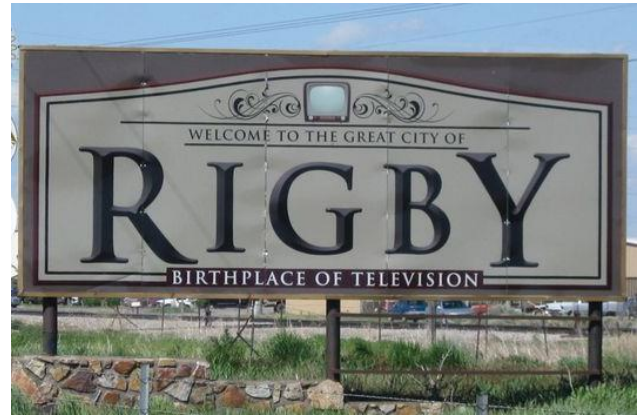
(This page is intentionally blank)

Chapter 1: Our Vision

INTRODUCTION

Located in the northeast portion of the Snake River Plain, the City of Rigby is home to many residents seeking a rural lifestyle with city amenities. Our picturesque Main Street and neighborhoods are surrounded by natural wonders and a thriving downtown commercial center. Serving as the county seat for Jefferson County, Idaho, we celebrate being the “Birthplace of Television.”

Rigby is perfectly situated to provide day access to two national parks (Yellowstone National Park and Grand Teton National Park) and many national forests. Enjoying all the possibilities of close outdoor activities in every season of the year is a definite advantage to living in Rigby.



The unique rural lifestyle enjoyed in Rigby has drawn many new residents, increasing the population from 4,016 in 2012 to 5,038 in 2020 (a 25.4% increase) resulting in the expansion of the City's road network and other infrastructure. (<https://www.census.gov/quickfacts/rigbycityidaho>, 9/2023)

To provide some context for the growth that has occurred in Rigby since the last comprehensive plan was adopted in 2015, many new businesses and buildings have sprung up and some have been knocked down. The Abbots store, Me an' Stans diner, and the old courthouse were torn down. The City welcomed Dollar Tree, Maverick, several banks and credit unions, and a new courthouse, just to name a few of the newer buildings. Rigby's South Park play area was updated with new equipment and is now known as the Pirate Island Playground (2018). The growth Rigby is experiencing calls for a fresh look at current conditions, community needs, and residents' preferences as we plan for the future of the City.



Pirate Island Playground 2018

City of Rigby History

The City of Rigby was founded in 1884 as an irrigation community by George A. Cordon and Omar Call. These original homesteaders first selected land in the Labelle area (lying northeast of the City of Rigby); however, they moved their homestead to the present-day City of Rigby in 1885 due to high water in the dry bed channel of the Snake River. By 1889 at least 25 families lived in the area. In 1885, William F. Rigby, the first counselor in the Bannock Stake of The Church of Jesus Christ of Latter-day Saints (the LDS Church), visited the settlers and organized a branch from the Lewisville Ward. The City is named after William F. Rigby, a prominent early settler and member of the LDS Church.

Since its founding, the area of Rigby has continued to grow. In 1888, what is now the City of Rigby was divided up into streets, ten-acre blocks, and one and one-half acre lots. The early settlers organized a canal company, established a cemetery, built churches and school buildings, and provided land to attract the railroad. In the early days of Rigby, work progressed slowly on the town site. By 1889, only one dwelling had been erected and only a few orchards were planted. The City of Rigby was incorporated in 1903. In 1900, there were 107 people in the City. In 1913, Jefferson County officially came into existence when residents of the proposed county approved its creation and then voted for the City of Rigby to become the county seat. In 1900, there were 107 people in the City. By 1950, there were 1,826 people and

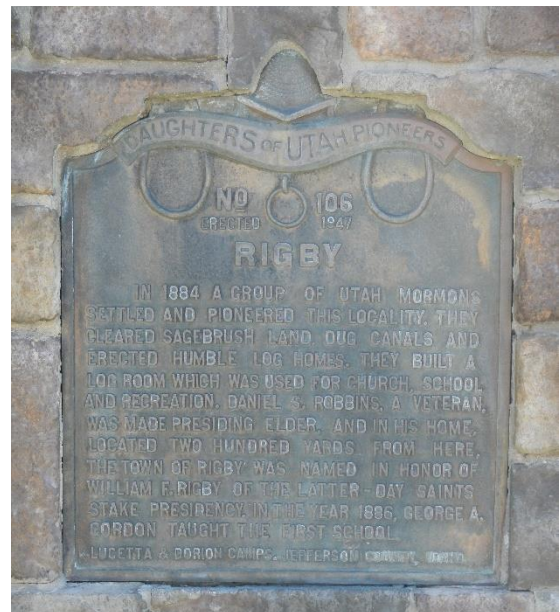


Figure 1: Marker erected in 1947 by Daughters of Utah Pioneers: near postal address 355 Centennial Lane, Rigby, ID

in 2000 there were 2,998 people. The early settlers set up irrigation systems and established prosperous farming communities. In the area, early settlers utilized drier areas for livestock raising and dairying, as well as some dry land farming. In 1939, a square two-story brick structure downtown Rigby was completed for \$56,000, which became the new Jefferson County Courthouse. That structure served the county well for 68 years until construction of the current courthouse was completed on the north side of Rigby in 2007. A large tastefully designed memorial honoring thousands of Jefferson County Veterans was recently constructed near the rodeo grounds south of Rigby.

Rigby Area Timeline

- 1884 Area part of Bingham County
Area founded by George A. Cordon and Omar Call
- 1885 Moved homestead from Labelle to the present-day area of Rigby
- 1888 Area divided up into streets, blocks, and lots
- 1889 Twenty-five families lived in the area
- 1893 Area became part of Fremont County
- 1900 Population reached 107
Yellowstone Branch of railroad laid through the town
- 1903 City of Rigby incorporated and named after William F. Rigby
- 1913 Jefferson County created with City of Rigby as the county seat
Rigby becomes the most populated town in the county

Famous People

Philo T. Farnsworth (August 19, 1906 – March 11, 1971) was one of the city's most famous citizens. Born near Beaver, Utah, his family moved to a farm near Rigby in 1918. Farnsworth excelled in chemistry and physics at Rigby High School. "He asked science teacher Justin Tolman for advice about an electronic television system that he was contemplating; he provided the teacher with sketches and diagrams covering several blackboards to show how it might be accomplished electronically, and Tolman encouraged him to develop his ideas. One of the drawings that he did on a blackboard for his chemistry teacher was recalled and reproduced for a patent interference case between Farnsworth and RCA." His accomplishment of inventing television is the city's claim to fame and is posted on a large billboard outside city limits on the south end of town. His story is well-documented in the Farnsworth TV & Pioneer Museum at 118 West 1 South in Rigby. By the end of his life, Farnsworth held 300 patents, mostly in radio and television. (https://en.wikipedia.org/wiki/Philo_Farnsworth)



Philo T. Farnsworth 1939



Vardis Fisher

Vardis Fisher (March 31, 1895 – July 9, 1968) was a student at Rigby High School from about 1910 to 1913. He demonstrated keen skills as a writer. After attending college, he went on to write numerous books about the old west. In 1939, Fisher wrote *Children of God*, a historical novel concerning the early Church of Jesus Christ of Latter-day Saints. The novel won the Harper Prize. In 1940, Fisher relocated to Hagerman, Idaho, and spent the next twenty years writing the 12-volume *Testament of Man*, a series of novels depicting the history of humans from cavemen to civilization. In 1965, he published the novel *Mountain Man* that later served as the inspiration for the 1972 film *Jeremiah Johnson* starring Robert Redford.

(https://en.wikipedia.org/wiki/Vardis_Fisher)

Wayne Quinton (January 4, 1921 – January 22, 2015) graduated with honors from Rigby High School in 1939. His passion for science and curiosity for how things worked led him to invent many things. “Among Quinton's inventions was a shunt ... that allowed for repeated kidney dialysis procedures on an individual, making the process one that truly extended the patient's life expectancy.”

(https://en.wikipedia.org/wiki/Wayne_Quinton)

He was also involved with the following inventions:

- Structure to allow polio patients to get into a sitting position
- Teflon tracheotomy plug to aid patients with paralytic polio
- Movable camera boom and cart to reduce time taking autopsy photos
- Lucite bubble oxygenator for use during open-heart surgery
- Hydraulic gastrointestinal biopsy instrument
- Mitral valve finger knife for use during open-heart surgery
- Aortic dilator for use during open-heart surgery
- High-speed machine to test fatigue in artificial heart valves
- Lightweight treadmill, for cardiac stress testing



Wayne Quinton

Major Fire Events

Unfortunately, fire played a prominent role in Rigby's development. The Quality Store, the Royal Theater, the Rigby Tabernacle, the old junior high, Jefferson County Bank, and Riverside Gardens are just a few of the buildings from Rigby's past that no longer exist because of major fires.

- 1926: The Quality Store (on the corner of State and Main), a three-story building that housed one of the largest department stores in eastern Idaho, caught fire and burned to the ground.
- 1979: The Royal Theater on Main Street caught fire and burned down. This was a sad loss of a 60-year-old building.
- 1988: Reed Drug and Ben Franklin craft store, on the southeast corner of State and Main (where the Maverik gas station is now) caught fire. Crews fought the fire for two days but both stores were destroyed.



Quality Store Fire on Main Street in Rigby 1926, Jefferson County Historical Society



Reed Drug and Ben Franklin fire on Main and State Street, 1988

Why Plan?





The friendly, small-town feel, parks, city services, community amenities, and proximity to Idaho Falls and Rexburg make the City of Rigby a sought-after rural community for families. This desirability will attract growth and with growth comes change: change in population, demographics, private investments, and economic realities. To plan for change, the Comprehensive Plan reevaluates and reaffirms the community’s needs and vision for the future.

The Comprehensive Plan is updated periodically to address what has changed in the community, to confirm the community’s core values, and to identify new opportunities, while helping to prepare the City of Rigby for the future. The plan is intended to provide for orderly growth and development that is consistent with the character of the City and its residents’ core values. The Comprehensive Plan is one of the most important documents for the City of Rigby because it answers vital questions about what people can expect for the future of their community.





Prior Planning Efforts

This Comprehensive Plan is the first complete review and update of the City's vision for the future since its 2015 plan. The previous plan was adopted by the City Council on February 6, 2015. The 2015 Plan drew a picture of Rigby that highlighted its deeply held sense of community and strong sense of personal responsibility.

The Comprehensive Plan Is:

-  A Statement of Vision
-  A Set of Community-Wide Goals
-  A Decision-Making Guide for Development
-  A Framework for More Specific Planning

The Comprehensive Plan Is Not:

-  A Zoning Ordinance
-  A Rigid/Static Document
-  A City Budget
-  A Parcel-Specific Policy Statement

The Comprehensive Plan

The Comprehensive Plan and its accompanying map describe the city's roadmap for the future and the process for realizing the community goals and aspirations in terms of community development. The outcome of comprehensive planning is this Comprehensive Plan which guides public policy in terms of land use, housing, transportation, utilities, and economic growth.

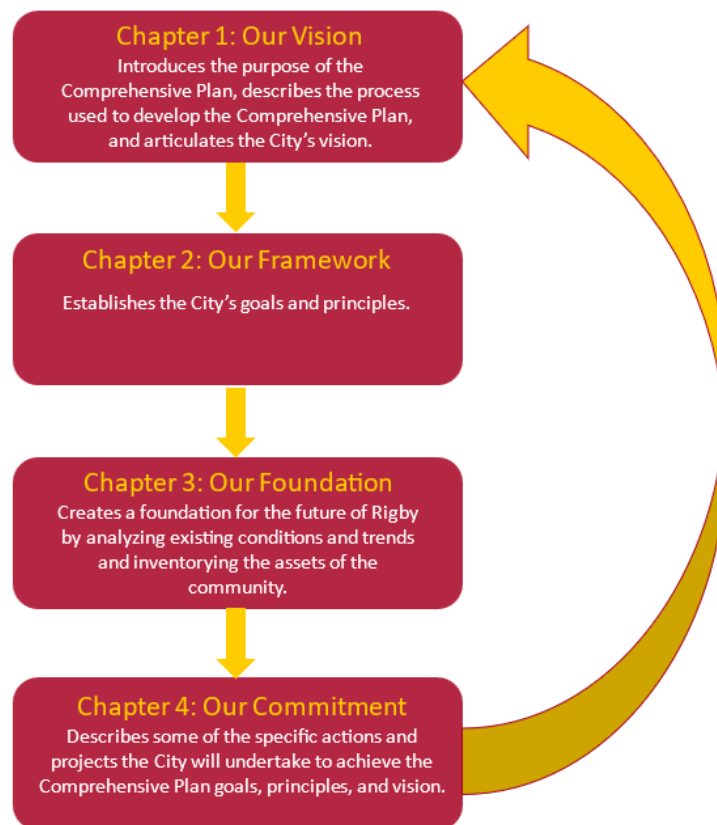
In Idaho, a comprehensive plan is based on the statutory requirements found in Idaho Code Section 67-6508 (See Appendix A and B). There are 17 required components of a local comprehensive plan and an allowance to add any additional component that a community wishes to add. There is also a provision in the state law for a city or county to not address a component if it is unneeded.

This Plan is the City's guide to the future for preserving the best of what Rigby is and identifying the goals, objectives, policies, and actions that will sustain and improve the City for current and future generations. The city will continue to grow with (1) valued neighborhoods, (2) outstanding recreational, educational, historical, and cultural amenities, and (3) economic vitality. Rigby's growth will happen in a sustainable, efficient, and responsible manner that maintains and enhances its treasured quality of life, while meeting the challenges of the future. Rigby is committed to becoming a more sustainable community by taking steps to enhance the local and regional environment. A sustainable community is one where the integrated economic, social, and environmental systems are structured to support healthy, productive, and meaningful lives for its residents, while laying the foundation for a high quality of life without compromising the ability of future generations to meet their own needs.

How to Use This Plan

The Comprehensive Plan is designed to be both an aspirational statement of the vision of the City's residents and a practical tool to guide future decision-making by Rigby staff and officials.

The Plan is organized into four chapters: Chapter 1 introduces the purpose of the Comprehensive Plan. Chapters 2, 3, and 4 address several plan elements and identify our vision along with specific goals and policies that will guide the City in future decision-making to protect and advance Rigby's community values into the future. This Plan, as amended from time to time, will allow the community to engage in and plan for the future of the City of Rigby.



CHARACTER, VISION, AND VALUES

The residents of Rigby value their community as a great place to live and be a family. It is important to protect the pace of life and character of the city while providing appropriate facilities and services for its current and future residents.

Rigby's Core Values:

- Keep the rural character and picturesque beauty.
- Maintain family recreation opportunities.
- Promote safe and efficient travel in the transportation system.
- Recognize and respect private property rights.
- Design aesthetically pleasing development and public facilities.

VISION STATEMENTS

The City of Rigby will be a vibrant, rural community with safe neighborhoods, attractive and walkable places, and functional roads. The residents desire to keep a rural atmosphere by (1) sustaining, protecting, and slowly growing residential areas, (2) increasing and enhancing its recreational areas, public facilities, and services, and (3) growing its commercial, manufacturing, and light industrial areas to lighten the residential tax burden. Rigby will be a desirable place to live, work, and visit.



Land Use/Growth

Rigby will be a healthy and sustainable city, where protecting the rural atmosphere while gradually growing is prioritized. Rigby provides places that create a strong sense of community and a high standard of living for residents that respects and preserves the City's heritage and property values.



Commercial and Economic Development

Rigby's commercial development will be compact and economically sustainable, focused in identified centers, balanced with residential growth, and will promote the area's character and charm.



Transportation and Mobility

Rigby supports an efficient circulation system that will allow traffic flow on major streets and create a safe atmosphere that encourages pedestrians and bicyclists.



Residential Development and Housing

While retaining the character and form of established neighborhoods, residential development in Rigby will emphasize the conservation of open space and, using that conservation process, will incorporate a variety of housing forms.



Parks and Open Space

Rigby will have parks, community facilities, and cultural features, which are connected to neighboring systems and communities.



Utilities and Municipal Services

Rigby will continue to strategically plan and implement improvements to utilities and public infrastructure to ensure necessary facilities and services to the community as the City grows.

(This page is intentionally blank)

Chapter 2: Our Framework

GOALS & POLICIES

2.1 PROPERTY RIGHTS

Goal 1:	Ensure that the City’s land use goals, policies, restrictions, and fees do not violate private property rights.
Policy 1:	Ensure that City land use actions, decisions, regulations, and fees will not cause an unconstitutional taking, whether temporary or permanent, of private property and do not violate property rights as prescribed in Idaho Code Chapter 80 Title 67.
Policy 2:	Establish an orderly, consistent review process for the City to evaluate whether proposed actions may result in the taking of private property. Use the Attorney General’s guidelines in the review process.
Policy 3:	Ensure that the City land use regulations, actions, and decision-making will not adversely impact property values or create unnecessary technical limitations on the use of property.
Policy 4:	Ensure that City land use actions, decisions, and regulations protect the public health, safety, and general welfare.

2.2 POPULATION

Goal 1:	Identify past trends in population change, analyze and assess current conditions, and forecast total population and age distribution in the future.
Policy 1:	Ensure that the needs of full-time residents are provided for in balance with providing for part-time residents and visitors.
Policy 2:	Encourage in-fill development and redevelopment within City limits.
Policy 3:	Manage utilization of infrastructure capacity to align it with long-term population growth rate goals, including within the Area of City Impact.

2.3 SCHOOLS AND TRANSPORTATION

Goal 1: Increase the scope and quality of education for Rigby residents.

Policy 1: Support continuing education.

Policy 2: Encourage and utilize year-round use of the public library as an educational entity, especially in the summer when the school libraries are not open. Continue to provide access to materials and programming from the public library for those who are home-bound or otherwise unable to move freely about the community.

Policy 3: Continue to coordinate facilities and materials between the public library and the school libraries.

Policy 4: Continue to provide educational programming for all ages at the public library.

Policy 5: Continue to coordinate and partner with the school district on management and maintenance of shared recreation facilities since recreation facilities and playing fields are needed to supplement those provided by the school system.

Goal 2: Cooperate with the school districts, as appropriate, to develop and maintain current data for the evaluation of the adequacy of school facilities in rezoning requests.

Policy 1: Encourage increased coordination between educational organizations and the community through exploring opportunities for shared facilities.

Policy 2: Ensure that school sites include room for future expansion, if needed.

Policy 3: Encourage the location of different school types to avoid adverse impacts on local residential areas.

Policy 4: Use the City Zoning Ordinance and Subdivision Ordinance to require the installation of sidewalks, crosswalks, special signage, and traffic control measures along routes to all schools.

2.4 ECONOMIC DEVELOPMENT

Goal 1: Identify past trends and change, analyze, and assess current conditions.

Policy 1: Use the past trends and current conditions to assure that adequate land and municipal services are available for economic development purposes.

Goal 2: Identify appropriate opportunities for growth in the manufacturing, warehousing, transportation, and industrial industries.

Goal 3: Utilize appropriate planning and zoning ordinances to encourage growth in and around the city limits that provides space to accommodate growth as identified in Goal 2.

2.5 LAND USE

Goal 1: Identify the natural land types in the city and the Area of Impact, including lands suitable for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, and public facilities.

Policy 1: As required by law, produce a map identifying existing and future land uses in the city and the Area of Impact.

Policy 2: Use the Zoning Ordinance to develop standards of employee housing in commercial and industrial development.

Policy 3: Use the Zoning Ordinance to develop density bonus standards for residential, commercial, and industrial developments to protect identified critical areas (e.g., parks, school sites).

Policy 4: Use the Zoning Ordinance to develop standards for providing recreational facilities for residential, commercial, and industrial developments, and preserve access to public lands.

Policy 5: Use the Zoning Ordinance, create an Overlay Map depicting lands suitable for mineral extraction. Use this map in the development review process.

Policy 6: Use the Zoning Ordinance, create an Overlay Map depicting lands suitable for preservation. Use this map in the development review process.

Policy 7: Use the Zoning Ordinance, create an Overlay Map depicting lands that are used public facilities and lands needed in the future for new or expanded public facilities. Use this map in the development review process.

2.6 HAZARDOUS AREAS

Goal 1: Identify, analyze, and map hazardous areas and assess the current conditions, identifying developments that are in or near known hazardous areas in the City and the Area of City Impact.

Policy 1: Utilize the County GIS mapping system to incorporate the known hazardous areas.

Policy 2: Incorporate the known hazardous areas in the review process of all land use developments and proposed regulations.

2.7 NATURAL RESOURCES

Goal 1: Identify, analyze, and map the uses of the Snake River and other waterways, forests, range, soils, wildlife, watersheds and shorelines in the City and in the Area of Impact.

2.8 PUBLIC SERVICES, FACILITIES, AND UTILITIES

Goal 1: Identify, analyze, and map the general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan should also show locations of civic centers and public buildings, public services, facilities, and utilities and incorporate their existing conditions and future expansion plans and needs into the land use planning process.

Policy 1: Utilize the County GIS mapping to identify all public services, facilities, and utilities and incorporate their existing conditions and future expansion plans and needs into the land use planning process.

2.9 TRANSPORTATION

Goal 1:	Adopt by reference the Rigby/Jefferson County Transportation Plan and Attachment A.
Policy 1:	Work with Jefferson County and the Idaho Transportation Department to update the Transportation Plan as it pertains to the City and the Area of City Impact.
Policy 2:	Use the Zoning Ordinance to assure that residential, commercial, and industrial developments grant, dedicate, and construct, the required rights-of-way and/or easements for road improvements within their developments. Furthermore, such developers should be required to dedicate and construct their fair share of off-site transportation improvements.
Policy 3:	Use the Zoning Ordinance to ensure that designated, safe, convenient, and well-maintained bike lanes or paths, and pedestrian ways are developed and are a feature of a coordinated transportation plan.

2.10 RECREATION

Goal 1:	Identify, analyze, and map the recreation areas, including parks, parkways, trailways, riverbank greenbelts, beaches, playgrounds, and other recreation areas and identify existing and needed recreation programs.
Policy 1:	Work with the county, state, and federal land managers to include their recreation plans in the City of Rigby decision-making process.

2.11 SPECIAL AREAS

Goal 1:	Identify, analyze, and map areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.
Policy 1:	Use this information in the development review process.

2.12 HOUSING

Goal 1:	Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types.
Policy 1:	Promote the construction of affordable housing by utilizing, including but not limited to, smaller lot sizes, secondary housing, smaller setbacks and other innovative zoning, subdivision, and building techniques.
Policy 2:	Improve the diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and special needs segments of the population (e.g., congregate care facilities).
Policy 3:	Identify areas in the City and the Area of City Impact where increased densities could be allowed.
Policy 4:	Consider modifying development standards to incorporate inclusionary zoning concepts, on either a voluntary or mandatory basis, which will set aside certain proportions of the total dwelling units allowed for employee housing or low- and moderate-income residents.

2.13 COMMUNITY DESIGN

The City has, at this time, decided not to include this planning component in the Comprehensive Plan.

2.14 AGRICULTURE

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

2.15 IMPLEMENTATION

Goal 1:	Upon adoption of this Plan, analyze and determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.
Policy 1:	Develop a Capital Improvement Plan (CIP) for the City and update the CIP annually.

2.16 NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS

According to the United States Department of Energy website, there are no “high voltage transmission lines” or “federally designated national interest electric transmission corridors” in the City or the Area of City Impact.

2.17 PUBLIC AIRPORT FACILITIES

Goal 1: The Rigby Airport is recognized as being in the Area of City Impact and not in the City of Rigby corporate limits.

Policy 1: Work with the Airport Board and Jefferson County to assure that the Airport and its environs are properly protected from encroachment.

2.18 CITIZENS’ PARTICIPATION

Goal 1: The City will actively encourage citizens participation in the planning process.

2.19 INTERGOVERNMENTAL COOPERATION

Goal 1: Cooperate with the county, state, and other governmental and non-governmental agencies in resource and growth management.

Policy 1: Cooperate and negotiate with Jefferson County on the Area of City Impact as is required by I.C. §67-6526. Further, it is the policy of the City to review the Area of Impact Agreement with Jefferson County at least every five (5) years after its adoption by the City Council and the Board of County Commissioners. (IC § 67-6526(e))

Policy 2: Cooperate with state and federal initiatives in resource and growth management.

2.20 COMPREHENSIVE PLAN MAINTENANCE

Goal 1: Review and update this Plan on a regular basis.

Policy 1: Planning and Zoning Commission shall annually review this Plan for regular updates of background and statistical data, and review progress made on the implementing of this Plan and/or any other documents affecting this Plan or the City as a whole.

2.21 HISTORIC PRESERVATION

Goal 1: Work with the Jefferson County Historical Society to identify and encourage preservation of lands, sites, and structures that have historical significance. See also *Special Areas*.

Policy 1: Use this information in the development review process.

Chapter 3: Our Foundation

EXISTING CONDITIONS AND TRENDS

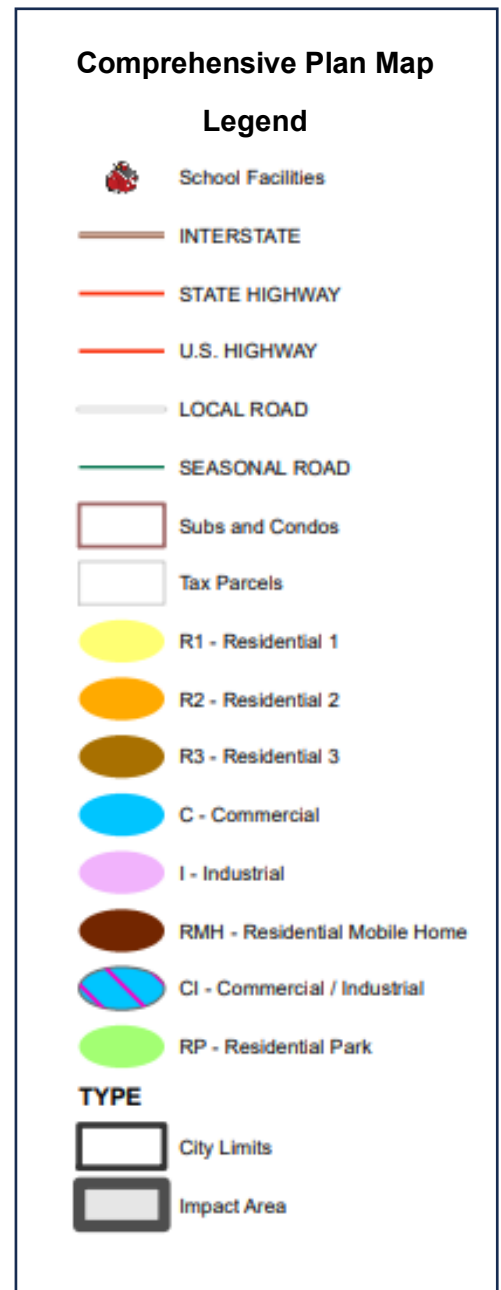
Using the best available data from the City of Rigby, Jefferson County, the U.S. Census Bureau, State of Idaho data sets and other sources a snapshot of existing conditions and trends was created.

Zoning

The area of the incorporated City of Rigby covers 3.08 square miles or 1,972 acres. By far, the majority dedicated land use in Rigby is single family residential. Despite the relatively low amount of land zoned for agricultural uses within Rigby's boundaries, the surrounding open fields and farms place the City in a desirable rural setting. (See Zoning Map.)

Area of Impact

The Idaho Local Land Use Planning Act, Area of City Impact (IC §67-6526) requires cities and counties to negotiate a map identifying an area of city impact within the unincorporated area of the county and to adopt an applicable plan and ordinance to be in effect in that area of impact. In defining an area of city impact, the following factors shall be considered: (1) trade area, (2) geographic factors, and (3) areas that can reasonably be expected to be annexed to the city in the future. Land use applications in the area of city impact are acted upon by Jefferson County. Absent any agreements to the contrary, only upon annexation does Rigby take complete jurisdiction of the land use activities. The City of Rigby and Jefferson County have an agreement that Jefferson County will maintain the roads in the area of impact.

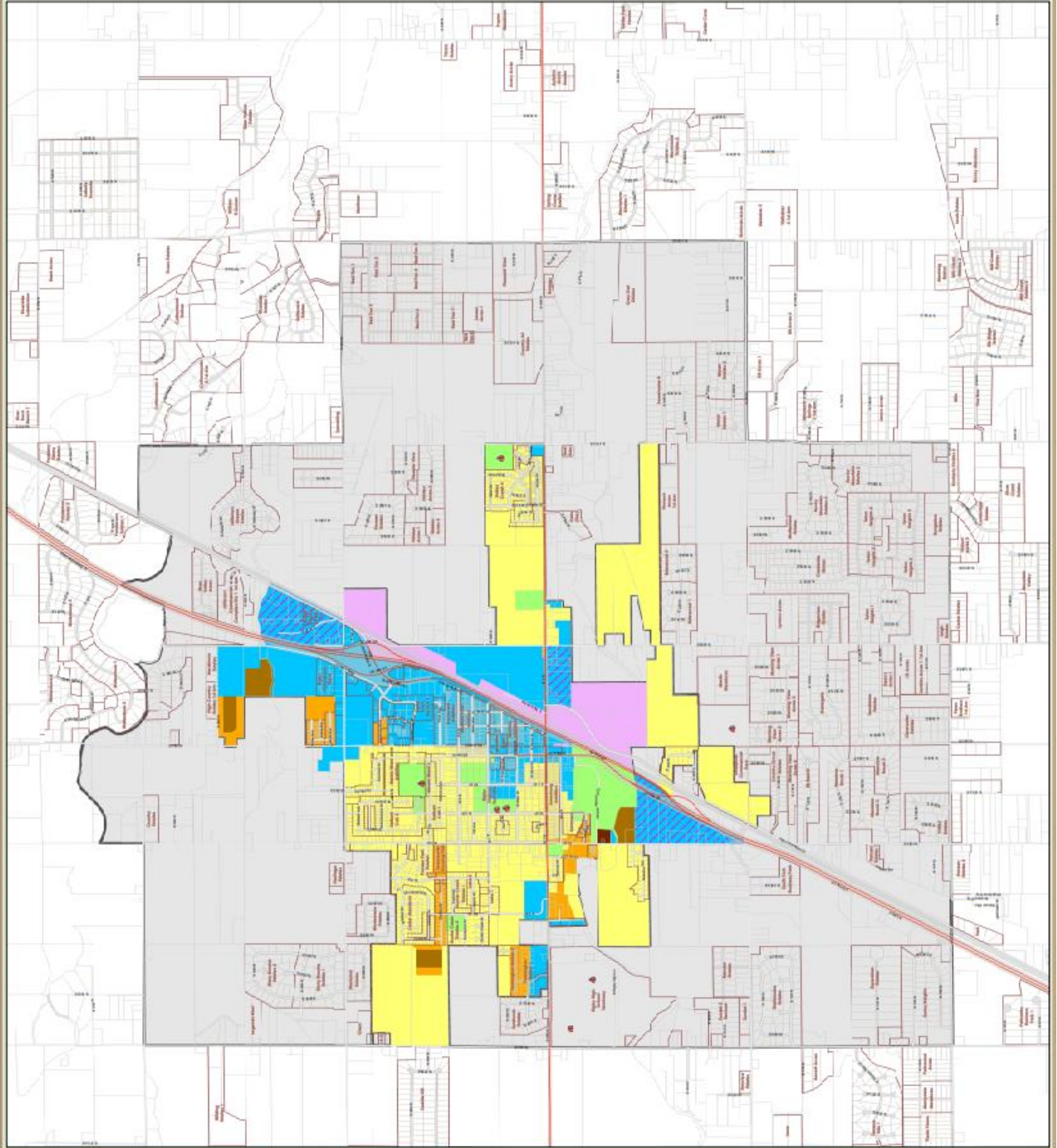




COMPREHENSIVE PLAN MAP

- Area Outside
- 100' Easement
- 15' Easement
- 20' Easement
- 30' Easement
- 40' Easement
- 50' Easement
- 60' Easement
- 70' Easement
- 80' Easement
- 90' Easement
- 100' Easement
- 120' Easement
- 150' Easement
- 200' Easement
- 300' Easement
- 400' Easement
- 500' Easement
- 600' Easement
- 700' Easement
- 800' Easement
- 900' Easement
- 1000' Easement
- 1200' Easement
- 1500' Easement
- 2000' Easement
- 3000' Easement
- 4000' Easement
- 5000' Easement
- 6000' Easement
- 7000' Easement
- 8000' Easement
- 9000' Easement
- 10000' Easement

Prepared by: [Firm Name]
City of Rigby, Idaho
Map Scale: 1" = 100'



Zoning Classification

The City of Rigby's Code of Ordinance, Chapter 10-4-5, defines zone classifications as follows:

- R-1** *Residential Zone/Single-Family Dwellings:* The R-1 zone is established to protect stable neighborhoods of detached single-family dwellings on larger lots. The limited uses allowed in this district shall be compatible with an atmosphere of large, landscaped lawns, low building heights, ample setbacks and side yards, predominantly off-street parking, low traffic volumes, and low nuisance potentials.
- R-2** *Residential Zone/Single-Family Dwellings and Multi-Family Dwellings:* The R-2 zone is established to protect stable neighborhoods of detached single-family dwellings, duplexes, and twin homes on medium-sized lots. The uses allowed in this district shall be compatible with an atmosphere of large, landscaped lawns, low building heights, ample setbacks and side yards, predominantly off-street parking, low traffic volumes, and low nuisance potentials. Not more than two (2) single-family dwellings shall be placed on a lot or parcel of land in the R-2 zone.
- R-3** *Residential Zone/Multi-Family Dwellings:* The R-3 zone is established to protect stable neighborhoods of detached single-family dwellings on smaller lots, duplexes, twin homes and multi-family housing. Restoration or rehabilitation of older homes in this district shall be encouraged. Uses shall be compatible with an atmosphere of low building heights, low traffic volumes, ample off-street parking, and low nuisance potentials at a higher density than R-1 and R-2 zones. R-3 Zoning is not allowed adjacent to R-1 zoning. A buffer of R-2 zoning is required between R-1 and R-3 zoning.
- RMH** *Residential Mobile Home Zone:*
- RP** *Residential (Public) Park Zone:* This zone is used for City of Rigby Parks and Recreation uses. Private parks and recreation use will maintain the zoning of the subdivision.
- C** *Commercial Zone:* This zone consists of two areas, the Downtown Business District and the rest of the Commercial Zone:
- The *Downtown Business District* was established to recognize the historic central retail and service center of the City. Front setbacks are not common and lot coverage may approach or be one hundred percent (100%). On-street parking serves many of the businesses. Office and residential uses are encouraged on the upper floors of the downtown buildings. Attractive, inviting, and well-maintained shops, stores, offices, and other buildings are also characteristic of this area.
 - The rest of the Commercial Zone is established to provide areas in the city in which general shopping center facilities can be established to satisfy the specialty shopping needs of the community. It is intended that this zone will be characterized by specialty shops situated in an attractively designed shopping center complex surrounded by appropriate landscaping.
- I** *Industrial Zone:* The Industrial Zone is established to provide areas in the city where light industrial firms can engage in processing, assembling, manufacturing, warehousing, storing, and wholesale distributing. This zone also provides areas for incidental service facilities and public facilities to serve the manufacturing area. Heavy industrial requires a Conditional Use Permit (CUP) and is required to be buffered from residential zones by commercial and/or light industrial zones.

POPULATION AND DEMOGRAPHICS

Population History

Rigby was founded as an LDS irrigation colony in 1884 and incorporated as an Idaho city in 1903. Figure 1 shows Rigby's population growth as a community from the first Census count of 107 persons in 1900 to the latest census (2020) of 5,038. Rigby was established as an expansion of the new hub of LDS growth in Idaho Falls, and it can still be seen enjoying the reflected growth of Idaho Falls as a bedroom community today.

An interesting pattern of alternating growth and stagnation is apparent in much of the last century. The population of Rigby nearly doubled in the 1910s, declined by 6% in the Twenties, grew in the Thirties, declined again by 7.7% in the Forties, grew by a quarter in the Fifties, was flat in the Sixties, grew in the Seventies, and was again stagnant in the Eighties. Since 1990, Rigby's growth has been robust. According to The Idaho Gem State Prospector tool (Rigby's population in 2023 is 5,270. (<http://www.gemstateprospector.com/community-profile.html?primaryColor=00526a&secondaryColor=40c0be&icTool=community-profile&geoId=1667780&geoEntId=101bb97a-bc91-4ba0-969e-86a2202b11da>.)

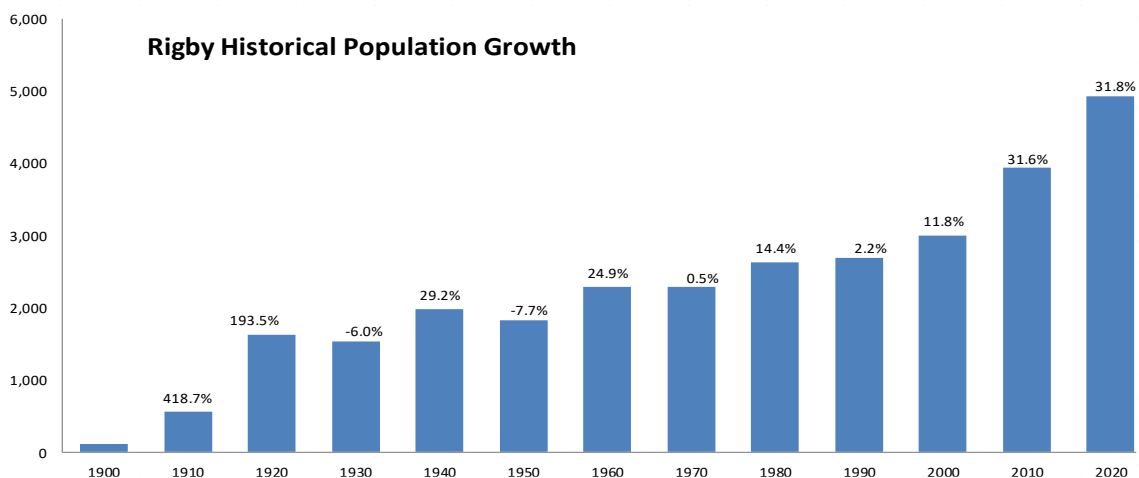


Figure 1: Historical Population Growth of Rigby, Idaho

Source: U.S. Bureau of the Census,
<https://www.census.gov/quickfacts/fact/table/rigbycityidaho,US/PST045222>

Figure 2 shows how Rigby's growth since 2000 has been much faster than Idaho's. Bear in mind that while 2000-2007 was a boom economy, the nation lived through the Great Recession from December 2007 to June 2009. Since 2010 Rigby's population has grown 31.8%. The driving force behind this growth has been the conversion of Ricks College (a two-year college) to BYU-Idaho (a four-year university) and the continued growth of Idaho Falls as a regional center.

From 2010 to 2021, Rigby had the largest estimated relative change in population (31.8%), and Idaho had the smallest (18.7%).

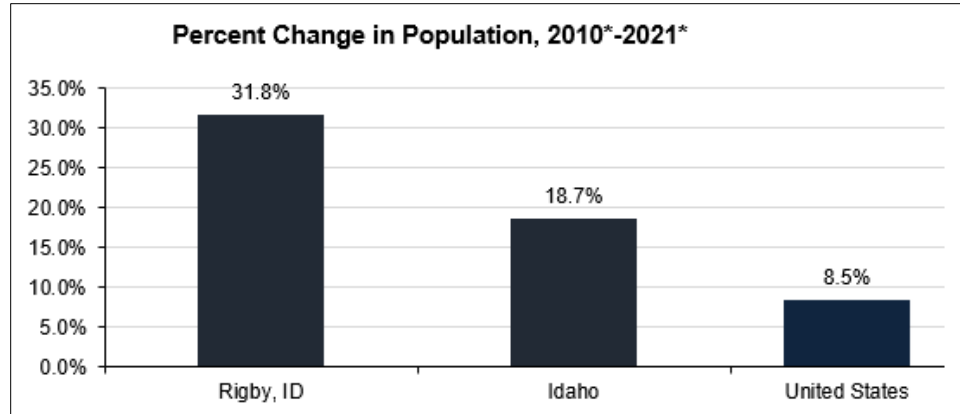


Figure 2: Comparative Population Growth Rates: Rigby, Idaho, and U.S.
 Source: U.S. Dept. of Commerce, 2021. Bureau of the Census, American Community Survey, Headwaters Economics, EPS-HDT program
 Run 09/04/2023 for Rigby, Idaho

Population Projection

The Idaho Gem State Prospector tool on the Idaho Department of Commerce website reports five-year projections for Idaho cities and counties done by a private company, *Applied Geographic Solutions*. Idaho Gem State Prospector projects Rigby to grow from an estimated population of 5,270 in 2023 to 5,399 in 2028, only 2.4% growth over five years.

Characteristics of Current Rigby Population

Age

The City of Rigby is a remarkably young community. Its median age is estimated to be 27 years old, meaning that 27 years divides the population with half older and half younger. This is much younger than Idaho’s median age of 34.4. Idaho’s large LDS, Catholic, and evangelical families make it the second youngest state in the nation, following Utah. The national median age is 38.4 years.

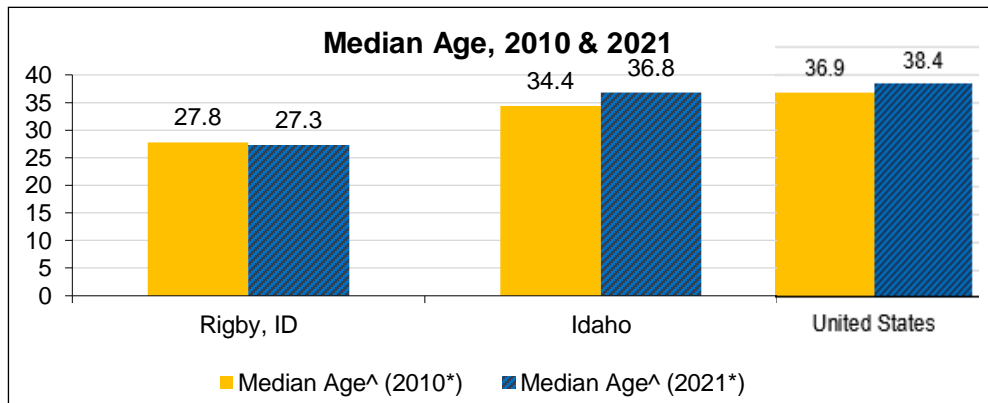
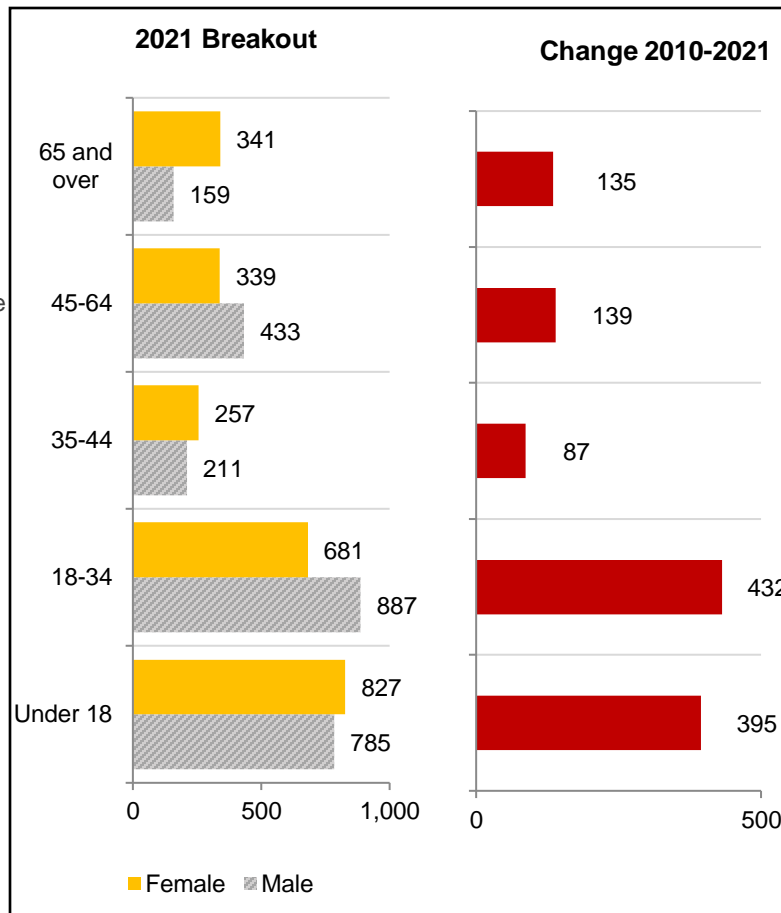


Figure 3: Comparative Median Ages: 2010 and 2021, Rigby and Idaho
 Source: U.S. Department of Commerce, 2021. Census Bureau, American Community Survey
 Reported by Headwaters Economics’ Economic Profile System, headwaterseconomics.org/eps.
 Run 09/04/2023 for Rigby, Idaho

Rigby's youth is likely a function of it being a home to numerous BYU-Idaho students, especially married students with young children. This point can be made with Figure 4, which shows the age groups of Rigby's population. Note the sharp growth of 432 people between the ages of 18 and 34 in the years from 2010 to 2021. Most of this is clearly college students. See, also, the corresponding increase in children. Additionally, look at the small number of adults in the 35 to 44 year-old range. This appears to demonstrate that Rigby loses these college students after graduation and is likely losing a significant number of its high school graduates as well.

Rigby's Age Breakout



In 2021, the age category with the highest estimate for number of women was Under 18 (827), and the age category with the highest estimate for number of men was 18-34 (887).

From 2010 to 2021, the age category with the largest estimated increase was 18-34 (432), and the age category with the smallest estimated increase was 35-44 (87).

Figure 4: Rigby Age Breakout 2021 and 2010 – 2021 Change

U.S. Department of Commerce, 2021. Census Bureau, American Community Survey Office, Reported by Headwaters Economics' Economic Profile System, headwaterseconomics.org/eps Run 09/04/2023 for Rigby, Idaho

Another important factor to observe in Figure 4 is the relatively small number of senior citizens 65 years or older (only 500). This age represents only 10.2% of Rigby's population, which is relatively low. For instance, in 2021, Idaho is estimated to have 15.8% of its population age 65 or older. This small proportion of seniors will be demonstrated in the economic statistics later in this and the Economic Development chapter. Besides the large number of younger residents, there are two reasons that might contribute to a low number of seniors in Rigby:

1. Seniors become seasonal residents with a second home in Sunbelt locations like Arizona, where they may reside and be counted on the April 1 Census date.
2. As the health of seniors becomes frailer, they may move to Idaho Falls to be closer to health-care specialists or for better senior housing choices.

Race and Hispanic Origin

Rigby’s population is not very racially diverse. Whites Only (an available option on the census) comprised 87.1% of the 2021 population, which barely surpassed Idaho’s 86.5% of Whites Only. Rigby had no reported African American residents, only 76 Asians, zero Hawaiian or Pacific Islanders, and 188 Native Americans. An estimated 6.1% self-identified as Some Other Race Alone; two or more races comprised 1.5% of Rigby’s population.

Hispanic or Latino origin is a separate cultural identity that can be of any race or racial mix. Figure 5 shows that 11.9% of Rigby’s population identified themselves as Hispanic. This is below Idaho’s 12.9% Hispanic proportion and below the national average of 18.4%. Elsewhere in the Census comes the statistic that 3.4% of Rigby’s population speaks English less than “very well” while 12.1% of Rigby residents speak Spanish in their home.

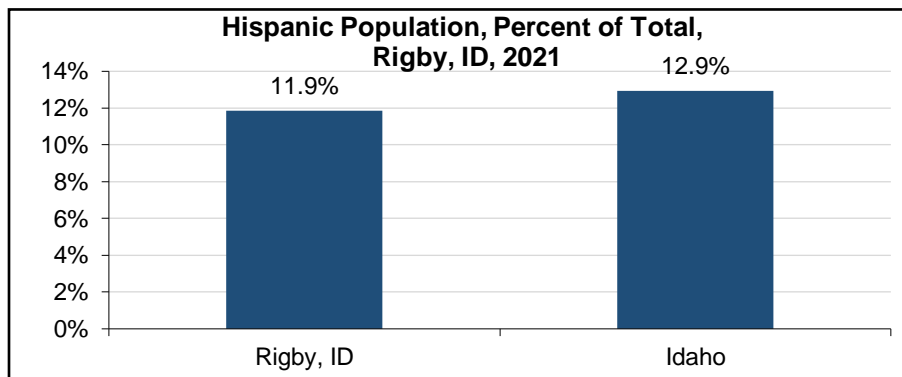


Figure 5: Hispanic Population Comparison
*U.S. Department of Commerce, 2021. Census Bureau, American Community Survey Office,
 Reported by Headwaters Economics' Economic Profile System,
headwaterseconomics.org/eps*

The proportion of Hispanic residents has been growing for several decades. For example, Jefferson County’s Hispanic population was 4.2% in 1980, 7.0% in 1990, 10.0% in 2000, 10.3% in 2012, and has grown to 10.6 in 2021. Idaho’s Hispanic proportion grew from 11.6% in 2012 to 12.9% in 2021, so the growth of this minority group continues.

The rapid rise in the Hispanic community is a trend that has caught many Idaho communities unaware. One key to economic vitality will be for communities to find ways to build bridges between two different cultures and to embrace the social and economic contributions of the Hispanic population in an increasingly diverse Jefferson County.

Income

Income is a way of measuring the relative economic well-being of groups of people. Per capita income is one common metric, and it is defined as city personal income divided by its population. This measure can be altered by the presence of a few high-income earners. Per

capita income is also affected by family size because children tend to be non-earners. A second measure is median household income, which is the income level that evenly divides half the households with lower income and half with higher. This measure more closely corresponds to what consumers understand as their household budget. Because family size is not considered, remember that a large family may be less well off than a retired couple with the same household income.

Figure 6 shows Rigby’s per capita and median household incomes for 2021, compared with Jefferson County, Idaho, and the US. In terms of per capita income, Rigby is the lowest at \$24,853, with income rising as the geographic unit increases. Rigby is quite a low-income community by this measure, having just over three-fourths of Idaho’s per capita income, and only 66% of the U.S. average. For context, Jefferson County ranks 38th of 44 Idaho counties with its per capita income of \$26,438, which is 6.3% higher than Rigby’s. One reason for Rigby’s low-income levels may be the presence of BYU-Idaho students who earn little income and may be living off student loans, while at the same time having one or more children.

Per Capita and Median Household Income Comparisons (2021 \$)

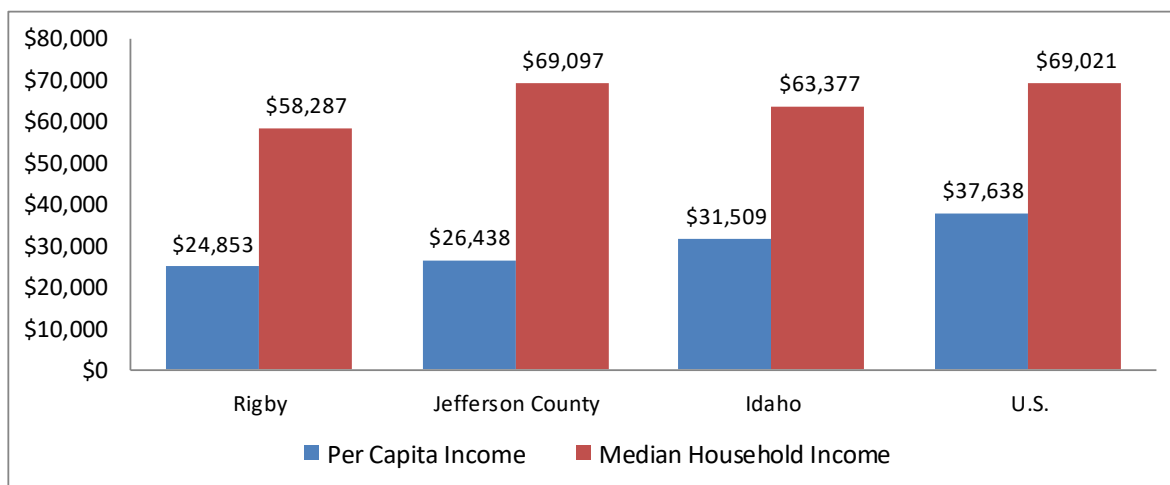


Figure 6: Per Capita and Median Household Income Comparisons (2021 \$)

Source: U.S. Dept of Commerce, 2021 Census Bureau, American Community Survey Office, Reported by Headwaters Economics’ Economic Profile System, headwaterseconomics.org/eps
Run 09/04/2023 for Rigby, Idaho

The same pattern holds for median household income – Rigby’s income of \$58,287 is less than Idaho’s \$63,377, and Idaho is less than the U.S. median household income of \$69,021. The exception here is that Jefferson County is slightly higher in median household income than the U.S. Here are three possible reasons the Jefferson County median household income is so much higher than Rigby’s:

- 1) Jefferson County has a significant number of large family farms with above-average incomes;
- 2) Jefferson County has a higher proportion of two-earner households than Rigby;
- 3) Jefferson County has wealthier residents than Rigby. This is a common trend in rural Idaho where growth in the countryside is much faster than growth in the city, and the

new country homes tend to be larger and more expensive. And indeed, Jefferson County does have newer housing stock than Rigby.

Poverty

Poverty is a measure of income against federally determined levels of income, below which one is deemed poor. Like the income measures, Rigby's poverty rates are worse than Jefferson County, Idaho, or the U.S, as shown in Figure 7. This is especially true for children. For single mothers heading a household with children, the poverty rate in Rigby is 38.5%. This is, unfortunately, higher than Idaho's rate at 24.5%.

There are again several potential explanations for these percentages. Perhaps college students and their families are contributing to the appearance of poverty. Perhaps it is the presence of affordable housing units within the city limits. Perhaps the working poor, who hold low-wage jobs in sectors like retail or agriculture processing live within the city.

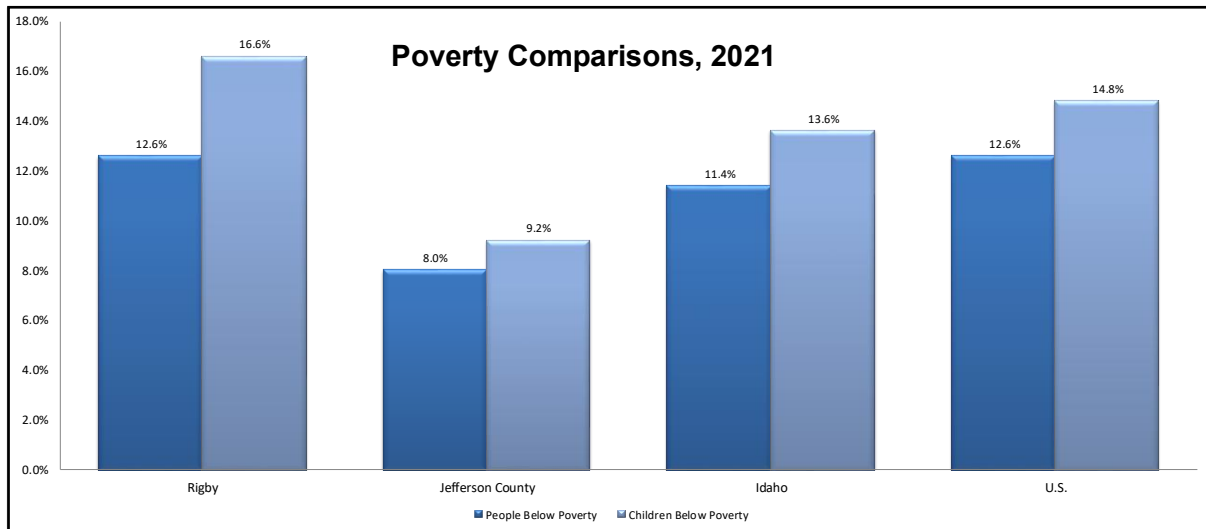


Figure 7: Poverty Comparisons: Rigby, Jefferson County, Idaho, and U.S. (2021)

Source: U.S. Dept of Commerce 2021, Census Bureau, American Community Survey American Community Survey Office, Reported by Headwaters Economics' Economic Profile System, headwaterseconomics.org/eps
Run 09/04/2023 for Rigby, Idaho

Educational Attainment

The amount of education a community has attained can be seen as an underlying factor to its income levels. Understanding differences in education levels can highlight whether certain people might be disproportionately impacted by policies, plans, and management actions, and can inform communication and outreach efforts.

Rigby's levels of educational attainment are higher than Jefferson County, the same as Idaho, but lower than the U.S. In fact, since 2011, Rigby more than doubled its adults with a bachelor's degree or higher (353 adults in 2011 to 835 in 2021). Even high school graduates were up from 1,766 in 2011 to 2,713 in 2021.

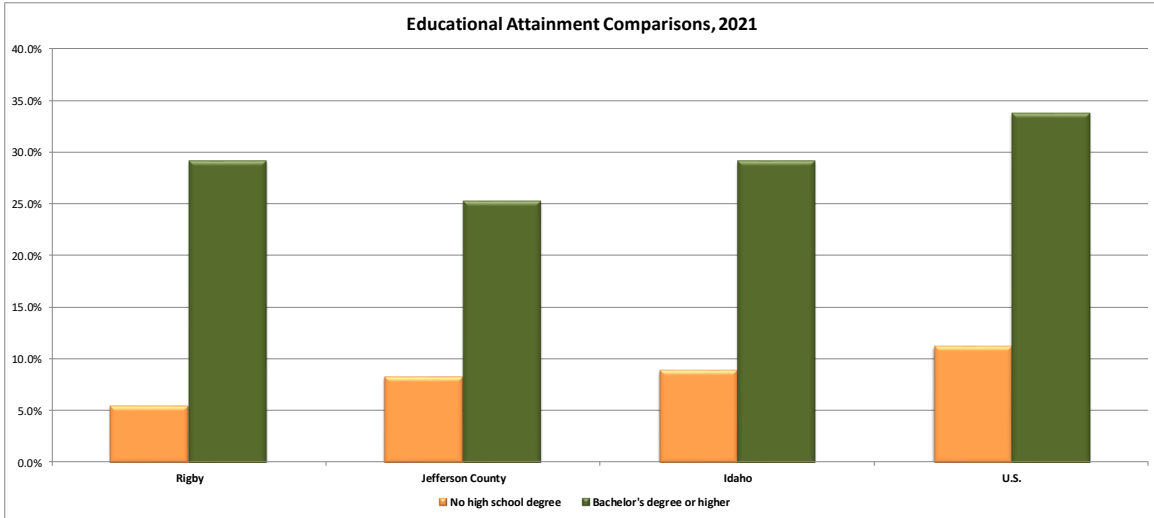


Figure 8: Educational Attainment Comparisons: Rigby, Jefferson County, Idaho and U.S. (2021)
 Source: U.S. Dept of Commerce, 2021 Census Bureau, American Community Survey Office, Reported by Headwaters Economics' Economic Profile System, headwaterseconomics.org/eps
 Run 09/04/2023 for Rigby, Idaho

Housing

Rigby's housing stock tends to be older than Jefferson County or Idaho, as befits a community founded over 125 years ago. Fully 38% of its 1,815 housing units were built prior to 1970. This compares with 28% for the county and 25% for the state. In 2021, the occupancy of Rigby's housing stock stood at 99.6%, higher than the state level of 89% and Jefferson County at 94%. (U.S. Department of Commerce, 2022. Census Bureau, American Community Survey Office, Washington, D.C.) In 2021, Rigby's average price for detached housing units was \$209,303 and the median value was \$237,655. (<https://www.city-data.com/housing/houses-Rigby-Idaho.html>)

Figure 9 demonstrates that Rigby is a relatively more affordable place to live in terms of housing costs than Jefferson County, Idaho, or the United States. This is no doubt an important advantage in its role as a bedroom community for Rexburg and Idaho Falls.

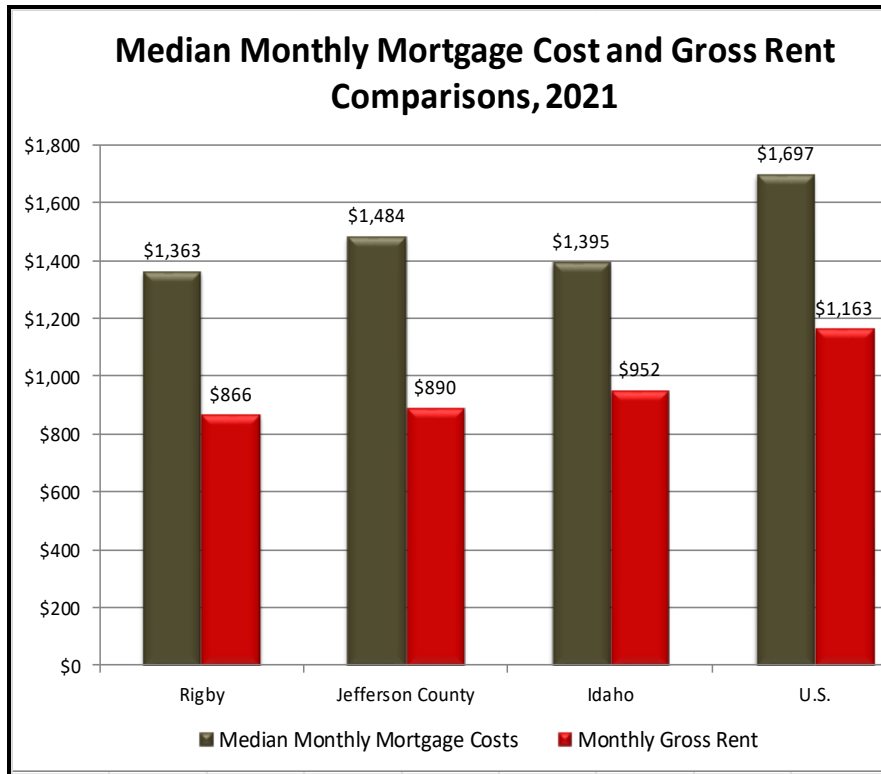


Figure 9: Median Monthly Mortgage Costs and Gross Rent Comparisons
 Source: U.S. Dept of Commerce, Census Bureau, 2012 American Community Survey

ECONOMIC DEVELOPMENT

Background and Comparative Advantages

Rigby’s economy has the luxury of not depending on a single industry. The community had its start as a base for irrigated agriculture, and this economic foundation remains to this day. Rigby serves as a retail trade center for the larger agricultural region to its west. In addition, Rigby is located on what is now Highway 20, the primary transportation route to tourism destinations like Yellowstone National Park. Thus, it has long had a role in delivering pass-through tourism services. Since the city’s inception, Rigby has served as a spoke to the hub city of Idaho Falls. The city is a natural bedroom community for Idaho Falls and more recently, Rexburg and BYU-Idaho. To the extent that Rigby accepts and nurtures each of these economic roles, it can sustain a vibrant economy for years to come.

Employment

Rigby has a civilian employed population of 2,551 in 2020 by US Census estimates. Table 1 shows many of the job types in Rigby, the number of people employed in the jobs in 2011 and 2020, with a percentage of change noted in the last column.

**Rigby Job Counts by NAICS Industry Sector
Comparison of 2011 to 2020**

	2011		2020		2011>2020 % change
	Count	Share	Count	Share	
Total of All Jobs	1,939	100.00%	2,551	100.00%	
Retail Trade	352	18.20%	501	19.60%	42.33%
Health Care and Social Assistance	315	16.20%	440	17.20%	39.68%
Public Administration	276	14.20%	302	11.80%	9.42%
Educational Services	249	12.80%	250	9.80%	0.40%
Accommodation and Food Services	152	7.80%	174	6.80%	14.47%
Agriculture, Forestry, Fishing and Hunting	118	6.10%	160	6.30%	35.59%
Construction	96	5.00%	128	5.00%	33.33%
Wholesale Trade	87	4.50%	164	6.40%	88.51%
Manufacturing	81	4.20%	158	6.20%	95.06%
Transportation and Warehousing	67	3.50%	89	3.50%	32.84%
Finance and Insurance	51	2.60%	67	2.60%	31.37%
Professional, Scientific, and Technical Serv	27	1.40%	17	0.70%	-37.04%
Other Services (excl. Public Administration)	19	1.00%	19	0.70%	0.00%
Utilities	15	0.80%	25	1.00%	66.67%
Administration/Support, Waste Mngmt	15	0.80%	17	0.70%	13.33%
Real Estate and Rental and Leasing	13	0.70%	6	0.20%	-53.85%

Table 1: Rigby Employment by Industry, Comparison of 2011 and 2020
Source: Census Bureau, 2021. OnTheMap Data run on 09/11/2023

Table 2 compares employment in Rigby with Jefferson County, Idaho, and the U.S. for selected industries. While direct employment in agriculture is low within the city limits, note how Jefferson County agriculture employment far exceeds the U.S. and state averages. Rigby does have below average manufacturing employment and most of it is for food processing, reflecting the county’s agricultural base. Finally, its retail and wholesale trade employment is above average and reflects its growing role as a trade center for the surrounding agricultural region.

Rigby Job Percentage Compared to Jefferson County, Idaho, and US, 2020/2021

Job Type	Rigby	Jeff C	ID	US
Retail Trade	19.60%	12.0%	11.6%	11.0%
Edu, Health Care, Social Assistance	27.00%	22.8%	22.3%	23.3%
Public Administration	11.80%	6.8%	5.0%	4.7%
Agriculture, Forestry, Fishing and Hunting	6.30%	7.8%	4.5%	1.4%
Construction	5.00%	10.5%	8.6%	6.8%
Wholesale Trade	6.40%	3.1%	2.7%	2.5%
Manufacturing	6.20%	7.4%	9.7%	10.0%
Transportation, Warehousing, Utilities	4.50%	5.4%	5.0%	5.7%

Table 2: Rigby Employment by Industry, Comparison
Source: Census Bureau, OnTheMap Data 09/11/2023 Combined with U.S. Department of Commerce, 2021.
Census Bureau, American Community Survey Office, headwaterseconomics.org/eps
Run 09/04/2023 for Rigby, Idaho

Figure 10 shows the historical growth of jobs in Jefferson County. Note how jobs flattened during the Great Recession (2007-2009) despite continued population growth. Jobs began to grow again in 2013, flattened during the 2020 Covid-19 pandemic, but have risen steadily since then. Total jobs in 2021 in Jefferson County were 13,444 compared to 10,116 in 2011.

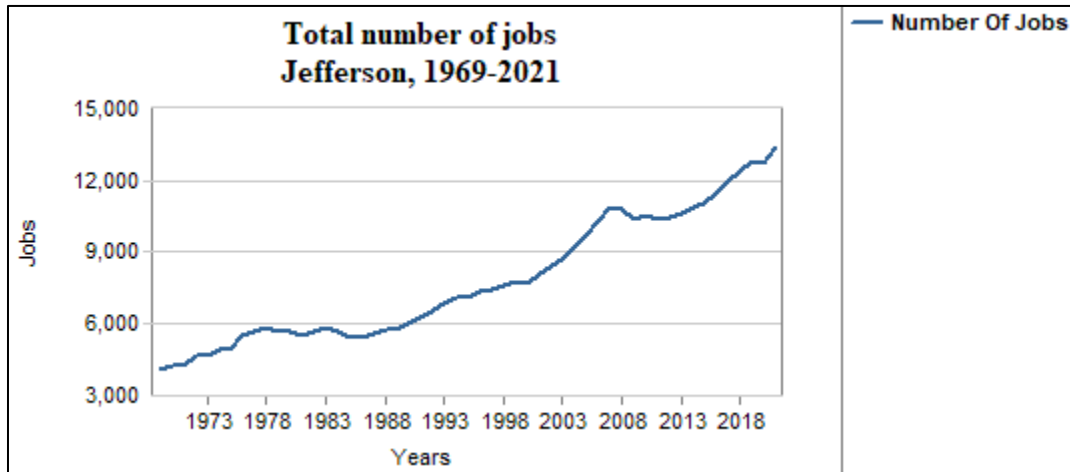


Figure 10: Jefferson County Total Number of Jobs, 1969-2021

Source: Bureau of Economic Analysis, Table CAEMP25N, University of Idaho's Idaho Indicators website, accessed 09/11/2023 for Jefferson County

Figure 11 shows wages (not including benefits) in Jefferson County, Idaho, and the U.S. Average annual wage in Jefferson County in 2022 was \$41,225 compared to \$28,016 in 2011. While the increase in wages is good, there is a clear pattern of wages being considerably lower than either Idaho or U.S. averages. This is driving the pattern of lower income levels and higher poverty demonstrated in the population chapter.

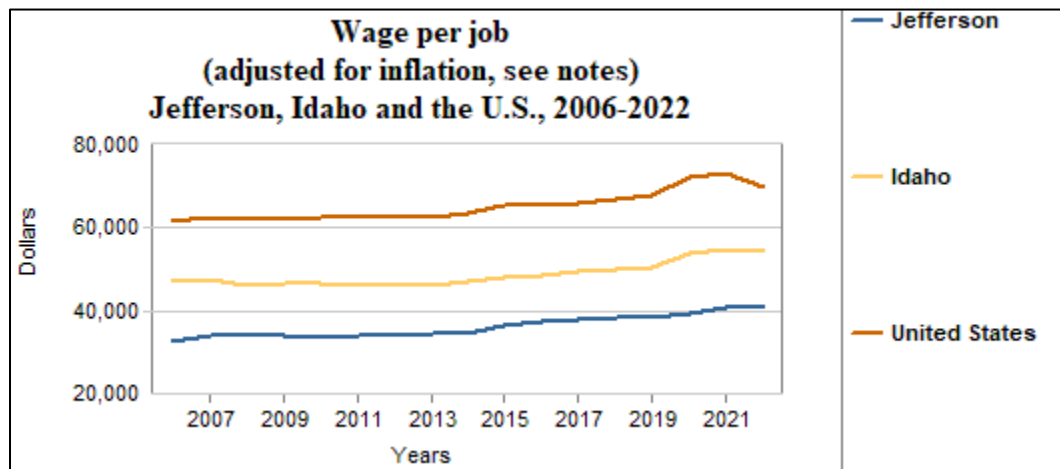


Figure 11: Wages per Job in Jefferson County, Idaho, and the U.S., 2006-2022 (2012 \$)

Source: 2006-2021: Bureau of Economic Analysis, Quarterly Census of Employment and Wages (QCEW), University of Idaho's Idaho Indicators website, accessed 09/11/2023 for Jefferson County

Major Employers

Table 3 below summarizes the employee count of several of the employers in Jefferson County and Rigby. (Note: this is a sampling of the employers). Jefferson County School District 251 is the top employer in the county as would be expected with the rise in population, average age, and size of families. Two potato processors are the county’s second and fifth largest employers and demonstrate the importance of agriculture directly and food processing within the manufacturing sector. Rigby’s commercial sector has grown and many new businesses have been established since 2015—fast food restaurants, gas stations, car washes, hair salons, health-care providers, banks, and credit unions, just to name a few.

A key point is the importance of the public sector, especially within a city that serves as a county seat. If all the local, state, and federal public entities’ employees are totaled, their jobs account for roughly a tenth of the county employment base. Note that most school employees work just outside the Rigby city limits.

Jefferson County and Rigby Employers: 2023

Employer	Ownership	Employment Range
Jefferson County School District 251	Local Government	500-999
Idahoan Foods, LLC	Private	250-499
Broulim's Foodtown	Private	250-499
Jefferson County	Local Government	100-199
IDA Gold Corp	Private	100-199
Heise Hot Springs, Inc	Private	100-199
Idaho Trans Dept-State of Idaho	State Government	050-099
Jefferson Central Fire District	Local Government	050-099
Tadd Jenkins Chevrolet	Private	050-099
Ron's Tire & Motorsports	Private	010-049
Mountain Valley Electric	Private	010-049
City of Rigby	Local Government	010-049
Arby's of Rigby	Private	010-049
Rigby Arctic Circle, Inc	Private	010-049
Discount Doors Company	Private	010-049
Domino's Pizza	Private	010-049
Dollar Tree	Private	010-049
USPS Rigby	Federal Government	010-049
Sage Grove Management LLC	Private	010-049
B & B Builders	Private	010-049
The Fizz Bizz	Private	010-049
Subway Sandwiches	Private	010-049
Wendy's	Private	010-049
Maverik Adventures	Private	010-049
Lil Mike's	Private	010-049

Table 3: Selected Employers in Jefferson County and Rigby

Source: E-mail correspondence with Ryan Whitesides, Labor Economist, Idaho Department of Labor, Idaho Falls

Proprietors

In assessing the local economy, many forget the role played by self-employment and proprietor's income. These are important dimensions of Jefferson County's (and therefore Rigby's) economy. Figure 12 shows that Jefferson County has a long pattern of a higher proportion of proprietors in its economy than either Idaho or the U.S. In 2021, Jefferson County's self-employment rate was 39.2%, compared to 26.1% for Idaho. One reason for high rates of self-employment is the high number of farmers and ranchers in the county. Students may also run part-time businesses to supplement their income during college. Note the increase in proprietors in Jefferson County from 2003 to 2013. Between 2013 and 2021, the rate declines slightly; this is opposite of the trend for Idaho and the U.S. at the same time.

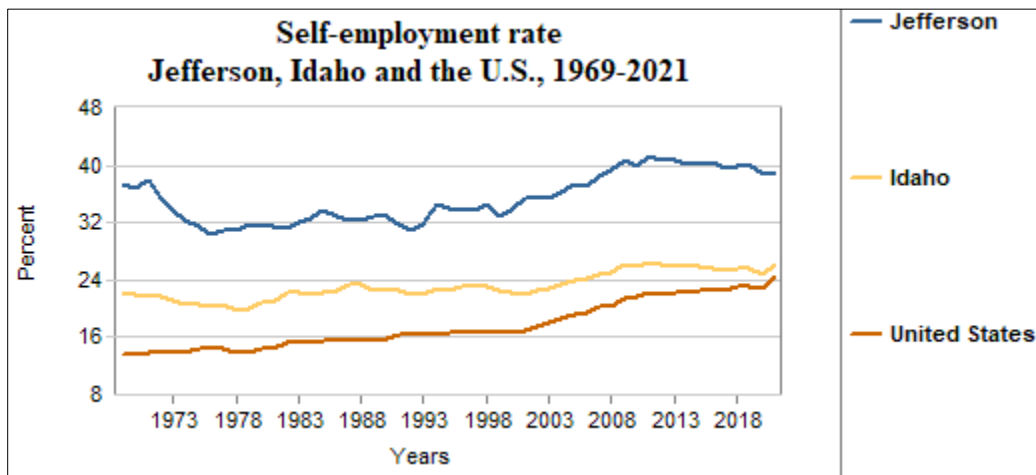


Figure 12: Self-Employment Rates in Jefferson County, Idaho, and the U.S., 1969-2021
 Source: Bureau of Economic Analysis, Table CA25, University of Idaho's Idaho Indicators website
 Accessed 09/11/2023 for Jefferson County

Agriculture

Agriculture is a major industry in Jefferson County. The major crops are potatoes and small grains, while livestock production was split mostly between cattle and dairy. In 2017, Jefferson County's top crops were hay/haylage, wheat, barley, and potatoes.

https://www.nass.usda.gov/Publications/Census/2017/Online_Resources/County_Profiles/Idaho/cp16051.pdf

Jefferson County Agriculture Comparison

	2007	2017
Operating Farms	826	750
Acres in Farmland	325,000	333,522
Median Farm Size (Acres)	50	32
Average Farm Size	394	445
Average Farm Sales	\$282,000	\$434,160
Total County Production Value	\$233,000,000	\$325,620,554
Total Crop Value	124,000,000	\$191,100,000
Total Livestock Value	109,000,000	\$134,500,000

Table 4: Jefferson County Agriculture Comparison, 2007-2017

Source: 2002-2017: USDA, National Agricultural Statistics Service - 2002, 2007, 2012, 2017 Census of Agriculture (<https://www.agcensus.usda.gov/>); DATE LAST UPDATED: April 15, 2019; CPI updated February 23, 2022.

Non-Labor Income

Non-labor income is an often-overlooked part of a local economy. It consists of returns to capital, or dividends, interest and rent, and transfer payments, which include pension payments and welfare program payments. Figure 13 shows how non-labor income has grown over time in Jefferson County, but not as quickly as labor earnings. This is very different from trends in the U.S., Idaho, and elsewhere in rural Idaho, which have seen non-labor income rise rapidly as the Baby Boom generation ages into retirement.

Components of Jefferson County, Idaho, Personal Income

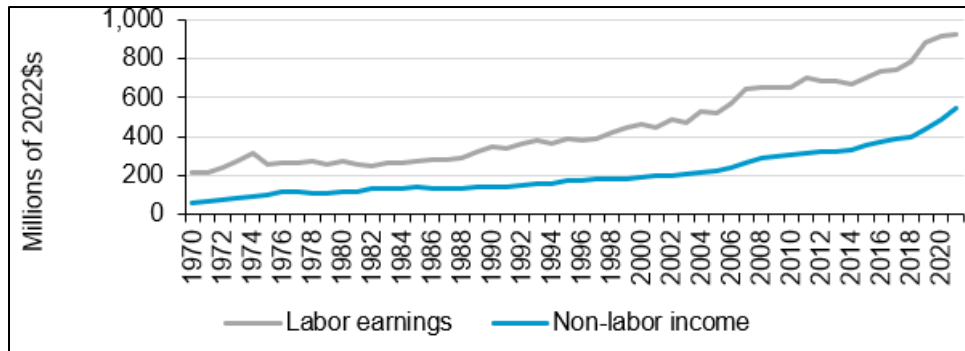


Figure 13: Components of Jefferson County Personal Income, 1970-2020

Source: Bureau of Economic Analysis, *Regional Economic Accounts*, Washington, D.C., reported by Headwaters Economics' Economic Profile System, headwaterseconomics.org/eps, accessed 9/11/2023 for Jefferson County.

Figure 14 shows that non-labor income, as a share of Jefferson County's personal income, has remained in a narrow range for the last 50 years. This again shows that the Baby Boom generation does not dominate Jefferson County, and that retirees are a relatively small portion of its population. As mentioned in the Population chapter, the lack of senior housing choices may be influencing location decisions for Rigby residents in later stages of life.

**Non-Labor Income Share of Total of Total Personal Income
Jefferson County, ID**

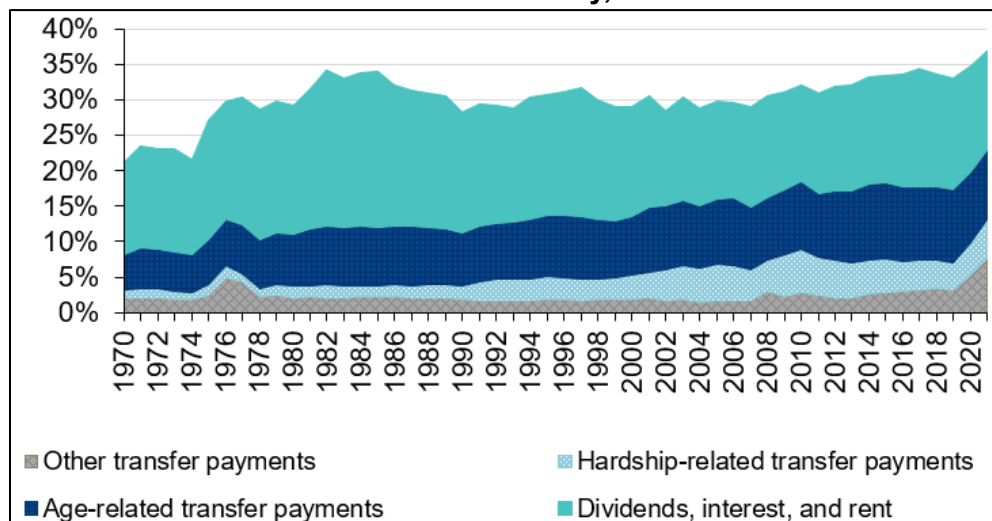


Figure 14: Non-Labor Income as a Share of Jefferson County Personal Income, 1970-2020

Source: Bureau of Economic Analysis, *Socioeconomic Trends Report*, Headwaters Economics EPS-HDT program, accessed 9/11/2023 for Jefferson County

Commuting

Rigby has long served as a bedroom community to the larger towns of Idaho Falls and Rexburg. The Census Bureau has a mapping program called OnTheMap, which illustrates commuting patterns in both directions—where Jefferson County residents work and where Jefferson County workers live. Figure 15 below shows the commuting pattern from Rigby residences to places of employment, for primary jobs in 2020. While 192 people live and work in Rigby, 104 residents work in Jefferson County with a larger stream of 316 residents commuting to work in Idaho Falls, and another 104 to other locations in Bonneville County. A stream of 223 residents drive to work in Rexburg each day, while another group drives 65 miles southwest to Pocatello, Idaho. In total, Rigby only employs 7.5% of its 2,551 primary workers.

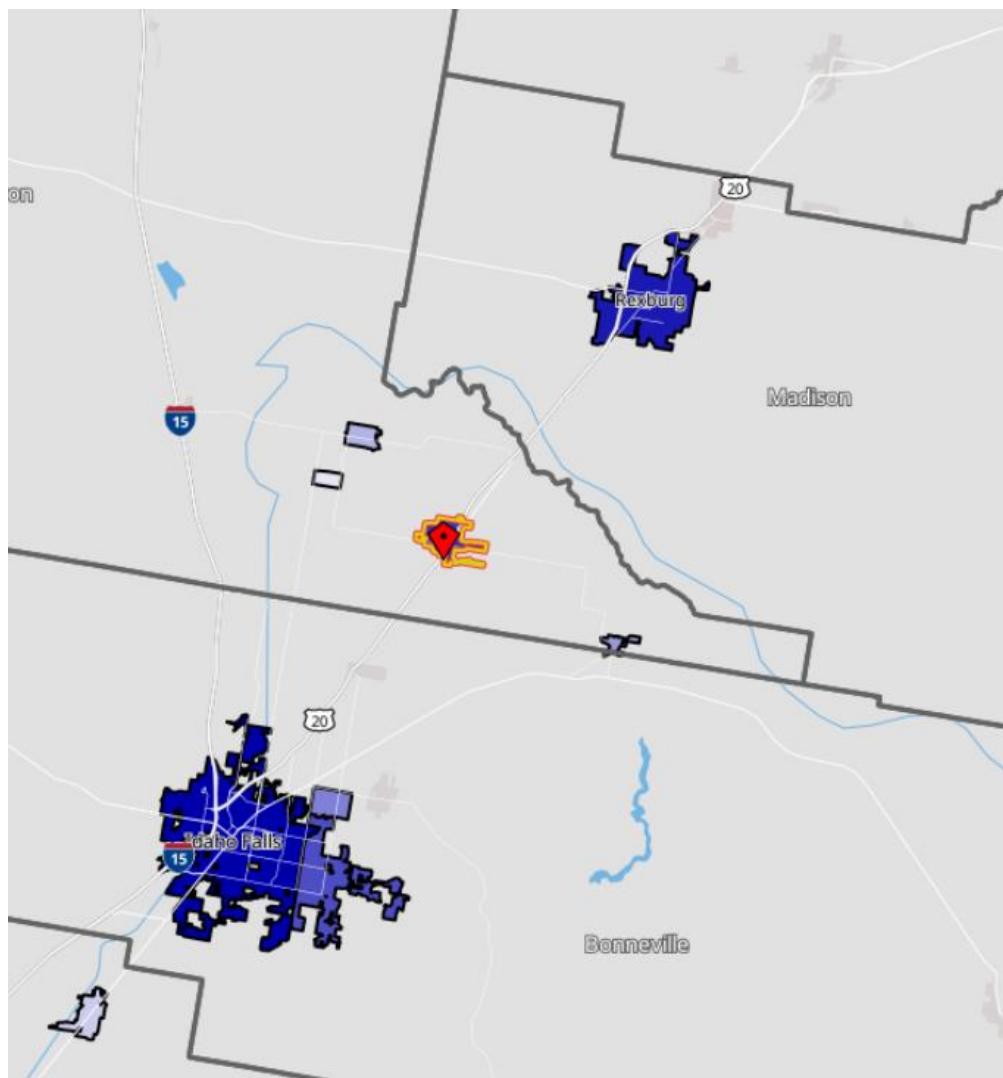


Figure 15: Rigby Residents' Commuting Patterns in 2020

Source: <https://onthemap.ces.census.gov/>

In fairness, there is a counter-commuting pattern of workers into Rigby. About 437 residents of Jefferson County commute to Rigby for jobs. The counter-streams of 341 workers coming into Rigby from Bonneville County and 274 from Madison County. (<https://onthemap.ces.census.gov/>)

Being a bedroom community is not always a bad thing in economic terms. The commuters might be thought of as leaving the county to bring home a paycheck. Commuters from Jefferson County brought home earnings of \$536 million in 2021, while commuters into the county took away some \$135 million. The difference between these two income flows is called the *net residential adjustment*. It was a positive \$401 million for Jefferson County in 2021 and represented 27.3% of the county’s personal income. Figure 16 shows that this large net residential adjustment has been part of Jefferson County’s economy for a long time. A similar net residential adjustment exists for Rigby’s economy. It may be somewhat smaller if people living outside the city limits in Jefferson County can be considered residents of the larger Rigby community.

Although the net residential adjustment income for Jefferson County is positive, how much of the commuter’s paycheck truly comes back to the county? Are commuters spending their paychecks in Madison and Bonneville counties at Walmart, Sam’s Club, Costco, and other low-priced grocery stores? When Rigby residents want to go to a sit-down restaurant, they must go outside of Rigby unless they want Chinese, Mexican, or BBQ. What do families do in Jefferson County for family entertainment? Again, they must leave Jefferson County and spend their money in Rexburg or Idaho Falls at theaters, family restaurants, health clubs, escape rooms, trampoline parks, etc. If Rigby wants to take advantage of commuters’ paychecks, it must expand its commercial footprint and provide more choices in groceries, entertainment, and restaurants.

**Net Residential Adjustment as Share of Total Personal Income
Jefferson County, ID**

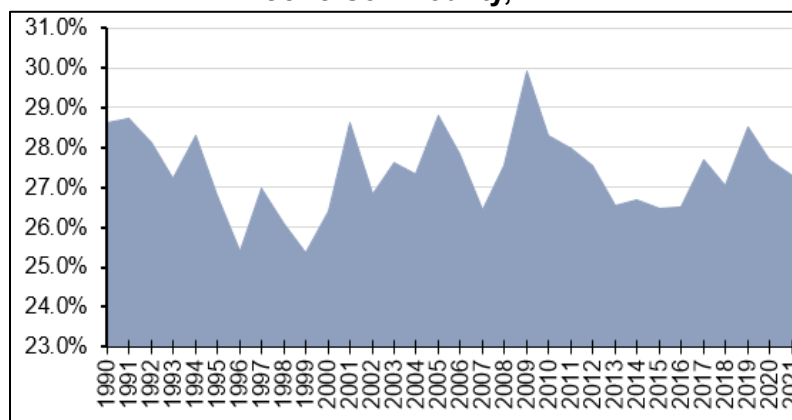


Figure 16: Net Residential Adjustment as Share of Total Personal Income
 Source: Bureau of Economic Analysis, Socioeconomic Trends Report,
 Headwaters Economics EPS-HDT program, accessed 9/11/2023 for Jefferson County

Chapter 4: Our Commitment

INTRODUCTION

The Comprehensive Plan is intended to serve as a guide for future development and land use in City of Rigby. While the planning horizon of this Comprehensive Plan is intended to be five years, it will be a living, evolving document that is adapted to reflect refinements in City Council priorities, new ideas, and emerging trends. Successful implementation of the Comprehensive Plan depends on the coordinated and collective action of City decision makers, staff members, community members and other partners. The multiple components of the strategies to implement the Comprehensive Plan are described in this chapter.

City Council is responsible to guide implementation by establishing a Comprehensive Plan Review Policy, developing partnerships, and ensuring accountability of City department activities in harmony with the plan's policies.

Planning and Zoning Commission is responsible to actively promote implementation of the Comprehensive Plan and other adopted plans; each decision should be assessed to see how it helps advance the goals and policies in the Plan.

Department Directors are responsible for pursuing the potential initiatives identified in this Comprehensive Plan and developing new initiatives, in accordance with plan principles and City Council approval and funding. City staff will also continue to review development proposals, providing decision-makers with information as to whether such proposals align with the intentions and policies of the Comprehensive Plan.

Appendix A: Idaho Code Reference

Idaho Code	Page # in Comprehensive Plan
Property Rights	Page 11
Population	Page 11
School Facilities and Transportation	Page 12
Economic Development	Page 13
Land Use	Page 13
Natural Resources	Page 14
Hazardous Areas	Page 14
Public Services, Facilities, and Utilities	Page 14
Transportation	Page 15
Recreation	Page 15
Special Areas or Sites	Page 15
Housing	Page 16
Community Design	Page 16
Agriculture	Page 16
Implementation	Page 16
National Interest Electric Transmission Corridors	Page 16
Public Airport Facilities	Page 17

Appendix B: Idaho Code

TITLE 67, CHAPTER 65

STATE GOVERNMENT AND STATE AFFAIRS LOCAL LAND USE PLANNING

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

(a) Property Rights -- An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in Chapter 80, title 67, Idaho Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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