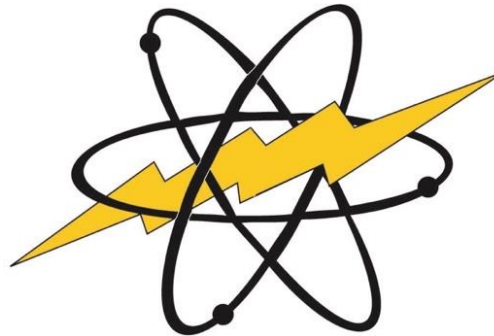


# **City of Arco**

# **COMPREHENSIVE PLAN**



**Adopted December 11, 2023**

**Prepared by the  
CITY OF ARCO**

***First City in the World to be Powered by Atomic Energy***

## **VISION STATEMENT**

**“The City of Arco has a vision that builds on the area’s history of people and goods passing through the community.**

**Arco will continue to exemplify a strong knit community that will assures a safe, vibrant, and wholesome environment for its residents, while at the same time serving as a regional service center for the county.”**

## **MISSION STATEMENT**

This statement articulates a **MISSION** of what we intend to accomplish; it articulates our focus for the community, and the objectives we will work towards.

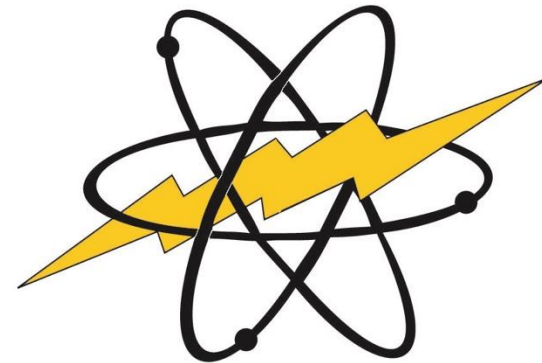
**"The City of Arco exemplifies a unique and strong sense of appreciation and respect for our community's heritage and history. Many of Arco's residents represent five and six generations of living in the area. This fact strengthens ties to the past and instills within us a strong desire to preserve our heritage and foster the cultural traditions and values of our forbearers.**

**We believe in maintaining our family-oriented community where common values assure a safe and vibrant environment.**

**We believe this can be accomplished by communicating community expectations, progressive planning, citizen engagement, and enhanced ordinance expectations."**



**City of Arco  
COMPREHENSIVE PLAN**



**Published November 15, 2023**

**Prepared  
By the  
CITY OF ARCO**

DECEMBER 11, 2023  
CITY OF ARCO  
302 West Grand Avenue, Arco, Idaho 83213



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# INTRODUCTION TO COMPREHENSIVE PLANNING

## City of Arco Comprehensive Plan

This document is the result of extensive public input and has included input from public hearings, open-houses, public surveys, interviews and discussions with residents over a 12-month period of time.

Every effort has been made to include best planning principles in the development of the goals and objectives outlined in the plan. A Public Hearing was held before the planning and zoning commission and a City-wide survey was sent to assist the Planning and Zoning commissioners in assessing the desires of the city residents for the future of the community. The results of this survey are included in the appendixes. The City Council and planning commission wish to thank all those that gave time and effort to creating a plan which we feel reflects the vision and values of our community. A special thanks goes out to our youth who shared their graphical representations of their hope for Arco's future

This plan sets forth the goals and objectives determined by the citizens of the City of Arco to guide their community in future growth and development decisions. These carefully conceived goals reflect many hours of discussion and contemplation on Arco's future and the desires of its residents. They are intended to provide and protect a "quality" standard of living for residents and visitors alike and set tasks to be accomplished to achieve this.

It is the intent of the City Council to use the plan as a framework which will promote sound land development, a safe and healthy living environment and a successful economic climate.

Therefore, the plan will be used as a "working" document, referred to in each land use and growth decision made. It will be responsive to the ever-changing environment of the community and will be subject to amendment to address those changes. It will continue to be a truly public document, requiring full public participation in its continued use and future changes. Each year the Planning and Zoning Commission and City Council will review the plan and update it as necessary to meet the needs of the city.

Amendments to the plan will follow the guidelines set in Idaho Code 67-6509:

- 1) The plan may be amended at any time with the exception of the land use map which may only be amended once every six months.
- 2) Upon any request to amend or repeal the plan, the P&Z and City Council shall set a public hearing, giving at least 15 days public notice in the local newspaper or by mail.
- 3) The P&Z and City Council shall hold the public hearing to hear comments on the proposed change. They will consider such comments and make a decision on the plan's amendment.
- 4) No amendment shall be effective unless adopted by an ordinance or resolution, of which three copies shall be on file at City Hall.

**Kurt L. Hibbert MPA**  
Community Development Specialists  
[bunnybouncer@mac.com](mailto:bunnybouncer@mac.com)  
(208) 681-5609

**Mapping Support**  
Butte County  
Geosmith Mapping

## **ARCO COMMUNITY LEADERSHIP**

**Grady Parsons, Mayor**

**Ben Tessmer, Council President**

**Travis Gilchrist, Councilor**

**Bobbie Reese, Councilor**

**Danny McCurdy, Councilor**

## **CITY STAFF**

**Maribel Calahan, City Clerk**

**Dana Jensen, Deputy Clerk**

**Tara Wilson, Clerk**

**Tony Chisham, Maintenance Supervisor**

**Tim Snyder, Lead Maintenance**

**Joe Pugmire, Maintenance**

**Dusty Jensen, Airport Supervisor**

**Kaylan Fausett, Solid Waste**

**Steve Stephens, City Attorney**





**ARCO, IDAHO**

**“First City in the World to be Lit by Atomic Power”**



First City in the World  
To be Lit by Atomic Power

## City of Arco

P.O. Box 196  
Arco, ID 83213  
Phone (208) 527-8294  
Fax (208) 527-8951



Gateway to the Craters of the  
Moon National Monument

### Letter from Mayor and Council

Dear Residents of Arco,

It is with gratitude and excitement that we present our City's Comprehensive Plan. We are pleased that our residents have cared enough about our community to contribute and assist us in compilation of this plan, a huge "Thank You" is extended to all that participated.

It is our plan, and we need to take ownership of the things written inside. It is also a living document that should be progressively amended and enhanced as the city moves forward and over the coming years.

Special thanks go out to the school children that worked so hard on the artwork sprinkled throughout the plan. Their dreams truly inspire and motivate us as leaders in our decisions we make for the City of Arco.

May we as a community always share a common vision for our future and work together to make it happen.

Kind Regards,

Grady Parsons, Mayor of Arco

Benjamin Tessmer, Council President

Bobbie Reese, Council Member

Danny McCurdy, Council Member

Mayor Grady Parsons  
Council President: Travis Gilchrist  
Council Members: Ben Tessmer, Bobbie Reese, Danny McCurdy  
City Clerk: Maribel Cahalan Deputy Clerk: Dana Jensen



# THE CITY OF ARCO

## **“JUST PASSIN’ THROUGH”: A short history of the area around Arco, Idaho**

The purpose of this document is to derive a short history of the area around Arco, Idaho, from earlier sources that are cited herein. The theme that emerges is that the area’s history is largely one of people and goods passing through in various ways for thousands of years, still doing so today, and hopefully doing so tomorrow.

### **PEOPLE PASSING THROUGH EARLY ON**

The human history of the region begins with Native Americans and among them the Shoshone (the “Snake” to trappers) who traveled through in their annual migrations. Those migrations began in the Shoshone wintering grounds near modern Pocatello and came northwest across the Snake Plain (“the Desert”), with the lower reaches of the Big Lost River as the first abundant source of water after the trip across the Desert. After watering and hunting there, the Shoshone water-hopped to Champagne Creek, Silver Creek, and the Big Wood River on their way to the Camas Prairie. In late summer, they moved on to the Boise River and then to the Snake River, catching abundant salmon below Shoshone Falls before following the Snake upriver to their wintering grounds. Trappers in the 1820s reported encountering the Blackfoot, who similarly seem to have moved on rather than settled.

The first Euro-Americans to visit the Big Lost River Valley were fur trappers employed by two British companies, the North West Company and the Hudson’s Bay Company (the HBC). The first trapping group in the region was probably that led by Donald Mackenzie, who led a brigade of trappers up the Wood River and eastward over the upper reaches of the Big Lost River and into the Little Lost, wintered there in winter of 1819-1820, and then passed across the mouth of the Big Lost River on his way back west. His brigade included Thyery Goddin, an Iroquois scout who, at the front of the party, was first among them to see the river that he or the brigade named “Goddin’s River”, long before it was known as the Big Lost River.

The second trapping party was probably that of Alexander Ross and Thyery Goddin, who in various stages traversed the entire Big Lost River Valley from Willow Creek Summit down to the Snake River Plain and then up to Summit Creek and over Trail Creek Pass in 1824.

The third may have been that of Peter Skene Ogden, again with Goddin, which in 1825 went up the valley and then (like Ross’s party) went up Summit Creek and over Trail Creek Pass. Ogden returned in November 1827, when his party emerged from the Little Lost, made its way to the mouth of the Big Lost’s valley, and then hurriedly crossed the desert to the Snake River. A last HBC brigades was led up the Big Lost River Valley and into the Little Lost by William Work in 1830 and 1832; he found the beaver so eradicated by Ogden’s parties that he recommended that his employer, the HBC, abandon trapping in the region. Fifty years later, the HBC’s maps of the Lost Rivers region were

the still the best depiction of the region's rivers and mountain ranges.

The path westward of the Shoshone is much the same as the one taken by Euro-American migrants who sought to cross the area beginning in mid-1800s. John Jeffrey had in 1852 begun promoting a trail following the Shoshone pathway north across the Snake River Plain, apparently to generate business for his ferry across the Snake at Blackfoot. His trail went from Blackfoot to the Big Southern Butte to the southern outflow of the Big Lost River, and onward to the later site of Martin to cross over what is today the northern margin of Craters of the Moon, bypassing the lava as best it could. Jeffrey presumably led at least one party over the trail, later called "Goodale's Cutoff", because the diary of one 1862 "emigrant", Nellie Slater, records that, four days' travel west of the Big Lost River, "Some of the boys found in the rocks a trunk which had been lost or hid in 1853."

After Shoshone and Bannock attacks made the main route of the Oregon Trail along the Snake River less attractive in 1862, Tim Goodale led a large party of more than 300 wagons across Jeffrey's trail.<sup>3</sup> On July 25, 1862, Nellie Slater wrote in her journal "Came 10 miles further to Lost creek. It is a beautiful stream and runs smooth and swift. The country around is very rocky and broken with high mountains". Her entry for the next day records that her father died in the night and was buried by the trail, probably very near the first site of Arco.

If the area at the mouth of the Big Lost River Valley had first been on path of the Shoshone to the Camas Prairie and then on

the path of the emigrants to Oregon, in 1879 it was on the path of miners (and others) to the gold rush on the Yankee Fork of the Salmon River. The result was a boom in stagecoach travel. The company of frontier entrepreneur Alexander Toponce began stage service to Challis by way of the Arco area in June, 1879, and later that year Toponce followed with service to Bellevue. He sold the lines to Gilmer, Salisbury and Company in 1882. The Blackfoot, Bonanza, and Wood River Stage Company also provided service in the early 1880s. By the late 1880s, the Idaho Stage Company with O. J. Salisbury as its president had its headquarters in Arco.

If one envisions most of the transit of humans as travel to the west, there was also much transit of animals to the east. Thousands of head of livestock (both cattle and sheep) were driven east from Oregon to railheads in Wyoming, and just as the water of the Big Lost River was a boon to the horses and people going west, it sustained the herds of livestock moving east.

The theme of this section has been one of people passing through the lower reaches of the Big Lost River. None of them concluded that it would be a good place to settle. This is most strikingly the case of the emigrants on Goodale's Cutoff of the Oregon Trail: these people had been walking or, if lucky, riding in wagons over rocky roads for hundreds of miles, watching their companions die along a route called "the nation's longest graveyard", and they still had hundreds of miles to go to Oregon. Nonetheless, none of them looked up the valley of this "beautiful stream [that] runs smooth and swift" and decided to stay here.



### **THE FIRST TWO OF THE THREE TOWNS OF ARCO**

In response to the stagecoach station supporting Topance's new stagecoach lines in 1879, the town of Arco ("Old Arco #1" in the usage of F.W. Dykes) was founded in that year on the Big Lost River south of the present site of Arco. C.A. Bottolfsen's 1926 account puts Old Arco #1 "five miles south of the present town", and F.W. Dykes more specifically puts it on the Big Lost River where the river crosses lava upstream from the Box Canyon. A suspension bridge was built to facilitate crossing the river, and a cemetery soon developed near the town. The town may have arisen when the stage line north from Big Butte Station to Wild Cat Point Station to Pass Creek Station and northward on up the valley was changed, with the latter two stations moved to the west side of the Big Lost River and thus to Junction and Antelope Stations.<sup>8</sup> Junction was the station at which the Bellevue (or Big Wood) and Challis (Salmon) stagecoach routes joined or split, depending on the direction one was travelling.

Much was written before 2020 about the origin of Arco's name, and research by John Parsons in 2020 showed that almost all of it was wrong. For example, it was commonly alleged that the name of "Junction" was originally requested, but that the US Post Office instead assigned the name of "Arco". However, Mr. Parsons recovered the original request for a post office dated April 15, 1880, on which the proposed name was first entered as "Lost River" and then crossed out in favor of "Arco".

Secondly, and more importantly, it was commonly alleged that the name "Arco" was assigned by the U.S. Post Office in honor

of a visiting European nobleman who was a member of the family of the Counts of Arco, a town in modern northern Italy. The most ridiculous specific candidate among these noblemen was Georg Wilhelm Alexander Hans Graf von Arco, a pioneer in radio communication, who was born in 1869 and thus would only have been ten years old when the town was given its name. Mr. Parsons's research uncovered the autobiography of George Walter Goodhart (1842-1927), an early explorer and scout, which has multiple mentions of the ranch of Louis Arco and his wife, seemingly in the 1860s. In one case, Goodhart was on his way from southeastern Idaho to Boise when he forded the Snake and then "crossed the desert to Big Lost River . . . to Arco's ranch" where he encountered another traveler "who had come over to see Louis Arco". A reader can only conclude that the town of Arco was named after the area's earliest Euro-American settlers; it would have been an incredible coincidence for the U.S. Post Office to have independently arrived at such an unusual name. By 1881 "Arco" appeared in the list of Idaho post offices in the Official Register of the United States.

If transit dictated the location of Old Arco #1, it also doomed it when the railroad from Shoshone to Ketchum was completed in the early 1880s, making the stage from Blackfoot to the Wood River country irrelevant (the contract lasted for the rest of the year, but the service was lessened from a six-horse stage to a two-horse stage before its complete elimination). Soon the town was moved to a new location (Dykes's "Old Arco #2") that was "about four miles southeast of Arco",<sup>5</sup> or "about halfway between Old Arco and present-day Arco . . . 2 miles south of Arco", perhaps on present County Road 2930W. This location presumably continued to serve the stagecoach from Blackfoot

to Challis and Salmon. Traffic from the east almost certainly swelled during the gold-rush activity of the mid-1880s, with discoveries that led to the boom towns of Martin to the west on Lava Creek, Era in Champagne Creek, and Alder Creek, Cliff City, Carbonate, and Houston up the valley. One 1884 gazetteer even listed Arco as “a mining settlement”, which was almost certainly incorrect but probably got the nature of the traffic through town right.

### **THE COMING OF THE RAILROAD THROUGH ARCO**

Transit considerations doomed Old Arco #2 in 1901, when crews began to construct a railroad that passed just east of the town. This railroad was called the Salmon River Railroad, and it was built by the Oregon Short Line Railway, which was in turn a subsidiary of the Union Pacific. The new railroad branched off the rail line north from Pocatello to Montana, leaving that main line at Blackfoot. It threaded its way northwest between the Hell’s Half Acre and Cerro Grande Lava Fields to the east and the Big Butte to the west, and then it went up the valley of the Big Lost River. It was inspired by the decision of John Mackay, a mining magnate, to mine copper from the White Knob Mountains above Mackay and by seemingly huge deposits of gold being discovered in 1901 at Thunder Mountain, a remote location northwest of Challis. Surveying for the line from Mackay to Challis began in 1902, but the Oregon Short Line lost interest as Thunder Mountain, like most gold rushes, subsided from euphoria to disappointment. The name “Salmon River Railroad” was dropped around 1910 as the UP conceded its loss of interest in getting to Challis, and the railway was designated the Mackay Branch of the Oregon Short Line and later of the UP.

The new railway laid down in 1901 was no more than a mile from Old Arco #2, but the town’s move was swift and in fact preceded inauguration of rail service in the fall of 1901. The result was the present location of Arco, on the neck of land between the Big Lost River to the west and the southern tip of the Lost River Mountains to the east, perhaps on the site of the short-lived Wild Cat Point stage station of the 1870s.

The theme of this section and the previous one has, like the first, been one of people and goods passing through the lower reaches of the Big Lost River, and of a town that served their needs. That town responded twice by moving as the paths of travelers and goods changed. In the second case in 1901, it moved not because the railroad came to Arco but because the Salmon River Railroad went through Arco on its way to Mackay and (prospectively, so to speak) to Challis.

As with the stagecoach routes, Arco was the place through which transportation passed, not the place to which people were trying to get. First, excitement about gold in the region southwest of Challis on the Yankee Fork brought the stagecoach route through Arco in 1879, and then excitement about gold in the region northwest of Challis at Thunder Mountain brought the railroad through Arco in 1901.

Arco’s linkage to Challis is reflected in the names of Arco’s streets, four of which were named for other towns. Three of the towns are or were relatively near: Era and Lost River (both now only memories) and Mackay. Only one street was named for a distant town. That distant town wasn’t Hailey (then the

county seat of Arco's county), it wasn't Boise (then and now the capital of Arco's state) and it wasn't Blackfoot (then the source of almost all of Arco's contact with the outside world). That single distant town was Challis.

### **TWENTIETH CENTURY ARCO**

The new Arco, farther from the Big Lost River than its two predecessors, was not a lush environment: an early (~1906?) photograph shows many buildings but no trees other than those in the distance along the river. A 1920 photograph shows a town with trees, but only below the present canal at Hazel Street; up the hill was sagebrush. The town built a municipal electric plant in 1916, a remarkable step forward for a remote small town.

The present Arco achieved greater stability than its two predecessors, in part because the routes of travel (a railroad and some developed roads) were more fixed than the paths of stagecoaches. The railroad was spiked to the ground, whereas the state and federal highway routes changed in both numerical designation and the roadbeds over which they passed, using early on what today are county roads. In all cases, however, these roads converged in Arco, consistently funneling traffic (and commerce) through the center of town; the only (and ongoing) challenge was to keep traffic from bypassing Arco on county road 2400N.

Arco advanced with regard to state government, becoming an incorporated village in 1909 at the height of the water rush. The same year saw publication of the first issue of the Arco Advertiser. Arco became a county seat in 1917 with the

Legislature's creation of Butte County (Arco had been in Alturas County until 1895, and then in eastern Blaine). In retrospect, one might wonder if the state would have supported the creation of Butte as a new county in 1917 if it had known that the county's population would soon plummet.

The federal government came to the region's rescue again in mid-century. This time it was not because land around Arco might support agriculture but because it was so useless (for example, the "choice agricultural land" of the huge Powell tract of the 1909 irrigation scheme is today part of the INL). The federal government began to play a major role when Arco became, at least in name, the home of the Arco Naval Proving Ground during World War II as ships' guns were tested in the desert southeast of Arco. After World War II, the landscape of the proving ground became that of the National Reactor Testing Station, and as a result Arco became the nation's first town lit by nuclear power in 1955 (Obninsk in Russia may have been the world's first such town in 1954). More importantly from an economic standpoint, as the National Reactor Testing Station became the Idaho National Engineering Laboratory, Arco incorporated as a city in 1951, and its population as recorded by the decadal census peaked at around 1,600 people in 1960. Butte County's population similarly hit its peak at about 3,500 people in 1960.

However, with the lessening of federally-funded activity at the Idaho National Laboratory in the 1980s and 1990s (the Three Mile Island accident was in 1979), population has since dropped under 1,000 and was estimated at 849 people in 2016, a level last seen in the 1940s. Butte County's population likewise has

dropped to 1950s levels. Arco nonetheless remains the largest town between Shoshone, Bellevue, Challis, Dubois, Idaho Falls, Blackfoot, and Aberdeen, and thus for a radius of fifty to seventy-five miles.

### **ARCO TODAY**

With the federal economic driver in decline and the valley's agricultural capacity increasingly tapped by corporations based outside the valley, Arco again depends heavily on travelers passing through, but not those on wagon trains, in stagecoaches, or on railways (passenger rail service ended in 1961, and the rails have long since been pulled up). Instead, transit takes the form of US Highways 20, 26, and 93. Arco's dependence on travelers for its sustenance is reflected today in the town's resistance to use of County Road 2400N as a cut-off 26 that would allow touristic and trucking traffic to bypass the town and its restaurants, its motels and campgrounds, and its gas stations. Sport-utility vehicles and camping trailers have replaced stagecoaches filled with travelers, but Arco is still at heart a Junction dependent on traffic to destinations far afield. That means that Arco is dependent on making people passing through feel welcome, either to stop for a meal, to visit for a day or two, or to move here and become contributing citizens.

\*

\*The city wishes to thank Mr. Bruce Railsback, for allowing use of this wonderful historical background for the Comprehensive Plan.

## CHAPTER 1

### VISION AND GOALS-COMMUNITY DESIGN

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

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



**Visioning for the Future:** “Arco needs a Zoo because people don’t want to drive to Idaho Falls just to go to a zoo.” -Crystal Reynolds

**The Plan is not to be regarded as regulation but is to be used as a planning tool to assist governing bodies in moving in the direction that the community has determined is the most orderly and beneficial.** It is a **descriptive** document, describing where we would like to be, not a **prescriptive** regulation or law. (See Idaho Code § 67-6508).

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

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

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

## PLANNING AREA

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

It is the intent of the city to work closely with county government in coordinating this municipal plan into the larger coordinated countywide comprehensive plan. A copy of Arco's Impact Area Agreement with Butte County can be found in the Appendixes.

## LAND-USE TYPES

- Commercial– areas where businesses that buy, sell, and distribute merchandise are desired.
- Residential- areas where it is desired that people live and locate their homes.
- Mixed Use-areas where a combination of medium/high density housing and commercial uses may be approved that support redevelopment of the city core as well as the smart growth principles outlined in this plan.
- Agricultural- areas where land is used to cultivate soil, produce crops, and raise livestock.
- Light Manufacturing- areas where processing, generating, and manufacturing businesses are desired.
- Public Facilities- areas where parks, school, water and wastewater, fiber optics, pathways and other publicly owned and operated facilities are located. Arco considers the water, wastewater, street, solid waste, and fiber optic systems to be critical to future growth in our community.

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

## COMPREHENSIVE PLAN GOALS

- **GOAL** statements are expressions of desired outcomes. They are broad directions that establish ideal future conditions toward which policies are oriented.
- **POLICY** statements are expressions of principles that, when followed, will achieve a goal.
- **IMPLEMENTATION ACTIVITIES** are a non-exhaustive description of strategies to implement policies to achieve goals.

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

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

The projected (sometimes referred to as preferred) land use map (PLUM) and the relevant text should be referred to for each issue. Although the land use map designates the basic type of land use to be permitted in an area, the text will give further information regarding densities intended for the types

of land use, ideal extent of particular zones, and other information that cannot be shown on the map.

The Plan may be amended as needed. Factors that necessitate changes to the plan are growth, changing conditions, and various decisions made by the City over time.

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

***"Have conditions changed so that the plan does not reflect the City's preferred development patterns or its current goals?"***

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

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

The Comprehensive Plan is meant to be a consensus-building document where the values and visions of our residents are communicated to those that do not understand the history or context of life in City of Arco. This Comprehensive Plan is an expression of Arco's goals, ideas, and objectives, for community and economic development. The Comprehensive Planning Committee has adopted the vision communicated in the book "History of Arco" which identified a leadership vision for the future.

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

### **VISION STATEMENT**

*"The City of Arco has a vision that builds on the area's history of people and goods passing through the community.*

*Arco will continue to exemplify a strong knit community that will assure a safe, vibrant, and wholesome environment for its residents, while at the same time serving as a regional service center for the county."*

### **MISSION STATEMENT**

This statement articulates a **MISSION** of what we intend to accomplish; it articulates our focus for the community, and the objectives we will work towards.

*"The City of Arco exemplifies a unique and strong sense of appreciation and respect for our community's heritage and history. Many of Arco's residents represent five and six generations of living in the area. This fact strengthens ties to the past and instills within us a strong desire to preserve our heritage and foster the cultural traditions and values of our forbearers.*

*We believe in maintaining our family-oriented community where common values assure a safe and vibrant environment.*

*We believe this can be accomplished by communicating community expectations, progressive planning, citizen engagement, and enhanced ordinance expectations."*



## VALUE STATEMENTS

The City has adopted the following value statements. These values and ideals will guide our leadership actions as we implement this Comprehensive Plan:

- We value the safety of our citizens:
  - a) Feeling safe is important to us.
  - b) Pathways and outdoor activities are important
  - c) We value and have a tradition of hard work
- We value and respect the diversity of our citizens
- We value community interaction through sports, the schools, and entertainment:
  - a) Community activities in the park such as Atomic Days
  - b) Senior Citizen support
  - c) Youth Athletic Programs
  - d) Strong Use and Support of community assets
- We support recreational opportunities:
  - a) Science Center Park and Museum
  - b) Arco Neighborhood Parks
  - c) Availability of trails/pathways
- We value a vibrant downtown core:
  - a) Pedestrian friendly
  - b) Clean
  - c) Maintain Downtown as the core of our community
- We value fiscal responsibility for the city.
- We value clean air and clean water:
  - a) We encourage businesses in the city that protect this value.
- We support preservation of our community's heritage:
  - a) Downtown Building Support
  - b) Preservation of Historical Artifacts and Writings
  - c) Accurate Record Keeping and Preservation
  - d) Arco Science Center

## **STRATEGIC OPPORTUNITIES**

The heart of this plan lies within the Strategic Opportunities identified as Goal and Policy Objectives. There is strong consensus among community leadership and City staff about amending ordinances and implementing new policy to help achieve the identified Goals and Policies.

Additionally, the growth happening in eastern Idaho over the last few years validates the need to adopt and support a proactive comprehensive plan.

With this intention the City of Arco is working proactively to implement current planning best practice. The city has solicited input through various methods including a Strength, Weakness, Opportunities, and Threat analysis, a community survey and public input meetings and hearings. The response was extremely useful and the meat of this input has been integrated into this plan.

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

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

## **COMPONENTS OF THE PLAN**

As required by the Local Land Use Planning Act, the Plan includes provisions from analysis and discussion of information, data and trends pertaining to the following 13 components:

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

## COMMUNITY DESIGN

### HOW WE VIEW OUR TOWN

Arco is the largest community in Butte County. Our community has always been a community of neighbors, people who know each other and are quick to wave and say hello. Arco is a community made up of families and peace and security has been a constant as friends and neighbors watched over each other and the interests of the town. We have enjoyed a balance, where the works of our citizens melded together into a common interest.

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

### COMMUNITY DESIGN MISSION STATEMENT

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

### DISCUSSION

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

The promotion of quality design is also an important component of implementing compact development, infill/redevelopment and mixed-use development concepts

without sacrificing neighborhood livability. Landscaping, building design, signs and tree planting are all aspects of community design and are described in detail below.

### LANDSCAPING

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

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

Front yards and side yards in residential areas should be landscaped except where driveways are present. To promote water conservation, low-water landscaping techniques are encouraged throughout the city as well as the development of secondary irrigation systems.

### SIGNAGE

Size, height, colors and illumination of signs should be regulated and in keeping with the character of the community. Signs should be designed and scaled to either a

pedestrian- or vehicle-oriented environment depending on their location.

The City of Arco does not support off premise signage or billboard type advertising in excess of the size allowed in the sign ordinance. Sign regulations are intended to avoid unsafe placement and avoid visual clutter.

### **BUILDING DESIGN**

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

Design related policies should be as clear and objective as possible, but should also recognize that each neighborhood has special and unique characteristics so what is visually compatible in one location may be not be appropriate in another location.

### **PEDESTRIAN ORIENTATION**

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

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

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

### **DESIGN GUIDELINES**

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

Design guidelines may be created for promotion of a Pedestrian Overlay Area to retain the pedestrian-friendly character of these areas. Development guidelines or standards could also be developed for new neighborhoods. Most importantly, if the community is to facilitate the development of multifamily dwellings, design standards are critical to assure community compatibility and eyes to the street design.

## **INFILL**

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

## **PROPERTY MAINTENANCE**

Properties should be maintained to be free of trash and litter and the accumulation of weeds or “deleterious growths.” Outdoor storage should be screened to hide unsightly objects. The city should prioritize repeated complaints and take strong enforcement action. The City Council should work closely with the city prosecutor and City Staff in pursuing “willful violations” of the Zoning Ordinances. Unsightly properties should be prosecuted under available ordinances and health and safety issues eliminated.

Arco has developed limited "design standards" for the city through the zoning and subdivision ordinances. These control street standards, signs and other development issues. The goal is to develop a plan to make Arco aesthetically suited to residents and visitors alike, while maintaining the integrity of the environment, the historical structure, the unique rural culture, and the scenic value of our high desert area. Arco should be promoted as a desirable place to locate a business and an optimum locale for family activity.

Farming and ranching will carry Arco into the 21st century, with the city being the hub of the county. The citizens should

continue to promote the area as a desirable area to locate a business and a great place to raise a family.

There are many positive reasons to live in Arco. They should be protected and promoted. New industry should be pursued, provided no inappropriate industrial development is allowed within the city limits.

## **GOAL:**

To encourage the development of an aesthetically pleasing community and to protect the quality-of-life Arco residents currently enjoy.

## **OBJECTIVES:**

- 1) Encourage clean up and continued maintenance standards for property in Arco (including public, private, residential and commercial)
- 2) Develop maintenance standards for commercial buildings that insure an aesthetic and well-maintained commercial area.
- 3) Strictly enforce all current and future city ordinances dealing with nuisances, building and development standards within the community.
- 4) Adopt and enforce codes, ordinances and standards for building, dangerous buildings and other development.
- 5) Consideration of the adoption of a tree ordinance to encourage tree planting, proper care and pruning.
- 6) Encourage the beautification of entryways into the city.
- 7) Consider the abatement of dangerous and abandoned buildings, both in the residential and commercial areas.

## GOALS AND POLICIES

### COMMUNITY DESIGN GOALS

1. Evaluate development proposals in terms of size and scope and related community impacts.
2. Consider expansion of the Arco Pathway System to enhance the recreational opportunities for City residents.
3. Encourage innovation and excellence in design for development. Adopt multi-family design standards to assure high-level large-scale building development.
4. Control light pollution through proper lighting consideration. Facilitate dark sky ordinance development and adoption to maintain rural character of community.

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

**Policy No. 2:** Encourage development of self-sustaining neighborhoods that maintain the rural lifestyle and good quality of life of the City.

**Policy No. 3:** Encourage development design that optimizes topography and promotes conservation of open spaces. Require each development to address concerns regarding roads, lighting, drainage, storm water runoff, landscaping, re-vegetation of disturbed areas, underground utilities and weed control.

**Policy No. 4:** Encourage beautification along transportation corridors entering and exiting the City of Arco to provide a positive first impression.

**Policy No. 5:** Encourage beautification efforts and standards for design, develop code standards for property maintenance and landscaping.

**Policy No. 6:** Incorporate appropriate development standards and design regulations into zoning and subdivision regulations. This scope should be completed immediately after the adoption of the comprehensive plan.

**Policy No. 7:** Regulate the use of signs to enhance public safety and aesthetic character.

**Policy No. 8:** Upgrade and maintain public spaces and facilities to improve community image by expanding landscaping and beautification programs.

**Policy No. 9:** Maintain, improve and expand the system of open spaces in the form of squares, greens, parks and greenways. Require the planting of street trees for new developments. Protect and maintain existing street trees and mitigate necessary tree removal.

**Policy No. 10:** Foster recognition, rehabilitation and preservation of historic sites and districts. See Special Sites.

**Policy No. 11:** Use design standards and incentives to ensure that new infill and redevelopment are compatible with established development.





## CHAPTER 2 TRENDS, CONDITIONS, AND NEEDS

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

### POPULATION TRENDS AND IN-MIGRATION

According to the U.S. Census Bureau, Butte County's population is considered 100% rural. The median age is 33.3 years. The household size is 2.87 persons per household. Median household income continues to be approximately 25% below the national average.



**Visioning for the Future:** “I have some ideas of what people could rent. Basketballs and all kinds of balls. Also, winter things like skis and sleds. I would like to see a building you could rent sport supplies like bikes and basketballs.” -Paxton Telford

### Demographics

Arco, ID

#### Population

	Arco, ID	Butte County, ID
Population (2021*)	742	2,573
Population (2010*)	1,024	2,842
Population Change (2010*-2021*)	-282	-269
Population Pct. Change (2010*-2021*)	-27.5%	-9.5%

**High Reliability:** Data with coefficients of variation (CVs) < 12% are in black to indicate that the sampling error is relatively small.  
**Medium Reliability:** Data with CVs between 12 & 40% are in orange to indicate that the values should be interpreted with caution.  
**Low Reliability:** Data with CVs > 40% are displayed in red to indicate that the estimate is considered very unreliable.

### Employment

The top three employment sectors are services, government and farm. This high amount of service and government workers is due to the location of INL in the county. In the City of Arco, the largest employers consist of the Butte County School

District, the INL, the Lost Rivers Hospital and Butte County, all governmental employers.

The retail sector employs the most people. Of the county's work force 19% commutes out of the county for employment.

## Demographics

### Arco, ID

#### Age and Gender

	Arco, ID	Butte County, ID
Total Population, 2021*	742	2,573
Under 5 years	46	128
5 to 9 years	109	279
10 to 14 years	42	112
15 to 19 years	52	132
20 to 24 years	17	21
25 to 29 years	22	220
30 to 34 years	48	153
35 to 39 years	66	107
40 to 44 years	17	153
45 to 49 years	26	113
50 to 54 years	17	90
55 to 59 years	47	283
60 to 64 years	81	232
65 to 69 years	43	185
70 to 74 years	39	109
75 to 79 years	35	107
80 to 84 years	13	71
85 years and over	22	78
Total Female	450	1,243
Total Male	292	1,330

#### Change in Median Age, 2010\*-2021\*

	Arco, ID	Butte County, ID
Median Age^ (2021*)	37.3	44.3
Median Age^ (2010*)	46.3	46.4
Median Age % Change	-19.4%	-4.5%

^ Median age is not available for metro/non-metro or regional aggregations.

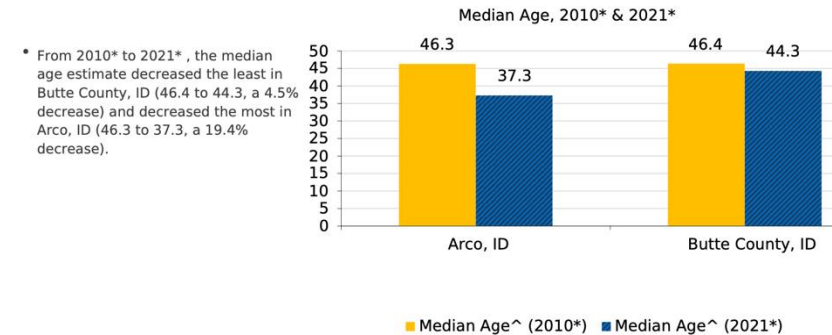
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## Conclusions:

- 1) The current population of Arco over the last 23 years has declined 12.5%, fluctuating by only one to three percent.
- 3) Other current points of observation, such as the decline in school enrollment and the general complacency towards new

development, indicates a strong need to look in new directions for stable population growth.

4) Employment figures (which are skewed by INL workers who live outside Arco and the county) continue to make it difficult for Arco to secure state and federal considerations.



## Demographics

### Arco, ID

#### Age and Gender

	2010*	2021*
Total Population, 2010*-2021*	1,024	742
Under 18	249	224
18-34	116	112
35-44	133	83
45-64	265	171
65 and over	261	152

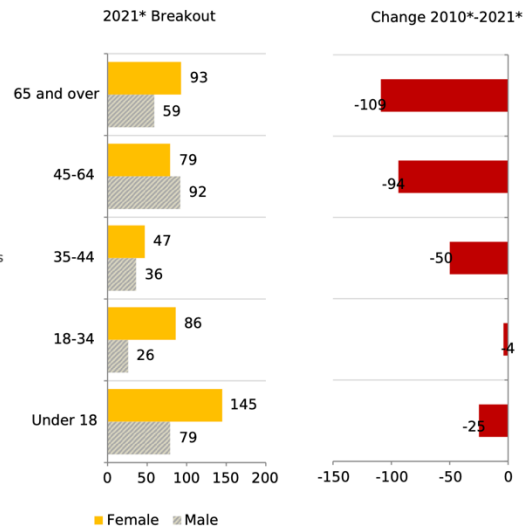
#### Percent of Total

	2010*	2021*
Under 18	24.3%	30.2%
18-34	11.3%	15.1%
35-44	13.0%	11.2%
45-64	25.9%	23.0%
65 and over	25.5%	20.5%

**High Reliability:** Data with coefficients of variation (CVs) < 12% are in black to indicate that the sampling error is relatively small.  
**Medium Reliability:** Data with CVs between 12 & 40% are in orange to indicate that the values should be interpreted with caution.  
**Low Reliability:** Data with CVs > 40% are displayed in red to indicate that the estimate is considered very unreliable.

\* In 2021\*, the age category with the highest estimate for number of women was Under 18 (145), and the age category with the highest estimate for number of men was 45-64 (92).

\* From 2010\* to 2021\*, the age category with the smallest estimated decrease was 18-34 (-4), and the age category with the largest estimated decrease was 65 and over (-109).



\* ACS 5-year estimates used. 2021 represents average characteristics from 2017-2021; 2010 represents 2006-2010.

## AGE AND GENDER

This diagram above describes the change in age and gender distribution over time, and the change in age distribution, with five age-group categories. This is important because understanding age distribution can help highlight whether policy changes and management actions might affect some age groups more than others. It also may highlight the need to understand the different needs, values, and attitudes of different age groups. If an area has a large retired population or soon-to-be-retired population, for example, the needs and interests of the public may differ than an area with a large number of minors or young adults. For many locations, a significant development is the aging of the population, and in particular the retirement of the “Baby Boomer” generation (those born between 1946 and 1964). As this generation

continues to enter retirement age, their mobility, spending patterns, and consumer demands (for health care and housing, for example) can affect how communities develop economically (Source: Headwaters Economics' “Economic Profile System,” November 11, 2023).

## OBJECTIVES:

- 1) Encourage growth in housing development for young families who would be interested in the rural atmosphere and other amenities of the area. This could stimulate employment in building trades, livestock, recreational and service industries.
- 2) Encourage retail development to support a community of 1,500 to 2,000 people.
- 3) Encourage abatement of dangerous and unsuitable housing and or/commercial buildings.



## CHAPTER 3 PRIVATE PROPERTY RIGHTS

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

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

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

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

Based upon this premise, courts have supported the limitation of the use of private property through land use planning regulations such as Comprehensive Plans, Zoning Ordinances, Subdivision Ordinances, and Environmental Quality Acts.

The City of Arco wishes to ensure that land use policies, ordinances, restrictions, conditions and fees do not violate



**Visioning for the Future:** "I would like a city pool. I would like a city pool because there is only one pool in Arco and I think there should be more than one." -Palmer Ward

private property rights, adversely impact private property values, or create unnecessary technical limitations upon the use of the property which would constitute an unconstitutional taking of private property rights.

**GOAL:**

It shall be the policy of the City of Arco to protect, enhance and insure private property values and rights within the accepted confines of national, state and local laws.

**OBJECTIVES:**

1. Ensure that City land use actions, decisions, and regulations will not cause an unconstitutional physical occupation of private property.
2. Ensure that land use actions, decisions, and regulations do not cause an unconstitutional physical invasion of private property.
3. Ensure that City land use actions, decisions, and regulations do not effectively eliminate all economic value of the property.
4. Ensure that City land use actions, decisions, and regulations depend upon the City's responsibility to protect public health, safety, and welfare.
5. Ensure that City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right or impose a substantial and significant limitation on the use of the property.

**IMPLEMENTATION POLICY**

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

While these questions provide a framework for evaluating the impact proposed regulations may have generally, takings questions normally arise in the context of specific affected property. If property is subject to regulatory jurisdiction of multiple government agencies, each agency should be sensitive to the cumulative impacts of the various regulatory restrictions.

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

**1. Does the regulation or action result in a permanent or temporary physical occupation of private property?**

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking."

**2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?**

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed

development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development.

**3. Does the regulation deprive the owner of all economically viable uses of the property?**

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking." In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other pre-existing limitations on the use of the property.

**4. Does the regulation have a significant impact on the landowner's economic interest?**

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property value alone may not be a "taking," a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses.

**5. Does the regulation deny a fundamental attribute of ownership?**

Regulations that deny the landowner a fundamental attribute of ownership—including the right to possess, exclude others,

and dispose of all or a portion of the property—are potential takings.

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

A regulation may go too far and may result in takings claim where it does not substantially advance a legitimate governmental purpose. Likewise, regulatory actions that closely resemble, or have the effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a "taking" will be found. Private property rights and local land use control have been linchpins of American society for many years but it seems these ideals, sometimes viewed as complementary, have become unlikely adversaries.

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





## CHAPTER 4 POPULATION AND DEMOGRAPHICS

The population in Arco was 908 in 2021. (0% urban, 100% rural). The population change since 2000 showed a decrease of 11.5%



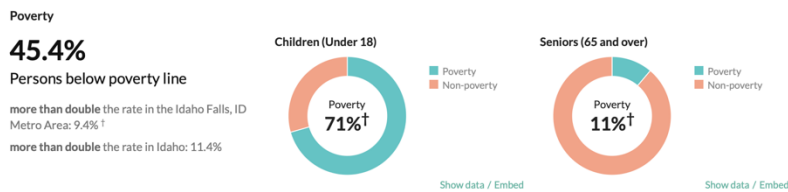
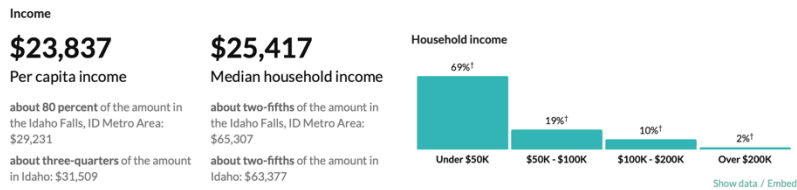
**Visioning for the Future:** "I would like another Library because if the other library is full of people, then you can go to the other library." -Avery Anderson

### HISTORICAL POPULATION

YEAR	POPULATION	% +/-
1910	322	-----
1920	737	+128.9%
1930	572	-22.4%
1940	548	-4.2%
1950	961	+75.4%
1960	1,562	+62.5%
1970	1,244	-20.4%
1980	1,241	-0.2%
1990	1,016	-18.1%
2000	1,026	+1.0%
2010	995	-3.0%
2021	742	-26%

Males: 355 (39.2%) Females: 553 (60.8%). The median resident age is 37.8 years old whereas in Idaho the median age is 37.3 years old.

Estimated median household income in 2021: \$26,659 (it was \$27,993 in 2000) Arco: \$26,659 ID: \$66,474. Estimated per capita income in 2021: \$25,601 (it was \$14,744 in 2000)



Estimated median house or condo value in 2021: \$167,398 (it was \$46,600 in 2000). Arco: \$167,398 ID: \$369,300.

Mean prices in 2021:  
 all housing units: \$151,500;  
 detached houses: \$157,297;  
 mobile homes: \$83,538

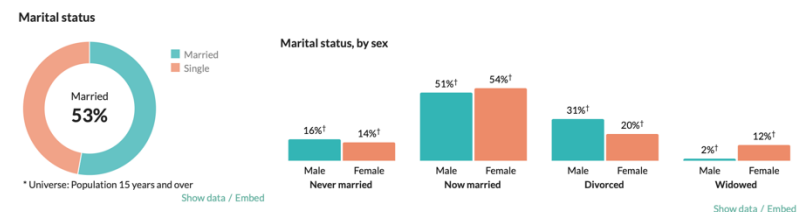
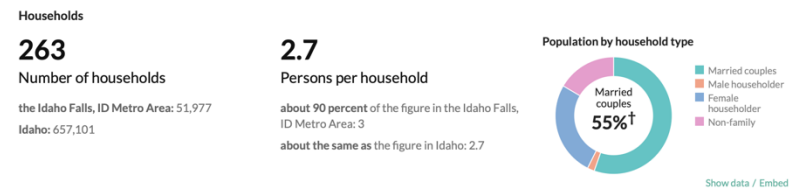
Median gross rent in 2021: \$578.

March 2022 cost of living index in Arco: 86.9 (less than average, U.S. average is 100)

Percentage of residents living in poverty in 2021: 45.4% (40.7% for White Non-Hispanic residents, 61.1% for Hispanic

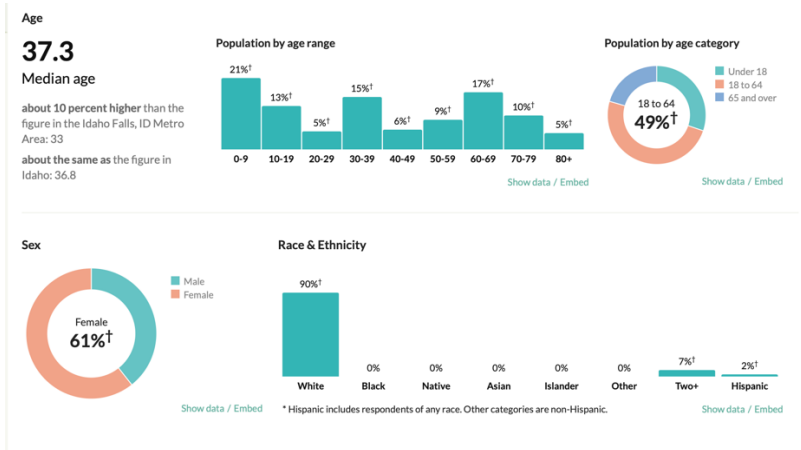
or Latino residents, 98.1% for two or more races residents)

Houses: 477 (274 occupied: 186 owner occupied, 90 renter occupied) % of renters here: 33% State: 28% Housing density: 541 houses/condos per square mile Median price asked for vacant for-sale houses and condos in 2021: \$89,321. Median contract rent in 2021: \$452 (lower quartile is \$327, upper quartile is \$746) Median rent asked for vacant for-rent units in 2021: \$617 Median gross rent in Arco, ID in 2021: \$578 Housing units in Arco with a mortgage: 107 (7 second mortgage, 0 home equity loan, 0 both second mortgage and home equity loan) Houses without a mortgage: 0 Median household income for houses/condos with a mortgage: \$34,838 Median household income for apartments without a mortgage: \$53,155 Median monthly housing costs: \$621.

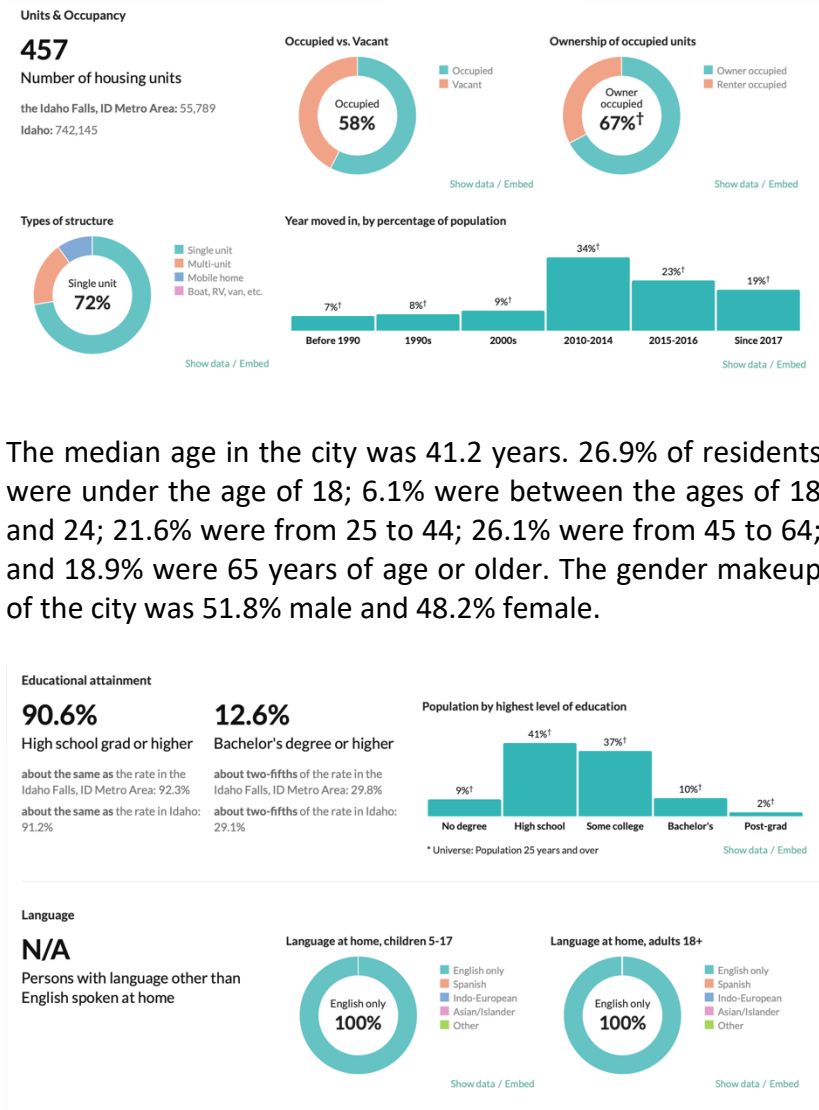


As of the 2010 United States Census<sup>[3]</sup> of 2010, there were 995 people, 417 households, and 254 families living in the city.

The population density was 938.7 inhabitants per square mile (362.4/km<sup>2</sup>). There were 504 housing units at an average density of 475.5 per square mile (183.6/km<sup>2</sup>). The racial makeup of the city was 95.1% White, 0.3% Native American, 0.3% Asian, 1.7% from other races, and 2.6% from two or more races. Hispanic or Latino of any race were 3.0% of the population.



There were 417 households, of which 30.2% had children under the age of 18 living with them, 44.4% were married couples living together, 13.2% had a female householder with no husband present, 3.4% had a male householder with no wife present, and 39.1% were non-families. 34.1% of all households were made up of individuals, and 15.9% had someone living alone who was 65 years of age or older. The average household size was 2.35 and the average family size was 3.03.





## CHAPTER 5

### SCHOOL FACILITIES AND TRANSPORTATION

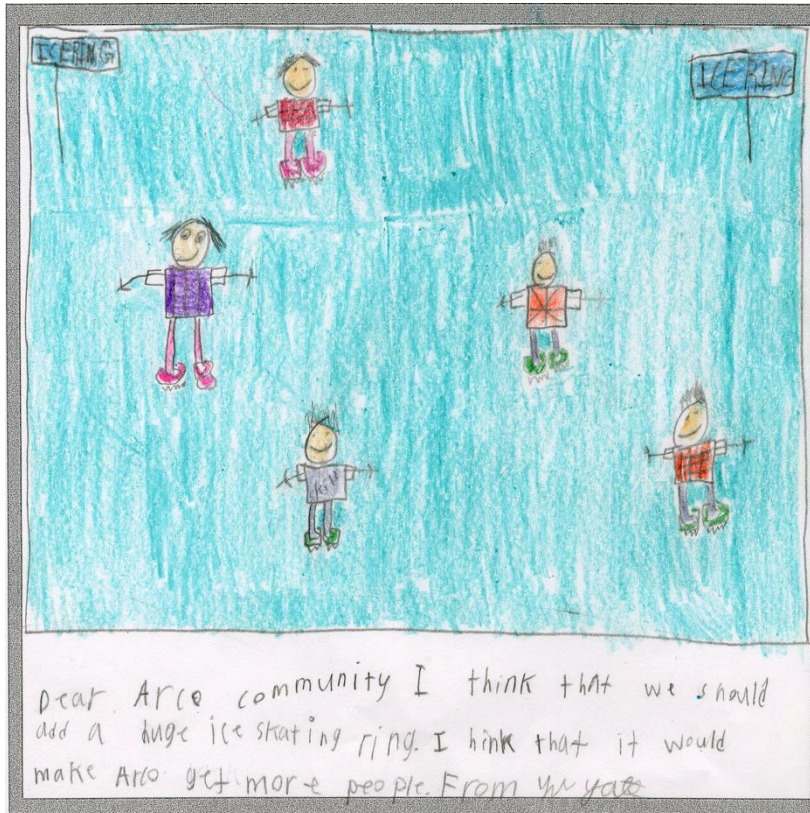
Arco has one school district within its boundaries, which is the Butte County School District #111. The school complexes are located in Arco and Howe. Overall, the school buildings are in good condition.

For the 2023 school year, there are 3 public schools serving 367 students in Butte County Joint School District. This district's average testing ranking is 8/10, which is in the top 30% of public schools in Idaho. There are 168 school districts in Idaho and this ranking is based off of combined math and reading proficiency testing data for the 2020-2021 school year.

Public Schools in Butte County Joint School District have an average math proficiency score of 45% (versus the Idaho public school average of 40%), and reading proficiency score of 59% (versus the 54% statewide average).

Minority enrollment is 10% of the student body (majority Hispanic), which is less than the Idaho public school average of 26% (majority Hispanic). The school district's graduation rate of 80% has stayed relatively consistent over five school years.

The revenue/student of \$12,084 is higher than the state median of \$10,942. The school district revenue/student has grown by 17% over four school years. The school district's spending/student of \$11,422 is higher than the state median of



**Visioning for the Future:** "Dear Arco Community I think that we should add a huge ice skating rink. I think that it would make Arco get more people." - Wyatt Haroldsen

\$10,105. The school district spending/student has grown by 18% over four school years. From 1990 to 1998 the districts saw a decrease of 95 children, a 12.4% decrease. The school district became the first district in the state to take advantage of a new state law passed in 1998 allowing for charter schools. That school, started in fall of 1998, replaced the alternative high school. There is one private school in the area, Arco Christian Church School, and several students are being home schooled.

There have been efforts to put together a home school organization so that there will be a better idea of the numbers in home schooling and provide better coordination. There are also several small private daycare and pre-school services.

**Arco Elementary:** This building is in fair condition and is currently housing grades Pre-Kindergarten through sixth grade. The school has 190 Students.

Arco Elementary School placed in the top 30% of all schools in Idaho for overall test scores (math proficiency is top 20%, and reading proficiency is top 50%) for the 2020-21 school year.

The percentage of students achieving proficiency in math is 50-54% (which is higher than the Idaho state average of 40%) for the 2020-21 school year. The percentage of students achieving proficiency in reading/language arts is 55-59% (which is higher than the Idaho state average of 54%) for the 2020-21 school year.

The student:teacher ratio of 16:1 is lower than the Idaho state level of 17:1. The teacher population of 12 teachers has grown

by 9% over five school years. Minority enrollment is 13% of the student body (majority Hispanic), which is lower than the Idaho state average of 26% (majority Hispanic).

Arco Elementary School ranks among the top 20% of public schools in Idaho for Math proficiency.

The diversity score of Arco Elementary School is 0.24, which is less than the diversity score at state average of 0.42. The school's diversity has stayed relatively flat over five school years.

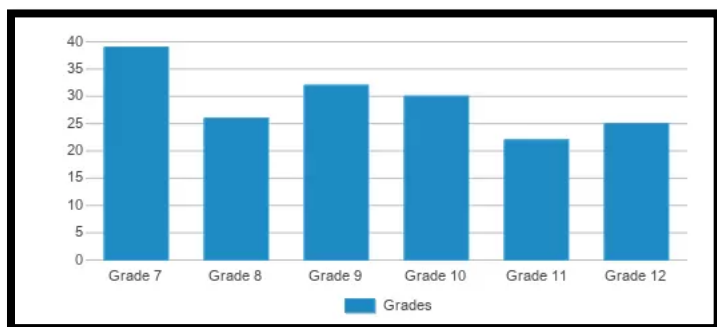
**Butte County Middle/High School** serves 174 students in grades 7-12.

Butte County Middle/high School placed in the top 50% of all schools in Idaho for overall test scores (math proficiency is bottom 50%, and reading proficiency is top 30%) for the 2020-21 school year.

The percentage of students achieving proficiency in math is 35-39% (which is lower than the Idaho state average of 40%) for the 2020-21 school year. The percentage of students achieving proficiency in reading/language arts is 60-64% (which is higher than the Idaho state average of 54%) for the 2020-21 school year.

The student:teacher ratio of 13:1 is lower than the Idaho state level of 17:1. Minority enrollment is 8% of the student body (majority American Indian and Hispanic), which is lower than the Idaho state average of 26% (majority Hispanic).

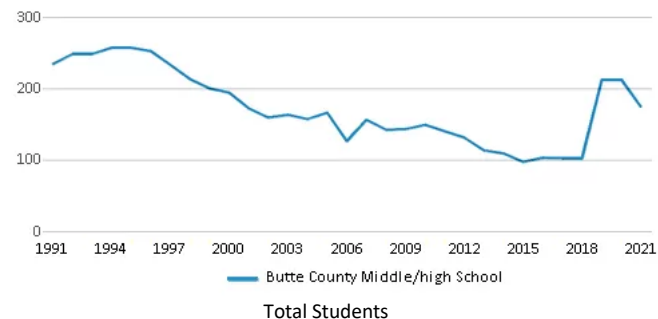
Butte County Middle/high School ranks among the top 20% of public schools in Idaho for most improved school and for student attention. Butte County Middle/high School's student population of 174 students has grown by 70% over five school years. The teacher population of 13 teachers has grown by 116% over the last five school years.



Students by Grade

Butte County Middle/high School is ranked within the top 50% of all 707 schools in Idaho (based off of combined math and reading proficiency testing data) for the 2020-21 school year.

The diversity score of Butte County Middle/high School is 0.15, which is less than the diversity score at state average of 0.42. The school's diversity has stayed relatively flat over five school years. The nearest high school and middle school to Butte County Middle/high School is Mackay Junior/Senior High School (24.3 miles away). The nearest elementary school is Arco Elementary School (0.2 miles away).



Transportation is provided by the school district's bus system. Currently the district is looking at options and benefits of keeping the operation in house versus contracting it out. The bus routes have been set and are not expected to change significantly with future growth. All of the students outside of the city limits have the availability to be bussed to school, the rest of the students walk. Safety bussing is used to prevent students from having to cross in dangerous situations (highly traveled roads) on their way to school.

Post-secondary education is available to Butte County residents through BYU-Idaho located in Rexburg; the University Center offering classes from University of Idaho in Idaho Falls, Boise State University; Idaho State University and the College of Eastern Idaho located in Idaho Falls, and through the College of Southern Idaho located in Twin Falls. The new pathways program at BYU-Idaho is making post-secondary education available for students and adults worldwide via use of the internet.

The University of Idaho, in cooperation with the County, offers extension services, including educational programs. This office

serves as the local gateway to the educational resources of the University of Idaho. While extension education is an informal, out-of-school program, it is also delivered in cooperation with other agencies. Local programs are designed to fit local needs and currently emphasizes irrigation management, farm financial management, crop management, master gardening, food preservation, clothing construction and the 4-H program.

**GOAL:**

The quality of life in the City of Arco is dependent upon the quality of education. The city is committed to maintaining and constantly supporting means to improve the quality of education.

**OBJECTIVES:**

1. Increase the safety of the students by:
  - a) Improving and increasing crosswalks across major thoroughfares
  - b) Increasing police patrols and/or volunteer crossing guards.
  - c) Constructing more sidewalks on streets along the highways
2. Consider a design that provides safe access for the student from the vehicle to the school, providing a safe way to get into the buildings
3. Consider adopting a local ordinance making it mandatory to stop when a crosswalk is occupied and signing the crosswalks appropriately.
4. Continue to encourage redevelopment of Internet-based online learning.

5. The city and schools coordinate planning involving land use, public facilities, and recreation facilities and programs
6. Continue priority snow removal around the schools
7. Encourage the improvement of Basic Skills.
8. Upgrade public facilities as necessary for safety and upkeep, develop long range facilities plan.
9. Work with the District on the Placement and maintenance of necessary signage to minimize conflicts between school busses and traffic.

Data Source: <https://www.publicschoolreview.com/butte-county-middle-high-school-profile>.



## CHAPTER 6

### ECONOMIC DEVELOPMENT

Arco is located in central Idaho, west of Idaho Falls and Rexburg areas. Arco has Federal Highways 20/26, and 93 running through it. The area is high in agricultural use, but the largest employment sectors are services and federal employment, with agricultural following as the third. This is due to the presence of the Idaho National Laboratory (INL) in the southeast portion of the County. In addition, the city has in and around it several sites of interest to tourists that attract local, regional, national and international visitors. These sites include:

- 1) Craters of the Moon
- 2) Yellowstone Park
- 3) Experimental Breeder Reactor 1
- 4) Great Rift
- 5) Goodales Cutoff
- 6) Launch Site for hang gliding/para-sailing

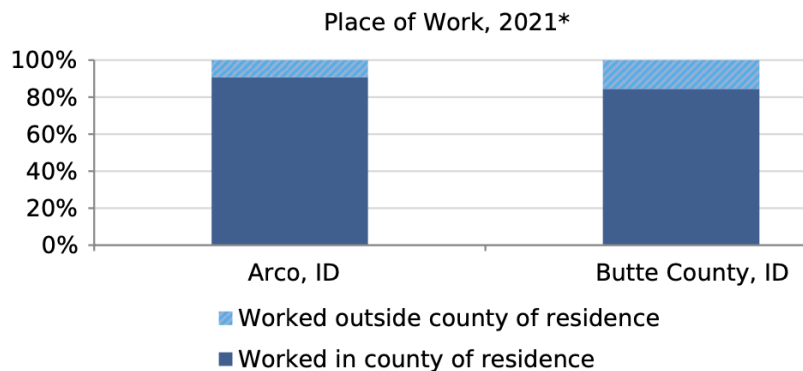
Total employment within Butte County is estimated around 8,200 of which only 1,200 live in the county. A portion of these jobs are at the INL (which employs approximately 7,700 people), of which county residents fill only approximately 260. This places a burden upon the city and other service providers to serve non-resident employees who utilize city services (roads, ambulances, police services etc) but pay no taxes for these services. This has added special burdens to the city and its infrastructure with limited revenues to pay for maintenance and expansion. This also skews the economic statistics for the county, since average wages outside of INL employment are



**Visioning for the Future:** "I believe we should make a little art center in our town" -Weston Kelly

less than one third the annual average wage reported for the county as a whole. Average household income is also inflated in the statistics when, in reality, the actual number of residents of the county and city do not earn as much per household.

In the 2017–2021 period, Butte county, had the highest estimated percent of people that worked outside the county of residence (15.5%), and Arco, had the lowest (9.2%).



Overall employment in Butte County has increased about 250 workers from 1988 to 1993. Per capita income continues to be under the state average at \$14,484. Compared to the rest of the nation, the area demonstrates 69.6% of the national per capita income average and 82.7% of the state average. Salaries continue to remain lower than other states' in the Pacific Northwest.

The local businesses serve the residents of the city and county in providing for some of commercial and service needs. These include a wide gamut of retail, convenience, and service

establishments. However, business closings in 1997-1999 have limited services that are available to the residents of the city and county.

## Demographics

### Arco, ID

#### Commuting

	Arco, ID	Butte County, ID
Workers 16 years and over, 2021*	228	979
<b>PLACE OF WORK:</b>		
Worked in county of residence	207	827
Worked outside county of residence	21	152
<b>TRAVEL TIME TO WORK:</b>		
Less than 10 minutes	81	280
10 to 14 minutes	31	128
15 to 19 minutes	9	72
20 to 24 minutes	4	41
25 to 29 minutes	25	50
30 to 34 minutes	42	135
35 to 39 minutes	12	23
40 to 44 minutes	0	30
45 to 59 minutes	0	25
60 or more minutes	21	51
Mean travel time to work (minutes)	20	17
<b>Percent of Total</b>		
<b>PLACE OF WORK:</b>		
Worked in county of residence	90.8%	84.5%
Worked outside county of residence	9.2%	15.5%
<b>TRAVEL TIME TO WORK:</b>		
Less than 10 minutes	35.5%	28.6%
10 to 14 minutes	13.6%	13.1%
15 to 19 minutes	3.9%	7.4%
20 to 24 minutes	1.8%	4.2%
25 to 29 minutes	11.0%	5.1%
30 to 34 minutes	18.4%	13.8%
35 to 39 minutes	5.3%	2.3%
40 to 44 minutes	0.0%	3.1%
45 to 59 minutes	0.0%	2.6%
60 or more minutes	9.2%	5.2%

**High Reliability:** Data with coefficients of variation (CVs) < 12% are in black to indicate that the sampling error is relatively small.  
**Medium Reliability:** Data with CVs between 12 & 40% are in orange to indicate that the values should be interpreted with caution.  
**Low Reliability:** Data with CVs > 40% are displayed in red to indicate that the estimate is considered very unreliable.

Several agriculturally based businesses are also located in Arco, meeting the needs of farmers and ranchers in the area. The citizens of Arco recognize that the agricultural economy provides a stable and important economic base to their community.

The City of Arco is home to almost 100 businesses. These businesses alone employ almost 700 persons. This list does not include cottage industries that are home based in the Arco nor does it include governmental agencies. Employment in Arco does not provide a living to all its residents, many of whom must commute elsewhere to seek employment.

In the past few years, Arco has identified a potential urban renewal area in the downtown along the highway and has taken steps to revitalize that area. This includes the rebuilding of sidewalks, curbs and gutters, adding pedestrian areas, street furniture and pedestrian friendly streetlights.

There are several possibilities for economic development in Arco. The arts and culture offerings are growing, with many artists working within their homes in the community. The Idaho Department of Commerce study on tourism identifies possibilities for job growth in this area as well.

The county has developed a Business Incubator Center (BBC) in Arco which currently provides a location for start-up businesses to be housed, providing lower rents and overhead.

Outside economic resources include Altura Community Consulting & Business Finance which operates two direct financing programs - an EDA funded Revolving Loan Fund and the Small Business Administration's Certified Development Company 504 loan program. Altura also has access to several banks for use with the Small Business Administration's 7(a) guarantee program. With these tools Altura can package a wide

variety of financial assistance to entice and facilitate business growth in the area.

Another resource available to Arco is the presence of higher education facilities in Idaho Falls and Rexburg. These include the University Center with access to classes through the University of Idaho, Boise State University, and Idaho State University. The College of Eastern Idaho is located in Idaho Falls, offering vocational training, and BYU-Idaho in Rexburg is a four-year college.

Also serving residents higher education needs is the College of Southern Idaho, located in Twin Falls. These colleges have proved responsive in providing training to meet labor force requirements as well as other more direct services such as conducting surveys and studies in economic development.

The Rural Development Administration, as well as the Farm Services Administration, is another agency that has a high profile in the valley and loans money to local agricultural businesses and farmers. Arco has one credit union that participates in loaning funds for business development.

Finally, such state agencies as the Idaho Department of Commerce can offer technical assistance and financial assistance in helping to seek out and locate businesses in Arco.

The City of Arco, and the county are working on several projects. One of these is the Idaho Science Center. The project entails the development of a science museum and center called the Idaho Science Center

## **SHARED COMMUNITY GOALS**

1. To utilize all available resources in the enhancement of Arco as a good place to do business. To attract new industry and new retail businesses in the city that will provide new additional jobs and provide the basic services to the residents of the community.
2. Develop employment opportunities that allow the communities to retain their youth, enable them to return as young adults, and/or stop the loss of young families currently being observed.
3. Attract new people and families to Arco and Butte County communities.
4. Encourage development of new businesses and retain and expand existing businesses that provide goods and services locally and export them out of the valley.
5. Develop amenities and services to attract visitors.
6. Farming, ranching, INL, health care, and government are the anchor sectors that directly and indirectly support a variety of businesses.
7. A focus on growing entrepreneurial talent and opportunity should be the first priority followed by a focused business attraction effort that takes advantage of and builds on existing assets.

8. Continued engagement in the Eastern Idaho Economic Development Partners (EIEDP), Idaho Economic Development Association, and similar organizations is key to future success.

## **OBJECTIVES**

1. Plan for and work with the county to encourage Greenbelt development along the river as well as development of recreational and interpretive facilities.
2. Set standards to maintain older buildings in downtown.
3. Encourage the recruitment of a theatre to promote culture/arts. (B)
4. Proceed with and support existing downtown revitalization efforts, including the store front revitalization.
5. Support revitalization of other existing commercial areas in the community.
6. Support the plan and efforts of the Business Center and Economic Development Board.
7. Encourage the retention of a downtown commercial core, encourage commercial development to cooperate in existing revitalization.

8. Work to retain existing businesses in Arco, including agricultural businesses (farms) and industry.
9. Encourage the recruitment and development of value-added businesses in Arco.
10. Encourage the further development of an artist's community within the city. (B)
11. Retain, maintain and improve existing recreational facilities.
12. Support the agricultural economy by recognizing this industry as an important part of the community's economy and by encouraging programs aimed at the expansion and retention of small and large farming units.

**ECONOMIC DEVELOPMENT OPPORTUNITIES**

All of the economic development opportunity areas described below are connected to the aforementioned goals and were identified as part of the community review completed by the Idaho Rural Partnership. This process was a comprehensive review by Arco and Butte County residents of some of the more visible opportunities to from Arco's local business economy.

**ECONOMIC DEVELOPMENT OPPORTUNITY 1:  
Support Entrepreneurial Development**

1. Review city and county policies to identify opportunities to remove or reduce barriers to creating small

businesses—including home-based businesses within city limits and unincorporated areas.

2. Take advantage of available training and mentoring opportunities for entrepreneurs starting new businesses. On-line and face-to-face trainings and other types of assistance are widely available on topics such as business planning and modeling, financing, research and development, government contracting, permit and licensing requirements, and marketing.
3. Create a business mentoring or internship program that connects interested youth with business owners and community leaders. This would create opportunities for students to see how a business runs from the ground up and possibly show them a way they can stay in Butte County (or return after post-high school education) to start or manage a business as an adult.
4. Create a program to publicly celebrate the opening of every new business. Also celebrate important business anniversaries.
5. Arco specifically—is an excellent location to establish a nonprofit or for-profit museum due to the proximity of the Idaho National Laboratory. Museums display and sell one-of-a-kind surplus item from the worlds of science industry, and technology. Hobbyists, artists, and science and technology enthusiasts are all drawn to this always- changing collection of items that cannot be

found anywhere else. Some museums offer classes and shop space to foster creativity and STEM education.

**ECONOMIC DEVELOPMENT OPPORTUNITY 2:  
Retain and Expand Existing Businesses.**

National research shows that up to 80% of new jobs are created by existing businesses in a community, as opposed to businesses that relocate to that community.

Formally develop a business retention and expansion program, focusing on important industries and employers: agriculture (e.g. hay and ranching), tourism, etc. The purpose of this program is to help local business identify unique challenges and opportunities. It also creates an opportunity to better match K-12 and workforce education opportunities with the needs of local employers. Most business retention and expansion visitation programs share the following objectives:

- Demonstrate to local businesses that the community appreciates their contribution to the local economy.
- Help existing businesses solve problems.
- Assist businesses in using programs aimed at helping them become more competitive.
- Develop strategic plans for long-range business retention and expansion activities.
- Build community capacity to sustain growth and development.

Businesses should take advantage of the different workforce training programs that are available.

Support and encourage business owners who may want to retire or otherwise sell their business in coming years to develop business succession plans (also known as exit plans). Waiting until the point of retirement to plan for someone to buy the business is often too late, resulting in closed businesses and empty buildings. Experts generally agree that business succession planning should begin about 15 years before retirement. This time frame allows the current owner's successor to learn the business and hones his or her skills.

Locally create or otherwise take advantage of regional and on-line opportunities that provide training on business-related topics. Specific training topics that should be promoted include business succession planning, on-line marketing/website development, social media, business planning and modeling, financial management, and customer service.

Place a high priority on encouraging businesses to provide high quality customer service by, for example, developing customer service training opportunities. We won't compete with bigger cities on price, but we can offer memorable experiences and a friendly attitude that visitors will tell their friends and family about.

Any future business attraction efforts should focus on:

1. Individual entrepreneurs and stable, small businesses requiring 15 employees or less.

2. Businesses that are back office, manufacturing, and research & development that do not require store fronts to survive.
3. New or expanding recreation technology businesses that cannot afford the higher real estate and other costs in the Wood River Valley.
4. Businesses that would be well-suited to locating at the Airport.
5. Marketing Butte County as a whole, as opposed to individual communities.

Develop the capacity of and Arco-Butte Business Incubation Center to jointly respond to people and companies who want to visit or know more about assets and opportunities in Butte County — sometimes on very short notice. It’s critical to be prepared to answer their questions when a potential business comes knocking on the door.

All available commercial and industrial properties should be posted on the State of Idaho’s Gem State Prospector website.

Make sure all land development processes and application forms are clearly communicated and available on websites maintained by the cities.

**ECONOMIC DEVELOPMENT OPPORTUNITY 3: Let the secret out.**

Need to develop and market our unique visitor-related attractions and services.

Developing the county potential to attract more visitors will create new employment opportunities and diversify the local economy. Develop tourist-related services, attractions, and marketing to increase economic diversity and resiliency.

**Guiding principles:**

- Visitors are drawn to places and communities that offer things to do.
- Tourism-related services and activities will be more successful if they reflect history, culture, and natural assets of the Lost Rivers Valley.
- Focus on developing experiences and opportunities that are not readily available in the Wood River Valley
- Tourism is one area in which cooperation and coordination between the Lost Rivers Valley communities has great potential.
- Increasingly, visitors are using the Internet to decide where and how they will spend their time and money.
- People and families visiting Butte County may become residents and business owners in the future.

**ECONOMIC DEVELOPMENT OPPORTUNITY 4: Tourism Development.**

If possible, Butte County should develop a regional consensus regarding the designation of Craters of the Moon as a national park and then communicate this consensus to the National Park Service and the Idaho congressional delegation.

Develop and market the Butte County and the Lost Rivers Valley as the ATV Capital of Idaho. An on-line search indicates no other community or region in the state is using this label.

Develop a historic building tour of Arco. Use interpretive signs along the tour routes. The tour should provide information about noteworthy individuals and significant events. In other words, use these signs to tell the story of each community, not just the story of particular buildings.

Support the development of agritourism activities and commercial enterprises. Agritourism is defined broadly as any agriculturally-based operation or activity that brings visitors to a farm or ranch. It can include a variety of activities, including buying produce direct from a farmstand, navigating a corn maze, picking fruit, feeding animals, or staying at a farm bed and breakfast.

Communicate with the hang-gliding community to identify services and facilities that would draw more hang-gliding events and enthusiasts to the Lost Rivers Valley.

**ECONOMIC DEVELOPMENT OPPORTUNITY 5: Revitalize and reenergize your downtowns**

Butte County has a desire to see vacant and vacant-looking downtown buildings renovated and reused. Walkable downtowns with attractive buildings and streetscapes will draw more people. In turn, more people in the downtown area (whether visitors or residents) will benefit existing businesses and inspire new businesses and other investments.

**GOALS:**

Successful downtown revitalization efforts do not involve the creation of an artificial architectural theme. Do not create a contrived “theme” that is not part of your actual history. To thine own self be true!

Engage absentee building owners in all downtown revitalization efforts.

Develop temporary displays and/or pop up businesses for vacant storefronts. Owners of vacant store fronts should be encouraged to allow community organizations, artists, and schools to fill in windows with art displays or information about community projects, history, or other culturally significant subject.

Work with building owners to better understand the condition of downtown buildings and the barriers to completing structural, safety, and façade rehabilitation projects.

Use the National Trust for Historic Preservation’s Four Point Approach to downtown revitalization. This is the approach endorsed by the Idaho Department of Commerce’s Main Street Program. The four points of the approach — Organization, Promotion, Design, and Economic Restructuring— work together to build a sustainable and complete community revitalization effort.

Participate in the regional Operation Facelift project or complete building clean-up projects using this approach.



Keep in mind that façade renovation projects do not have to result in the exact replication of historic facades, but they should incorporate elements that reflect your architectural heritage. Engage youth groups, high school athletic teams, and other organizations in downtown improvement projects (painting, landscaping, etc.). Encourage downtown businesses to stay open until 7:00 pm on the same day each week. Continue making downtowns in Butte county communities the focal point for a variety of community events. Identify buildings appropriate for renovation, and then work with the owners to find needed funding and other resources.

## OBJECTIVES

1. Plan economic growth that will be compatible with the rural way of life in Butte County, but without undermining the population growth necessary to ensure a healthy economy.
  2. Grow, attract and retain businesses in Butte County with a focus on home-grown startup businesses, new technology, computer/web and agricultural related businesses, and INL Technology Transfer. With the closing of several important retail businesses, retail businesses also need a strong focus. As long as our residents need to leave the Valley to meet their retail needs, they will inevitably spend other consumer dollars outside the valley as well.
  3. Improve resources available to promote and attract new business, encouraging both agricultural alternatives and businesses that support agriculture.
  4. Utilize all available resources to assist in this effort.
5. Upgrade infrastructure as needed including supporting infrastructure improvement within the cities such as water and sewer capacities. Promote urban renewal in the population centers of the county which service tourist and business activities.
  6. Encourage policies that require that the cost of growth be paid for by that growth.
  7. Recognize and support the current and potential impact that tourism could have on the economy and encourage further planning and development of this industry.
  8. Encourage value-added industries with incentives at the Commissioners discretion.





## CHAPTER 7

### LAND USE

#### LAND USE

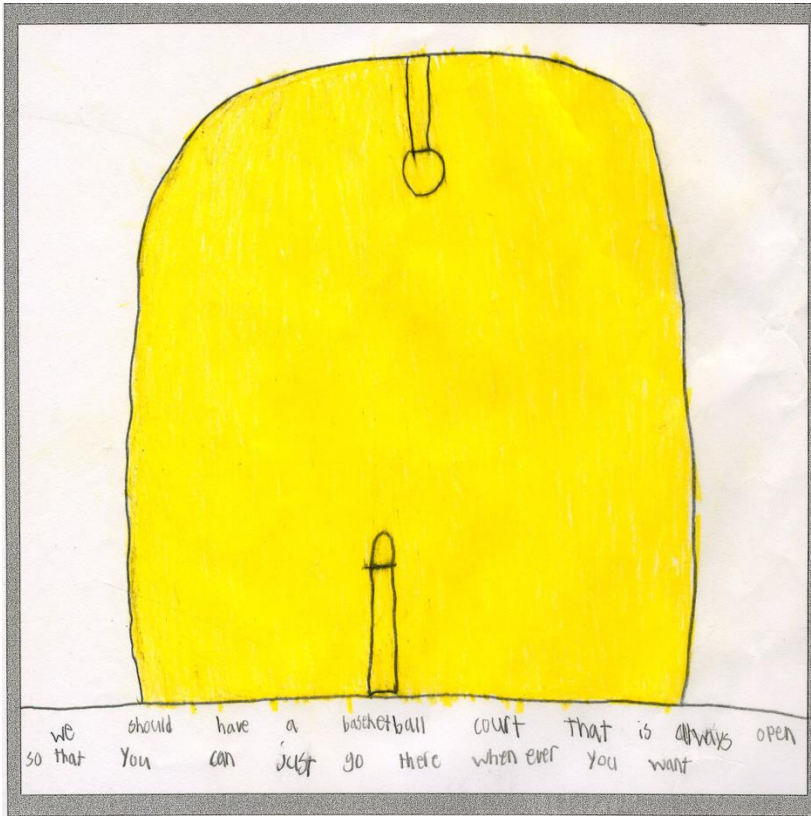
The City of Arco is located in Butte County, in a high mountain desert area in South Central Idaho, along the Big and Little Lost River Drainages. The Idaho National Laboratory is located in the eastern part of County and Craters of the Moon National Monument is located in the southwestern portion of the County. The economic base in the area is agricultural. Eighty-seven percent of the land in Butte County is government owned. This includes much of the land surrounding Arco.

The city has a variety of current land uses, including residential, commercial and some industrial. Land immediately contiguous to the city is primarily agricultural land, with some industrial uses, including the City/County Airport.

Below is a description of land uses in and around Arco.

#### Agricultural Land Use:

The preservation of historical and customarily agricultural, range, and forestry use of county land is important to the citizens of Arco, who base a portion of their economy on this use. Agriculture is defined as any facility for the growing, raising, or production of agricultural, horticultural crops, and vegetable products of the soil, poultry and poultry products, livestock, field grains, seeds, hay, apiary and dairy products,



**Visioning for the Future:** "We should have a basketball court that is always open so that you can go there whenever you want." -Racetyn

and the processing for commercial purposes of livestock or agricultural commodities.

“Commercial Agriculture” is any facility for the production or processing of agronomic, horticultural, and livestock products. With much of the economy derived from agriculture and agriculturally related activities, maintaining viable tracts of agricultural and rangeland is a goal. Non-agricultural uses could have adverse impacts within the agricultural land use area and must be carefully reviewed if allowed.

The Agricultural land use is suitable for all types of agricultural and range operations, single family homes, including manufactured homes, and any accessory buildings necessary for operation of the agricultural use. Related industrial and residential land uses will be managed and be allowed after careful consideration of its impact on surrounding agricultural uses. Cottage industries or home occupations, under certain conditions, are an historical use and could remain a viable use of the land. All non-agricultural uses will be managed to minimize the impacts on agriculture. This land use would be found in the Arco Area of Impact.

**Area of City Impact:**

The area of city impact is the area outside of the municipal boundaries of Arco in which future development would cause an impact upon the city. The Idaho Local Planning Act (67-6500) requires that cities and the county enter into agreements which have been mutually decided upon, determining what lands should be included within the area of impact and what laws and regulations should apply.

The preservation of agricultural uses within the Arco Area of Impact should be protected. Arco is still of the size and inclination to allow these related uses within the area of impact. This allows for the mixture of larger agricultural parcels and smaller parcels providing for a rural, low density living atmosphere. These lands are considered to be in a changing environment where public facilities and services will be necessary before intensive urbanization should occur. Many of the lands within these areas are best designated with the transitional/agricultural zone to allow for a transition area and buffer between the more urban city densities and uses and agricultural areas.

Heavy agricultural uses, such as Confined Animal Feeding Operations (CAFO's), should be carefully placed in the county so as not to create a nuisance, Large scale agricultural facilities add jobs and economic development opportunities for our residents. Value added agriculture dollars than can be captures locally should be a major priority. Conditions of agricultural uses should be met to insure the health and safety of our citizens, and to preserve of the value and aesthetics of surrounding properties.

**Transitional/Agricultural Land Use:**

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

The transitional/agricultural land use is suitable for single family residential living, including manufactured homes (as allowed and defined by state law) meeting certain building requirements. One purpose is to promote the development of residential neighborhoods in rural settings to meet the demands of the population, preferably on lands that are less desirable for agricultural use. Areas so designated should be suitable for single family and manufactured homes under certain conditions. All developments shall meet the health and safety regulations set by the Health District and the state.

Other uses allowed under this land use category include agricultural and forest uses, public or semi-public facilities compatible to the agricultural and residential use, cottage industries or home occupations having minimal impact upon surrounding properties and necessary utility installations. Densities greater than one home per platted or recorded lot may be allowed on the review and approval of the appropriate Planning and Zoning Commission. Densities on lots platted after adoption of this plan will not exceed those required for a sufficient septic system.

Homes should be clustered on less desirable land within this land use, leaving prime agricultural land in agricultural production. Location of these housing clusters should be near an adequate transportation system to serve the development. The clusters of development will assist in preserving agricultural use and open space now enjoyed by Arco residents.

No lot will be developed without proper access to a public street or road (either directly, or by use of a private road meeting standards for ingress and egress and emergency

response). Should such public street or road not be improved to acceptable city standards, it shall be the responsibility of the property owner whose property is being developed to improve the street or road to city standards.

Other applicable design standards for public infrastructure shall also be followed by the developer/property owner.

Temporary housing for the purposes of residence while a home is being constructed will be allowed upon special permit from the City.

Commercial use may be allowed by a conditional use permit in a transitional/agricultural area. However, in the case of commercial uses designed to serve agricultural needs or residential needs in the immediate area, such use may be allowed upon review and approval of the Planning and Zoning Commission.

**Residential Land Use:**

The purpose of residential land use is to promote the development of residential neighborhoods to meet the demands of the population. Areas designated as residential are suitable for single family and low-density multi-family (duplex) residential living, including manufactured homes meeting certain building requirements. Other uses allowed in this land use designation might include cottage industries or home occupations that have minimal impact on the neighborhood, public or semi-public facilities compatible to the residential use and necessary utility installations.

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

Other applicable design standards for public infrastructure shall also be followed by the developer/property owner.

Commercial use in a residential zone may be allowed with a conditional use permit.

**Commercial Land Use:**

Commercial use in Arco has traditionally been located along the state highways and main arterials in the community, serving travelers throughout the area, serving the consumer needs of the residents, and serving agricultural needs. It is the desire of the citizens of Arco to continue such uses along or within the area of the highway corridors, but to cluster these endeavors to avoid a continuous "strip" commercial type of development from occurring and to encourage orderly commercial development within the city limits.

"Commercial" shall be defined as retail or wholesale establishments, or those that provide a service for a fee.

Only commercial uses will be allowed in the commercial land use. Industrial uses shall be confined to the industrial zones

within the city. No industrial use will be allowed in commercial areas.

Such uses allowed shall be those that are highway related, such as gas stations, convenience stores, restaurants and lounges, grocery stores, motels and other related businesses. The land use designation shall also allow neighborhood-related uses such as laundries and dry cleaners and other related businesses. Public and semi-public facilities compatible to surrounding uses shall be allowed.

No commercial use shall be developed without availability of public infrastructure. It shall be the responsibility of the developer to pay for the costs of extending such public improvements to that development.

No commercial lot shall be developed without proper access to a public street or road. Should such street or road not be improved, it shall be the responsibility of the property owner of the property being developed to improve the street or road to City standards. Off street parking shall be adequate to meet the needs of the commercial use. Access to major county roads should be limited.

Other applicable design standards for public infrastructure shall also be followed by the developer/property owner.

**Industrial Land Use:**

It is the policy of the citizens to allow and encourage such development in the appropriate industrial zones. The citizens will encourage the recruitment of clean industries that will

compliment their city. The majority of industrial uses will be encouraged to locate within area of impacts where city services are more likely to be available. Exceptions to this might include farm services, and the initial processing of commodities, including grain elevators.

Industrial use may include light industries, small manufacturing plants, processing plants and other uses which are deemed compatible to the city's other uses.

No industrial lot shall be developed without the proper access to a public street or road. Should such street or road not be improved, it shall be the responsibility of the property owner of the property being developed to improve the street or road to City standards. Off street parking appropriate to the industrial use shall be required.

Other applicable design standards for public infrastructure shall also be followed by the developer/property owner. The City will encourage the grouping of industrial uses in land developed as an industrial park.

**Other Land Uses:**

The City may establish special land use categories to address unique characteristics of the land or environment. This may include identifying public lands, floodplain areas, and areas of critical concern such as historical sites, geographic features, wildlife areas, and natural resource areas. These are discussed more fully in the Natural Resource, Recreation, Hazardous Areas, and Special Areas and Sites elements of the plan.

**Existing Uses:**

Prior to the establishment of the land uses (and subsequent zones) many uses of the land have been established. It is recognized that some of these uses that have existed prior to the Comprehensive Plan, may not conform to the requirements of the newly established land use. Such uses shall have the right to continue to exist but will not be able to be expanded in physical size and if such use has been discontinued for a period of more than one year, will not be allowed to continue. All existing lots, either legally platted or lots of record established in conformance with the City Subdivision Ordinance that are not of the proper sizes required by this plan and following ordinances shall be considered non-conforming and undevelopable if they cannot meet the requirements of City code such as setbacks, signs, easement requirements, etc.

**GOAL:**

Encourage orderly growth and development within the area planned for the City's facilities and services by designating land uses that are orderly, convenient and compatible with each other and the natural environment.

**OBJECTIVES:**

- 1) Maintain a cooperative working relationship with the County in the planning and development of land uses and zones.
- 2) Work closely with Butte County in administration of the Impact Area Agreement which will allow the city to grow smoothly using consistent public infrastructure standards so as to protect groundwater and allow planning for the future.

Support the City and County Planning Commissions in their efforts to keep the boundary and agreement current.

3) Keep the commercial area concentrated by using planning tools to manage locations and development

4) Promote the downtown as the commercial core of the area.

5) Continue efforts within the already designated area to revitalize the downtown

6) Require all new subdivisions to follow development standards. Encourage review of these standards on a regular basis to insure new growth does not financially impact current residents negatively.

7) Develop existing unimproved streets in city as soon as possible.

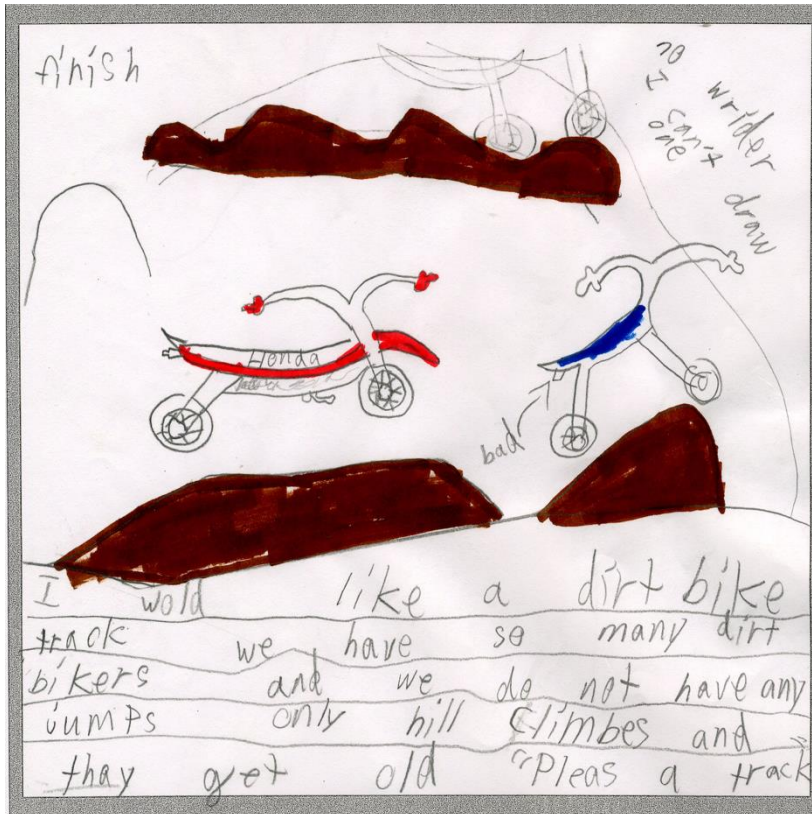
8) Encourage transitional land uses (from rural to urban) on the outskirts of city. Utilize tools to do this including the Area of Impact in planning and the development of a greenbelt on the river.

9) Include planned unit developments in the purview of transitional and area of impact land uses.

10) Identify recreational areas and uses, both current and for future use.



## CHAPTER 8 NATURAL RESOURCES



**Visioning for the Future:** "I would like a dirt bike track we have so many dirt bikers and we do not have any jumps only hill climbs and they get old. Please a track." -Dallin Kelly

Breakdown of land in Butte County:

Private Land Ac.	35,265
Butte County	183,418
Bureau of Land Management	563,093
Forest Service	273,003
Department of Energy	341,725
Craters of the Moon	40,920

Approximately 86% of all land in Butte County is publicly owned.

### Geology and Topography

The mountains north of Arco and west of Big Lost River are predominantly limestone and dolomites.

The mountain range east of Big Lost is younger limestone, carboniferous in age. Lost River Mountain range occurs in the widest point of a great deformation that extends from the southern tip of Chile to Alaska. The Little Lost drainage is similar but has broad outwash fans and alluvial fans. Fans are formed of deep alluvial deposits in Pleistocene after glaciation produced by periods of high annual precipitation.

The Big Lost River is located west of the city. The river provides recreational opportunities to the city.

**Butte County Soils: Soil on the Valley Floor**

1. Moore-Borah-Thousands-Blackfoot: loamy and gravelly loamy, nearly level, very deep, somewhat poorly drained soils on river and stream terraces derived from alluvium.

2. Arco-Dickey Peak-Fury: loamy, nearly level, very deep, somewhat poorly drained soils on valley floors derived from alluvium.

**Soils on Outwash Fans and Fan Terraces**

1. Pancheri-Sparmo: loamy, nearly level to gently rolling, very deep, well-drained soil on fan terraces and valley floors derived from alluvium.

2. Darlington-Lesbut-Breitenbach: loamy, gravelly loamy and gravelly sandy, nearly level to rolling, very deep, well drained soils on outwash fans and fans terrace derived from alluvium.

3. Soelberg-Techick: loamy and loamy over sandy or sandy skeletal, nearly level to rolling, very deep, well drained soils on fan terraces and outwash fans derived from alluvium.

4. Zer-Whiteknob-Medicine: gravelly loamy and gravelly sandy, nearly level to rolling, very deep, well drained soils on outwash fans and fan terraces derived from alluvium.

5. Tenno-Splittop-Atomic: loamy, nearly level to rolling, shallow to very deep, well-drained soils on basalt plains derived from loess.

**GOAL:**

Natural resources must be protected as much as possible by carefully assessing and mitigating impacts caused by development and utilizing natural resources when making any development decisions in the city.

**OBJECTIVES:**

1) Preserve natural areas as much as possible. Encourage incorporation of natural areas within and surrounding development plans by encouraging development around natural resources in the city, designating such space as open space.

2) Develop overall strategies for the protection of water supply quality and quantity.

3) Encourage on-site drainage and erosion control to protect water resources.

4) Encourage construction designs to allow for natural drainage of snowmelt.

5) Protect the natural beauty and habitat of the Big Lost River and land adjoining the river

6) Provide wildlife habitats and corridors by locating development away from sensitive wildlife habitat areas.

7) Require all development to comply with all applicable water quality, air quality, and land use regulations and requirements.

## CHAPTER 9

### HAZARDOUS AREAS

Hazardous Areas are those areas where it is determined that development should not occur or where special precautions should be taken.

Hazardous Areas are those areas of known hazards that include but may not be limited to the following: surface ruptures from faulting, ground shaking, ground failure, landslides or mud slides, avalanche hazards resulting from development in known or probable path of snowslides, and avalanche and floodplain hazards.

There are several areas or problem areas caused by soil problems located throughout the city. Some of the building site limitations are as follows:

1. High Water Tables - Several areas in the city and surrounding areas have high water tables. These occur along the Big Lost and Little Lost Rivers and along Antelope Creek. High water tables not only effect the stability of the building itself but it also effects the quality of water and the effectiveness of the septic systems that are installed. In Arco, these problems occur west and south of the downtown area. This high-water table, caused by the proximity of the river and the sloughs, necessitate special building requirements in those areas.
2. Steep slopes - Steep slopes are obvious, but are not practical to build on slopes greater than 8% without special precautions. This affects areas like Crater View and Big Butte.



3. Shallow soils to bedrock - Shallow soils occur along the edges of the lava flows and in some cases on top of the lava flows. They create their own special types of problems in terms of drilling wells and digging for septic systems.

4. The flood plain - The flood plain has been established and maps have been drawn. Buildings within the flood plain always have the potential for water damage during years of heavy runoff. The Big Lost River has a history of flooding. Damage can be caused from water erosion or from extra high-water tables, and by what is popularly called "sub water".

5. Potential man-made hazards in the city come from the following sources:

- a) Underground storage tanks that have not been removed or do not meet the new federal requirements to prevent leakage/contamination into the groundwater.
- b) Storage of grains and other agricultural products.
- c) Storage and use of chemicals in residential, commercial or industrial operations.
- d) Hazardous material transported on trucks coming through the city.
- e) Old landfill or other dumps sites.
- f) The INL site contains several potential hazards to the county which may have impact on Arco.
- g) Stormwater runoff
- h) Unprotected irrigation canals running through town

The above items need to be considered in the Comprehensive Plan in such a way that they do not unnecessarily infringe on private property rights as spelled out by the Attorney General of the State of Idaho.

The city participates in the County Emergency Management Plan to deal with natural and man-made disasters and hazards. This plan can be found on file in the County Courthouse in Arco.

#### **GOAL**

Hazardous situations must be carefully inventoried, assessed, and included in making any development decisions in the city.

#### **OBJECTIVES**

1. Restrict and /or manage development in floodplain.
2. Prohibit incompatible development and airspace obstructions in the clear zone and approach areas of airport to limit possible conflicts and city liability.
3. Identify and manage natural hazard areas to insure the safety and welfare of the people of Arco by:
  - a. retaining steep slope areas as open space
  - b. encouraging the study of natural hazard areas to determine the effects of potential hazards on land development.



## CHAPTER 10

### PUBLIC SERVICES, FACILITIES, AND UTILITIES

Arco contains numerous public and quasi-public facilities and services that serve the public. Each is identified below, by description and with the help of various maps.

#### **Public:**

##### **1. City Building**

The City building is located in the middle of downtown Arco, at 213 West Grand Avenue. It houses several offices for conducting city business by the Mayor and City Council and other appointed officials. The building is currently not up to ADA standards but a plan has been developed to rectify the problems associated with disabled access. The facility is not of adequate size for the city's operations and the building of a new facility or remodeling of the existing facility for a better utilization of space will need to be considered.

##### **2. City Shop**

The shop, housing the water, sewer, road and garbage departments, is located at 190 W. Grand. The current facility is adequate, but will need upgrading within the next five years.

##### **3. Water System**

The city water comes from wells located within and near the City of Arco. The city system was originally installed several

decades ago. The lower zone of the system located below the railroad tracks was rebuilt in 1991. The upper zone, which is too small to meet the growing needs, will be upgraded in the near future. A new well needs to be added to reduce impact on the water system. Water service is a “fee-based” service in the City and is not supported by City taxes.

#### **4. Sewer System**

This system is adequate for current needs but will need improvements in the near future. The disposal of treated waste (effluent) needs immediate consideration. Wastewater Service is a “fee-based” service in the City and is not supported by City taxes.

**5. The Lost Rivers Library District** serves the area with one library located in Arco and another branch library located at Howe. The facility has 3,250 square feet and holds 35,450 volumes, 1878 audio materials, 398 videos, and 950 other materials. It also offers 75 magazine and newspaper subscriptions. It serves a total of 2,576 patrons.

The current library facility is deemed adequate for the population size. If the population increases by more than 500 people, the library will have to be expanded. The library owns the lot next door for expansion, if that becomes warranted.

#### **6. Cemeteries**

There are several cemeteries in Butte County, operated by a cemetery district. The following cemeteries served by this district are: Hillcrest in Arco, Pioneer Cemetery on King

Mountain Road near Darlington, Lost River near Moore and the Howe Cemetery, Lost Rivers and Clyde

#### **7. Schools**

The public school system and its needs are addressed in another component of the plan. There is currently one private school located in Arco and home schooling is allowed in the State of Idaho and some families take advantage of this option.

#### **8. Senior Citizens Center**

The center provides housing and a recreation area where meals are served and meetings are held.

#### **9. Street System**

These infrastructure needs are addressed in the Transportation section of this plan.

#### **10. Utilities**

a) Electric - Electrical power is currently the only power source available to residents of Butte County. The city is currently served by Rocky Mountain Power (PacifiCorp). Transmission lines serve residential and commercial development in the city. It is extremely important for the city to plan uses around these lines that are safe and compatible. It is usual to prohibit any construction or other continuous activities under these lines. Major transmission facilities should be kept out of the residential areas of the community. Communication between the City, private landowners and the utility company are essential to mitigate negative impacts from occurring. In addition, special attention for line

placement around the hospital is important, to avoid conflicts between the lines and the helicopter landing area.

b) Other heating sources - Propane is available and used widely in the city as a heating source. In addition, oil, wood and coal are also used.

c) Telephone - Telephone service is offered by ATC in the city. Service is offered both through overhead telephone lines and underground lines, as circumstances dictate. An extended area of service was recently approved.

The 911 System is currently in operation at the Sheriff's Department and serves the Lost Rivers area and South Custer County. This system is in the process of becoming an enhanced 911 system.

Internet services, with local access and fiber optics technology are also available in Arco and have been upgraded for increased bandwidth and fiber to the premise.

d) Solid Waste Disposal - The City of Arco provides garbage service as a part of the city's services hauling all solid waste to a County owned and operated site located east of Arco. The county finances the landfill through a per household fee included in property taxes. City residents may be studying the possibilities of a recycling program within the next several years and

making a determination on its appropriateness for their residents. Solid Waste is a "fee based service in the City and is not supported by City taxes.

e) Television - Direct television broadcasting is currently available to the city, as well as a translator system, broadcasting from Idaho Falls and Pocatello.

f) Natural gas - Natural gas services are not currently available to county residents. However, plans show that this service may be a possibility in the near future.

Utility facilities must be maintained and improved on a regular basis to meet the needs of the city's citizens and provide quality service level. This can be accomplished through negotiation of franchise agreements.

#### **11. US Post Office**

Postal service is offered to city residents through the delivery service and at the post office located in Arco.

#### **12. Public Safety**

a) Law Enforcement - The City of Arco contracts with the Butte County Sheriff Department to provide law enforcement services within the city. Mutual aid is provided by the Idaho State Patrol, who concentrates on traffic enforcement on the state highway. Response time is dependent upon the location of the officer on duty and could be anywhere from a few minutes to over a half an hour. It could be slower at times if the officer is on another call. Current crime rates indicate that the current level of enforcement is adequate. The city residents

expect that increased levels of police protection will be funded as they become necessary. Population growth, increased tourism, economic development and other growth factors will determine the rate of increased law enforcement services in the future.

Currently equipment is adequate, but care must be taken to keep all equipment up-to-date and maintained properly. Continual updating of this equipment will be essential to continue providing top quality law enforcement services in Butte County. Retention of trained officers is extremely important for continuity and cost saving law enforcement services. This often can be difficult for a small city like Arco, due to the long hours on the job, lower pay, and high stress. Smaller counties and communities also serve as training grounds, after which a qualified officer may be enticed away by a larger, better paying department.

b) Fire Protection - Fire protection services are provided by the volunteer Arco Fire Department and the volunteer Lost Rivers Fire District. The department has adequate equipment and facilities; however, care must be taken to keep all equipment up-to-date and properly maintained. Future training will need to concentrate in the hazardous material area as well as keeping up-to-date on effective firefighting methods. Mutual aid is provided by the INL, the BLM and the Craters of the Moon National Park Service.

c) Ambulance Service - Ambulance service is provided by Lost Rivers EMT's which is housed in Arco. The level of service

provided is advanced EMT and are served by volunteers in the community. There are two ambulances available.

d) Search and Rescue Service - Search and rescue service is provided by a volunteer system and which has plans to build a facility for its equipment.

e) Lifelight Services - Lifelight is offered by two regional health facilities. These are Bannock Lifelight from the Bannock Regional Medical Center and Air Idaho Rescue Service from the Eastern Idaho Medical Center.

All of the above services are dispatched by a countywide 911 system.

### **13. Health Facilities**

Arco currently is served by the Lost Rivers Hospital and the Lost Rivers Clinic and has at the present time several doctors to serve the residents.

City residents are also served by the following regional facilities:

#### Hospitals:

- Lost Rivers District Hospital - Arco (with a landing zone)
- Eastern Idaho Regional Medical Center - Idaho Falls
- Idaho Falls Recovery Center - Idaho Falls
- Madison Memorial Hospital – Rexburg
- Sun Valley Medical Center - Sun Valley
- Bingham Memorial - Blackfoot



- Bannock Regional - Pocatello
- Pocatello Regional - Pocatello
- Various Salt Lake Medical Centers
- District 7 Public Health

Nursing Homes:

- Lost Rivers Living Center - Arco
- Eastern Idaho Regional Medical Center - Idaho Falls
- Good Samaritan Center - Idaho Falls Idaho Falls Care Center - Idaho Falls Rexburg Nursing Center - Rexburg
- Valley Care Center - Idaho Falls

**14. Recreation Hall**

The Recreation Hall is located on Grand Ave. The Hall houses several public offices in addition to the recreation department. Some recreational programs are offered through this facility as well as coordination of other programs off the premises in city parks and other recreation areas.

**Quasi-Public:**

Below is a list of quasi-public facilities in Arco:

**Churches**

Arco Christian Baptist Community Episcopal  
 Church of Jesus Christ of Latter-day Saints  
 Country Church  
 Lost Rivers Bible Church  
 Roman Catholic

**Meeting Halls**

Masonic Temple  
 Arco/Butte Business Center

**INL Impact:**

All public services, facilities and utilities are impacted to a great degree by the presence of INL. This facility employs large numbers of people who utilize city and county services and infrastructure but pay no taxes or revenues to assist the city or county with the provision of these services. This is an ongoing issue that will need to be addressed if the city hopes to maintain existing facilities.

**GOAL:**

To provide public and quasi-public facilities and services at a level to meet the needs of the public, to maintain health and safety standards for our citizens, to provide necessary facilities to meet reasonable federal and state requirements and to provide these within the financial ability of our citizens.

**OBJECTIVES:**

- 1) Set standards that encourage or require underground utilities.
- 2) Ensure that water and sewer system capacities keep up with growth. Explore alternative means of wastewater disposal.
- 3) Encourage the City to maintain its own facilities in a functional/ aesthetic manner.
- 4) Develop a maintenance plan for all city facilities

5) Ensure that growth pays for itself and places no unusual financial burdens upon the city or its current residents.

6) Redevelop and maintain fairgrounds for increased public use.

7) Encourage public facilities and those serving the public to maintain high operational safety standards and to locate in appropriate areas and zones.

8) Develop a policy for the placement of cellular towers.

9) Maintain levels of emergency services and increase these levels as growth demands.

10) Coordinate fire services with utilities planning.

11) Encourage more volunteerism to keep cost of services lower.

12) Research options of consolidation of services for savings.

13) Research recycling options for the community to lower costs of providing solid waste disposal services.

14) Work to retain medical services in Arco.

15) Study options for upgrading or building facilities for city hall, recreation center and parking areas.

## CHAPTER 11 TRANSPORTATION PLAN

### State Maintained Road Systems

The State Highway system runs through Arco (see attached map)

- A. U.S. 93, from Carey through Arco to Mackay.
- B. U.S. 20,26 from Carey through Arco leading to Idaho Falls & Blackfoot.

### County Maintained Road Systems

The County maintained road system includes 362.35 miles of roadway. This figure is derived from the 1989 state road audit. This total mileage is broken down into six different categories of road:

### City Streets

- A. Primitive road= 6.39 miles
- B. Unimproved road= 17.12 miles
- C. Graded & Drained Earth= 19.47 miles
- D. Graded and Drained Gravel= 256.69 miles
- E. Low type Bituminous Surface= 57.69 miles
- F. High type Bituminous Surface= 4.92 miles

The city has about 15 miles of streets that are maintained. Of these 11 are all- weather surfaced, three miles have a gravel surface and .5 miles are unimproved. Most of the paved roads are considered to be in good condition while the gravel roads are in fair to poor condition. Due to lack of sufficient funds, the



**Visioning for the Future:** "Skate Park doubles as a Snow Park, Swimming Pool doubles as an Ice Rink, Laser Tag, Bowling, Indoor Heated Pool for lessons and cold season, Bank, Game stop, Unicorn Girley Stuff, Lego Store, Play Area, Tall Apartment Buildings to house the people that work in all these places, Minecraft themed Department Stores, Subway, Waterslide." - Cutter, Austin, Emmitt, Samantha

city currently maintains all streets on an as-needed priority basis. There is no regular schedule for maintaining the streets. Some issues identified as priorities are safety needs around the schools, dangerous or low visibility intersections and adequate traffic control devices including access and signage.

### **Aviation**

Pope Airfield is located approximately 2 miles southwest of the City of Arco on U.S. 93. It is operated in joint venture fashion by the City of Arco & Butte County.

The airstrip is 4,800 feet in length and paved. There is limited navigation equipment and no Flight Based Operator (F.B.O.) currently on site.

### **Public Transportation**

The CART Public Transit System out of Idaho Falls provides dial-a-ride services upon demand. There is also a Senior Bus serving seniors and disabled persons for rides to the senior center and for other necessary errands such as grocery shopping or to the doctor. This service is provided by the Arco Senior Center and provided by both paid and volunteer drivers. The INL also provides a bus to transport workers to the site. Finally, school buses also provide a form of public transportation, transporting a majority of students to and from school each day.

### **Freight Service**

The area is served by several private trucking businesses providing freight service to the Arco area, including three overnight delivery services and two courier services.

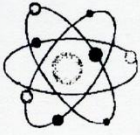
### **GOAL:**

To provide a well-planned, efficient, convenient and safe transportation system.

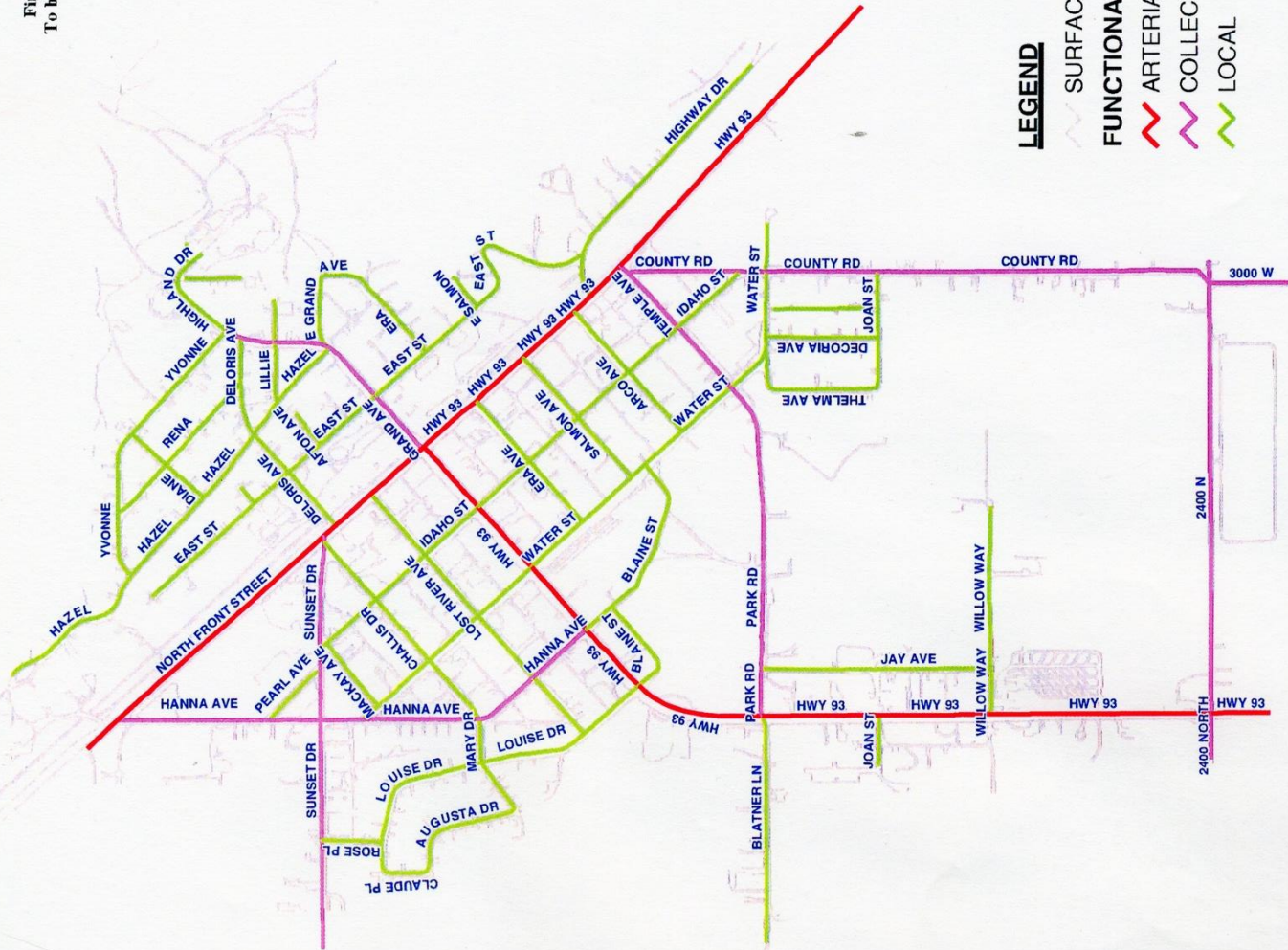
### **OBJECTIVES:**

- 1) Address transportation safety issues around schools, including traffic control devices, crosswalk locations and placement of sidewalks.
- 2) Follow the Manual for Uniform Traffic Control Devices for traffic control.
- 3) Deal with access issues, especially onto the state highways.
- 4) Work towards the improvement of the condition of local, state and federal roads in and approaching Arco, coordinating and cooperating with the county and state transportation agencies to accomplish this task.
- 5) Encourage utilization of the airport for commercial, industrial and recreational use.
- 6) Maintain and work to improve the level of public transportation alternatives including CART and the INL bus systems, developing Park and Ride lots for commuters. Address safety and visibility issues that may need to be attended to protect the welfare of public transportation users including the use of no parking or limited parking zones.
- 7) Complete the transportation study and continue to develop a maintenance plan on road and street improvements, including the development of standards that address width of roads, speed limits, signage, paving and storm drainage.

- 8) Identify funding resources for meeting transportation needs which might include the Idaho Transportation Department, the TEA-21 federal funding act and Local Improvement Districts.
- 9) Better utilize the existing snow maintenance removal plan, identifying critical areas.
- 10) Address truck parking on residential street and identify and mitigate safety issues associated with this practice.
- 11) Develop a trail/greenbelt system wherever possible.
- 12) Address public parking in downtown Arco, including the parking of semi-trucks and recreational vehicles.
- 13) Encourage the beautification of entryways into Arco.



First City in the World  
To be Lit by Atomic Power



**LEGEND**

- SURFACE FEATURES
- FUNCTIONAL CLASS**
  - ARTERIAL
  - COLLECTOR
  - LOCAL



	MAY 6, 2004	CITY OF ARCO, IDAHO
	TPS	STREET FUNCTIONAL CLASS
		2

## CHAPTER 12

### PARKS & RECREATION



**Visioning for the Future:** "Horseback riding place: I think it would be fun to have a horseback riding place because lots of people like horses, I think they would like it." -Piper Jensen

Arco has a multitude of recreational opportunities currently existing. The potential for the expansion of these and the development of others is great. Currently the City, and surrounding area, can boast the following public and semi-public recreational facilities:

- 1) County Facility: Butte County Fairgrounds and Rodeo Grounds Street Park.
- 2) City Facility: Bottolfesen Park Lion's Park Ball Fields.
- 3) Winter sports: Blizzard Mountain (lift served), cross-country skiing, snowmobiling.
- 4) Summer activities: sightseeing, hiking, horseback riding, hang gliding, fishing, hunting and camping.
- 5) Natural Areas: Craters of the Moon, Natural Arch, Number Hill.
- 6) Public Lands: Various recreational uses on public lands.
- 7) Airport: Use of the airport by recreational flyers, hunters and outfitters.

Arco is on the way to several major tourism areas located outside its boundaries. This includes:  
Yellowstone National Park  
Frank Church River of No Return/Gateway to the Primitive Area

Sun Valley ski area Big Butte Area Copper Basin Salmon River Mackay Reservoir

In 1990, the Idaho State Park and Recreation Office completed a needs assessment for the general region.

I The downsizing at the INL, the decrease in the number of jobs as a result of mechanization of agriculture, and recent drought conditions, have had a negative impact on Arco's economy. Arco should actively work to promote economic development in the county. One aspect of Arco's economy is continued development of recreation and tourism to stimulate the economy. Arco should continue to support the efforts to establish safe, environmentally- friendly recreational opportunities to promote increased prosperity for Arco and Arco's citizens, new living wage jobs for young people, and high-quality community growth that emphasizes better pay, better public facilities, and a more diverse business community.

**AVAILABLE RESOURCES:**

Arco has a wide variety of recreational resources available in our area. The resources include the Craters of the Moon National Monument, King Mt. Launch Site, Salmon and Challis National Forest, BLM lands, natural hot water baths, and the Natural Bridge to name a few recreational sites and areas. Recreational opportunities include hang gliding, paragliding, biking, camping, horseback riding, hiking, fishing, snowmobiling, cross country skiing, mountain climbing, hunting, and swimming.

**INFRASTRUCTURE:** Leaders from the public and private sectors of the community will work on projects and plans for improvement of the city infrastructure. They will monitor, report, recommend, and work on matters concerning transportation and recreational opportunities. Arco recognizes the need for some improvements to the recreational sites in the city. The city will work with the county to find economic partners to help with the costs of improvements whenever possible to help make the improvements cost efficient.

**TOURIST-ORIENTED BUSINESS RETENTION AND EXPANSION:**  
Recreation

and Tourism is considered a part of the overall business retention and expansion plans for the city. The Craters of the Moon National Monument is an asset that brings 300,000 plus people per year. The north-south access of the Hwy 93 and east-west Hwy 20/26 bring an additional half million visitors through our city each year. Lost River Travel Council, leaders from local businesses, business associations, government, and civic groups will work on projects and plans for the retention and expansion of local businesses. They will monitor, report, recommend, and work on matters concerning the health of local businesses and the use of local natural resources for economic enterprises.

**DIVERSIFICATION:** Tourism and recreation are aspects of the Arco economic development plan that will help local businesses to diversify beyond the limits of the INL and agricultural industry. Leaders from banking, real estate, hospitality industries, senior citizens, and government will work on projects and plans for the diversification of the local economy.



They will monitor, report, recommend, and work on projects concerning the recruiting and creation of new business, the attraction of new investments and residents, and expansion of tourism, recreation, and the airport.

**GOAL:**

To provide both passive and active recreational opportunities for all residents within the community.

**OBJECTIVES:**

1. Encourage the city to maintain and expand upon the current recreational facilities, giving these facilities high priority over construction of new facilities.
2. Encourage recreational facilities within Planned Unit Developments to serve its resident's.
3. Develop recreation facilities that encourage economic development such as golf courses.
4. Encourage public/private partnerships, as well as partnerships with the county, in developing recreational facilities such as golf courses, indoor and outdoor sports recreation facilities. Study alternatives to financing recreational development within the city, including private resources.
5. Work with the private sector in the identification of needs, maintenance and development of recreational opportunities within the city, including the recognition of necessary infrastructure to serve recreation.
6. Encourage the preservation and use of open spaces and public areas.
7. Encourage the development of a non-profit corporation to study and receive lands or donations.
8. Research the possibilities for the development of an Interpretive Center for Lost River Valley.
9. Identify future parks and recreation sites and preserve these through the adoption of a future acquisitions map.
10. Encourage youth programs through all forums such as schools, private groups, and the city.
11. Consider the economic and water quality issues, such as agriculture, of the region when making recreational decisions and encourage continued recreational and other beneficial uses of the rivers.
12. Study alternatives to address the preservation of public access to streams, rivers and other public recreation areas.
13. Work to diversify the city's economy by including the development of tourism and recreation to receive the economic benefits from such.
14. Encourage the beautification of the entryways into the city.
15. Encourage the planning of bike ways and paths within the city and to recreational area outside the city.
16. Look into the creation of a skateboard park and other outdoor and indoor recreational opportunities for youth.



## CHAPTER 13

### SPECIAL AREAS OR SITES

The citizens of Arco have identified several sites within their city and county that have special or historical significance to them. These are:



- 1) Craters of the Moon National Monument - Idaho's largest and oldest unit of the National Park System
- 2) Craters of the Moon Wilderness Area - This 43,000 acre wilderness area represents about 80% of the land area of Craters of the Moon National Monument, offers some of America's most unique and "remote" wilderness lands, and is the oldest wilderness area in the National Park System
- 3) Great Rift - At 65 miles long and up to 800 feet deep, this rift set is the longest, deepest open rift set on the North American continent and is considered a geological wonder of national significance; a significant portion is contained within Butte County
- 4) King Mountain - This prominent mountain in the north portion of the county is considered one of the nation's premier destinations for world class hang gliding and para-gliding competitions
- 5) Pictographs near Darlington - Beautifully preserved Indian pictographs represent a visible record of inhabitants of the Lost River Valley before European settlers arrived
- 6) Pictographs near Howe - More evidence of pre-European occupation of the area.

7) Little Lost River - Once known as "John Day's River" for an early trapper and adventurer this river bears the distinction of originating in the mountains and disappearing in the lava's of the Snake River Plain before "reappearing" near Hagerman at Thousand Springs

8) Lost River Sinks - The place in the Arco Desert where the Big Lost and Little Lost Rivers appear to disappear in the lava (when the rivers contain enough water to reach this point)

9) Stage Coach/Old Arco Town Site - The original town site for Arco, originally known as Junction.

10) Era Town site - One of the original town sites in the county was established in 1884.

11) Goodale's Cutoff/Oregon Trail - The major alternative route for travelers on the Oregon Trail; in 1862 a train of approximately 75 wagons consisting of 795 men and 300 women went through Goodale's Cutoff.

12) EBR-1 - Produced power in 1952 to the City of Arco making it the first city in the world to be lighted by nuclear power.

13) INL Ecological Reserve - While energy research, nuclear waste treatment and storage and DOE functions are the primary mission of INL, it is also a vast, mostly undisturbed, or minimally disturbed, parcel of high desert, sage brush dominated ecosystem - the largest contiguous area of such habitat in the United States. Opportunities to inventory, examine and monitor natural resources, as well as still undisturbed archaeological sites, abound.

14) Big Southern Butte - A prominent and important landmark along Goodale's Cutoff of the Oregon Trail and an even earlier route for Native Americans, explorers, trappers, and others) which is also of geological interest as a volcano

much older (by several million years) than the surrounding lava fields

15) Desert Mountain Interface - A north-south trending mountain range is interrupted by the raised plain of the Snake River immediately north of Arco; separated by only a few miles lies the Arco desert and Mt. Borah, the highest point in Idaho; to the initiated geologist there are unusual and interesting phenomenon in this region

16) Bear Trap Cave - One of the major caves (actually lava tubes) along the Great Rift, this cave is part of a 15-mile-long tube system

17) Remote Access Airstrips - Provide access and emergency landings within the vast region

18) Pioneer and Indian Cemeteries- Part of the cultural heritage of the area

19) Natural Arch- An interesting, unusual and picturesque geological feature at the southern end of the Lost River Range

20) Reception Hall/Baptist Church - Notable architectural features within the community; lend a touch of special character to the community

21) Champagne Creek Historic sites- Physical remnants of the once active mining history of the county

22) Moore LDS Church Monument

23) Logging and Sawmill Sites

24) Box Canyon - A picturesque, narrow rock canyon along the Big Lost River; local recreational attraction as well as wildlife habitat

**GOAL:**

To preserve and enhance the existing character and historical background that defines the City of Arco and the surrounding areas.

**OBJECTIVES:**

1. Maintaining areas of interest in the city for educational, historical, or for a sense of community pride.
2. Encourage private owners of these sites to recognize their significance to the city or county and preserve them as much as possible.
3. Encourage that a historic record be maintained of each site for future generations.
4. The City of Arco shall encourage those sites and structures which are deemed of historical importance to be identified, and if possible, restored and preserved.
5. To work with the local Historical Society to identify areas of interest in Arco.
6. Look at creation of a historic district to protect historic areas in Arco.



# CHAPTER 14

## HOUSING ANALYSIS

### HOUSING

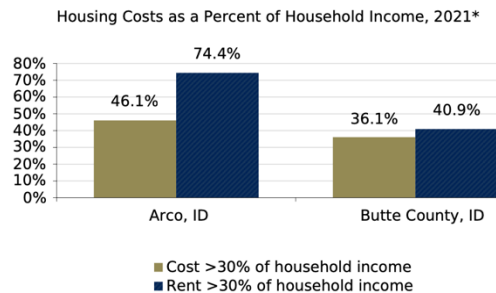
Housing in Arco has traditionally been single family homes on residential lots. Higher density housing developments are located randomly throughout the community. This includes both senior housing and affordable housing complexes.

The State of Idaho Consolidated Plan for Housing recognizes that the Butte County area, including Arco, has been impacted both by the fear of INL job losses, which has made developers wary of creating new housing.

Three needs identified by the respondents to this study for this region in the plan are: 1) the need for economic diversification other than the INL and Agriculture; 2) concerns for infrastructure and services to serve the population; and 3) the lack of affordable modern housing units.

\* In the 2017-2021 period, Arco, ID had the highest percent of owner-occupied households where > 30% of household income was spent on mortgage costs (46.1%), and Butte County, ID had the lowest (36.1%).

\* In the 2017-2021 period, Arco, ID had the highest percent of renter-occupied households where > 30% of household income was spent on gross rent (74.4%), and Butte County, ID had the lowest (40.9%).



“Affordable housing” is defined by two conditions. First, the rent may not exceed 30% of income, and next, there should be

not more than one person per habitable room. In the County 13.5% of persons are considered at below the poverty rate where affordable housing might be an issue. Currently the city has two housing complexes deemed in this category. The Senior Citizens Apartments have 28 units and the Cimmaron Station complex has 24 units.

### Demographics

Arco, ID

#### Housing Characteristics

	Arco, ID	Butte County, ID
Total Housing Units, 2021*	457	1,274
Occupied	263	939
Vacant	194	335
For rent	34	56
Rented, not occupied	8	8
For sale only	32	32
Sold, not occupied	0	6
Seasonal, recreational, occasional	0	41
For migrant workers	0	0
Other vacant	120	192
Year Built		
Built 2010 or later	0	10
Built 2000 to 2009	7	77
Built 1990 to 1999	13	103
Built 1980 to 1989	81	206
Built 1970 to 1979	119	261
Built 1940 to 1969	197	419
Median year structure built <sup>^</sup>	1968	1971

#### Percent of Total

	Arco, ID	Butte County, ID
Occupancy		
Occupied	57.5%	73.7%
Vacant	42.5%	26.3%
For rent	7.4%	4.4%
Rented, not occupied	1.8%	0.6%
For sale only	7.0%	2.5%
Sold, not occupied	0.0%	0.5%
Seasonal, recreational, occasional	0.0%	3.2%
For migrant workers	0.0%	0.0%
Other vacant	26.3%	15.1%
Year Built		
Built 2010 or later	0.0%	0.8%
Built 2000 to 2009	1.5%	6.0%
Built 1990 to 1999	2.8%	8.1%
Built 1980 to 1989	17.7%	16.2%
Built 1970 to 1979	26.0%	20.5%
Built 1940 to 1969	43.1%	32.9%

<sup>^</sup> Median year structure built is not available for metro/non-metro or regional aggregations.

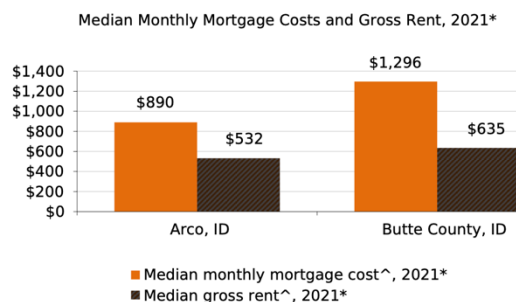
**High Reliability:** Data with coefficients of variation (CVs) < 12% are in black to indicate that the sampling error is relatively small.  
**Medium Reliability:** Data with CVs between 12 & 40% are in orange to indicate that the values should be interpreted with caution.  
**Low Reliability:** Data with CVs > 40% are displayed in red to indicate that the estimate is considered very unreliable.

Percent of Housing Vacant (incl. seasonal homes), 2021\*

The city currently has zoning and subdivision regulations. Land and development costs are affordable and loans are available for the Arco area. The city provides water and sewer services to their residents, the cost of extension of such is at the cost of the developer. In addition, if access is required, the property owner is responsible for developing the road within the construction standards set by the City.

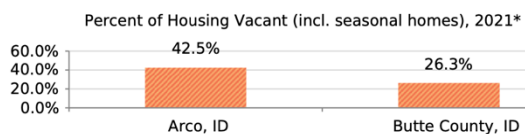
\* In the 2017-2021 period, Butte County, ID had the highest estimated monthly mortgage costs for owner-occupied homes (\$1,296), and Arco, ID had the lowest (\$890).

\* In the 2017-2021 period, Butte County, ID had the highest estimated monthly gross rent for renter-occupied homes (\$635), and Arco, ID had the lowest (\$532).



Enforcing these policies will insure that growth pays for itself instead of providing additional burdens upon the current residents and taxpayers. The residents of Arco foresee a time in the very near future when the costs of growth will have to be borne by the user/developer through fees for services and building standards and regulations.

\* In the 2017-2021 period, Arco, ID had the highest estimated percent of the vacant housing (42.5%), and Butte County, ID had the lowest (26.3%).



There currently is housing available for the senior population, although there will be a need for future expansion of this housing in the future. Manufactured homes are considered a

suitable housing type for single family lots when meeting certain construction and placement requirements as set by the city.

**GOAL:**

To provide safe, adequate housing for all citizens of the community.

**OBJECTIVES:**

1. Assess existing housing and housing needs in the community, following up with appropriate actions to attempt to meet such needs.
2. Look into using tools such as planned unit developments to meet housing needs and encourage new residents
3. Encourage alternative housing for seniors to be developed (such as living assistance areas) to allow them to remain in Arco for as long as they wish.
4. Educate and promote community reinvestment in the housing stock through renovation of existing housing and building of new housing.
5. As older housing stock becomes deteriorated or unusable, encourage its replacement with affordable housing; work with local banks to support housing development opportunities in Arco.



6. Research what aid is available for affordable housing and work with developers in getting this assistance.
7. Encourage landlords to renovate substandard properties. Research possibilities of abatement policies set through the building code.
8. Encourage support for fair, affordable housing through the passage of resolutions and ordinances by the City Council.
9. Consider implementing an infill policy by encouraging development to take place on vacant land within the city prior to spreading to new areas.



## CHAPTER 15

### IMPLEMENTATION

The City of Arco Comprehensive Plan covers ten to fifteen years into the future, which allows time for implementing land use patterns, transportation networks, and facility plans.

The Comprehensive Plan, no matter how good it may be, is an ineffective document if it is never implemented. Formal adoption of the plan is the first step in implementation.

Tasks are listed and prioritized below. Not all objectives of this plan are listed - these simply provide a summary of the detailed tasks listed in each section. Prioritization of the tasks does not mean that some are more important than others are.

Therefore, "high priority" indicates moving into developmental stages immediately, while "medium priority" means that there is more study required and it may take longer to implement. "Low priority" indicates tasks that may be completed over a longer period of time.

"Council" shall indicate the City Council, "P&Z" shall indicate the City Planning and Zoning Commission and "ED" shall mean Economic Development organizations in the area.

#### **GOAL STATEMENT:**

Execute this Comprehensive Plan as a vital working document as it guides future growth of the city.

#### **POPULATION:**

1. Encourage responsible, healthy growth in housing development.

#### **PRIVATE PROPERTY RIGHTS:**

1. Follow the State of Idaho's Regulatory Takings Checklist in evaluating applications before taking any land use action or making a recommendation.

#### **ECONOMIC DEVELOPMENT:**

1. Plan for and encourage recreational development in and around the city.
2. Proceed with and support existing downtown revitalization efforts, including the store front revitalization. Implement Mainstreet redevelopment principles from the national program.
3. Work to retain existing businesses in Arco, including agricultural businesses (farms) and industry.
4. Support revitalization of other existing commercial areas in the community.
5. Promoting summertime as well as fulltime residents in Arco.

#### **SCHOOLS:**

1. Increase the safety of the students by implementing various safety measures.
2. The city and schools coordinate planning involving land use, public facilities, and recreation facilities and programs.

**LAND USE:**

1. Complete negotiations for county adoption of the Area of Impact Agreement and Boundary Map to allow the city to coordinate with the county to allow smooth outward growth of the city. This agreement facilitates: New subdivisions adjacent to the city following city platting ordinances and require the city to connect sewer lines to the treatment plant to protect county groundwater. The City and County Planners have agreed upon a recommended boundary for adoption by the county commissioners.
2. Develop existing unimproved streets in city as soon as possible.

**NATURAL RESOURCES:**

1. Encourage development around natural resources in the city, designating such space as open space.
2. Develop overall strategies for the protection of water supply quality and quantity.
3. Encourage on-site drainage and erosion control to protect water resources.

**HAZARDOUS AREAS:**

1. Restrict and /or manage development in floodplain.
2. Prohibit incompatible development and airspace obstructions in the airport clear zone.
3. Identify and manage natural hazard areas to ensure the safety and welfare of the people of Arco

**TRANSPORTATION:**

1. Work towards the improvement of the condition of local, state and federal roads in and approaching Arco.
2. Encourage utilization of the airport for Council/ED commercial, industrial and recreational use.
3. Maintain and work to improve the level of public transportation
4. Encourage the beautification of entryways into Arco.
5. Continue to develop a maintenance plan on road and street improvements.
6. Identify funding resources for meeting transportation needs

**PUBLIC FACILITIES:**

1. Set standards that encourage or require underground utilities

2. Develop a maintenance plan for all city facilities.
3. Ensure that growth pays for itself. Work to retain medical services in Arco
4. Maintain levels of emergency services Council and increase these levels as growth demands

**HOUSING:**

1. Look into using tools such as planned unit developments to meet housing needs and encourage new residents
2. Encourage alternative housing for seniors to be developed
3. Educate and promote community reinvestment in the housing stock through renovation of existing housing and building of new housing.
4. Encourage support for fair, affordable housing.
5. Consider implementing an infill policy by encouraging development.

**RECREATION:**

1. Encourage the city to maintain and expand upon the current recreational facilities, giving these facilities high priority over construction of new facilities.

2. Encourage public/private partnerships, as well as partnerships with the county, in developing recreational facilities
3. Study alternatives to address the preservation of public access to streams, rivers and other public recreation areas.

**SPECIAL AREAS AND SITES:**

1. Encourage those sites and structures which are deemed of historical importance to be identified, and if possible, restored and preserved

**COMMUNITY DESIGN:**

1. Encourage clean up and continued maintenance standards for property in Arco
2. Adopt and enforce codes, ordinances and standards for building, dangerous buildings and other development.
3. Consideration of the adoption of a tree ordinance to encourage tree planting, proper care and pruning

**IMPLEMENTATION**

(IMPLEMENTATION SECTION WITH ASSIGNED RESPONSIBILITIES AND TIMETABLES)

1. **TASK:**  
**RESPONSIBILITY:**  
**PRIORITY:**



## **APPENDICES**

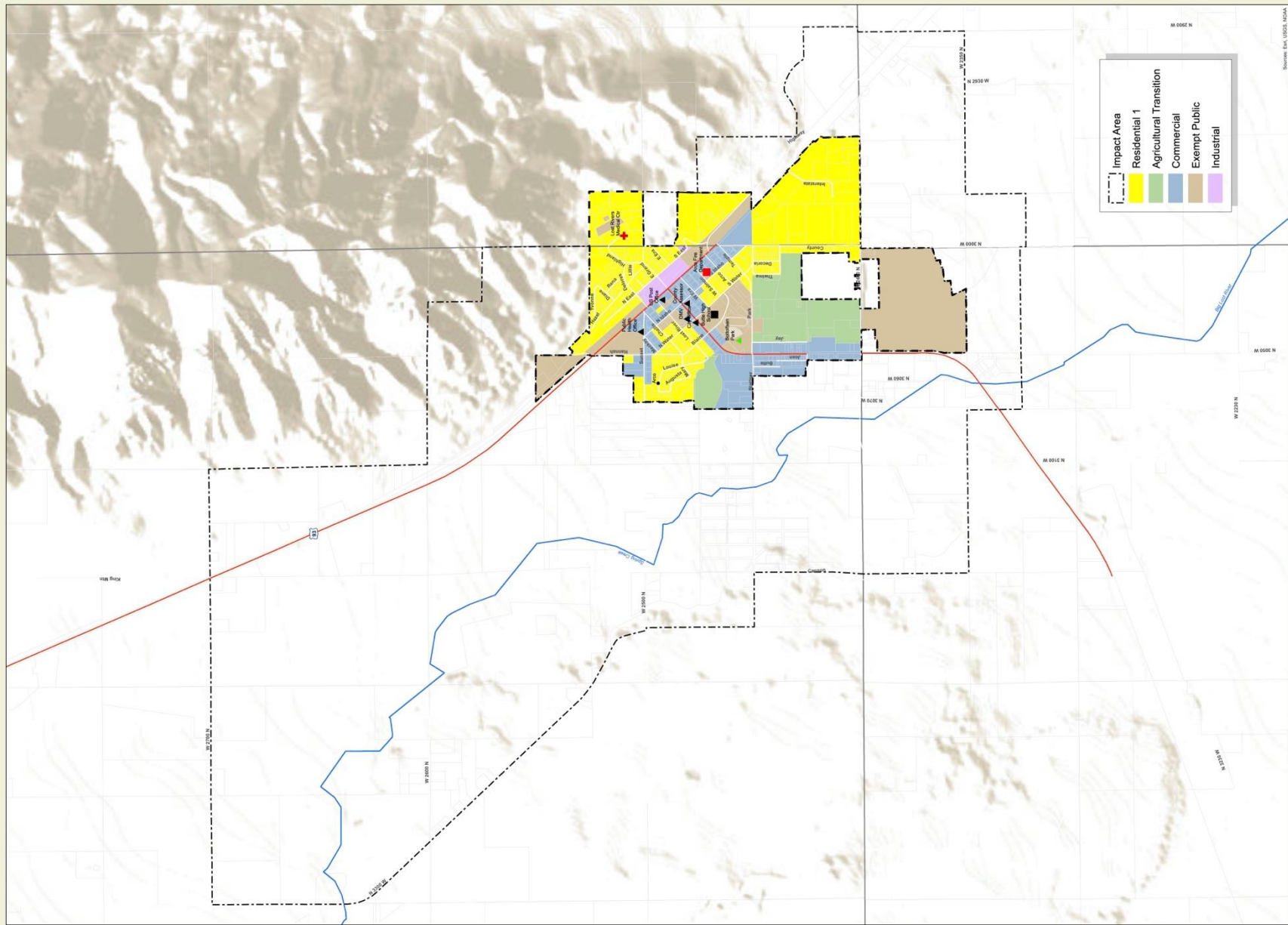
- Appendix A: City Zoning Map  
City Preferred Land Use Map**
- Appendix B: Planning Questionnaire**
- Appendix C: Glossary of Terms**
- Appendix D: Application for Plan Amendment**
- Appendix E: Impact Area Agreements**
- Appendix F: Adoption Resolution**





**APPENDIX A**  
**City Zoning Map**  
**City Preferred Land Use Map**





Source: Esri, USGS, NOAA



Mapping Hands Inc.

# CITY OF ARCO ZONING



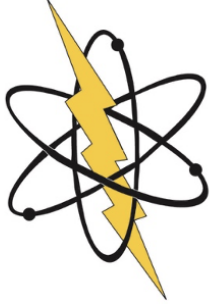
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**APPENDIX B**  
**Citywide Planning Questionnaire**  
**(Atomic Days Input)**





**CITY OF ARCO**

302 W. GRAND AVE. ARCO, ID 83213

## My Comprehensive Plan Ideas

### What would you like to see in our 2022 City Plan?

YOU HAVE A CRITICAL ROLE IN HELPING US SHAPE THE FUTURE OF ARCO. THE BEST IDEAS COME FROM THE CITIZENS AND WE WANT TO INTEGRATE THESE IDEAS INTO THE PLAN WE WANT TO DEVELOP A PLAN THAT IS REFLECTIVE OF OUR COMMUNITIES' VALUES.

PLEASE TELL US WHAT YOU FEEL NEEDS TO BE DONE TO DEVELOP THE IDEAL FUTURE FOR THE CITY OF ARCO. WHAT DO YOU THINK SHOULD BE INCLUDED IN OUR PLAN? WHAT WOULD YOU LIKE TO SEE HAPPEN HERE TO MAKE ARCO'S FUTURE EVEN MORE BRIGHT? WHAT POLICIES DO WE NEED TO EMPHASIZE TO MAKE YOUR VISIONS HAPPEN?

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

1. Please provide a description of your idea or the area of the city that your idea affects.

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Who do you feel should be responsible or involved to make your vision reality?

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2. Would you be willing to serve on a community board or action committee to help make your idea happen?

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THANK YOU FOR SHARING YOUR BEST IDEAS!

*CITY OF ARCO*





## APPENDIX C

# Glossary of Planning Terms

### DEFINITIONS

**Generally.** For the purpose of this title, certain terms are defined as set forth in this chapter. All words in the present tense include the future tense; the plural includes the singular, and all words in the singular include the plural unless the natural construction of the sentence indicates otherwise. The word "shall" is mandatory.

**Accessory building.** A building which is subordinate to, and incidental to the principal building on the same lot, but does not include any building containing a dwelling unit as hereinafter defined and meets the conditions set forth in Section 19-7.

**Accessory use.** A use related to the principal use and incidental and subordinate to the principal use of the premises and meets the conditions set forth in Section 19-7.

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

**Agriculture-Agricultural.** The tilling of soil, horticulture, raising crops, livestock, dairying, including all uses customarily accessory and incidental thereto; but excluding slaughterhouses, Concentrated/Confined animal feeding operations (CAFO's).

**Agri-related Business.** Any facility or activity for the growing, raising, or production of agricultural, horticultural crops, forestry products and vegetable products of the soil, poultry and poultry products, livestock, field grains, seeds hay, apiary and dairy products, and the processing for commercial purposes of livestock or agricultural commodities.

**Airport.** Any area of land or water which is used or intended for use by aircraft and including the necessary appurtenant structures or facilities located thereon.

**Animal hospital.** Any building or portion thereof designed or used for the care or treatment of cats, dogs or other animals.

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

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

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

**Area of special flood hazard.** Premises on which the land in the floodplain within the county subject to a one percent or greater chance of flooding in any given year.

**Arterial, Major** A highway that connects communities and provides cross- regional access, moving a large volume of traffic at high speeds. Such a highway does not bisect neighborhoods or provide access to adjacent properties. Access may be limited by medians.

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

**Automobile sales lot.** Premises on which new and used passenger automobiles, trailers, mobile homes, farm implements or trucks in operating condition are displayed in the open for sale or trade, and where no repair or service work is done.

**Automobile service station.** Premises used primarily for the retail sale and delivery to the vehicle of motor vehicle fuel and of lubricating oils, tires and incidental vehicular accessories, and providing vehicular lubrication and related services, including minor motor vehicle repairs and/or manual or automatic car washes.

**Automobile wrecking yard.** Any use of premises, excluding fully enclosed buildings, on which two or more motor vehicles not in operating condition are standing more than thirty days, or which used motor vehicles or parts thereof, are dismantled or stored.

**Base flood.** The flood having a one percent chance of being equaled or exceeded in any given year.

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

**Block.** A group of lots, tracts, or parcels within well-defined boundaries, usually including street access.

**Board.** The Board of County Commissioners of Butte County, Idaho.

**Boarding house.** A building other than a hotel or restaurant where meals are provided for compensation to three or more persons, but not more than twelve persons who are not members of the house-holder's family.

**Building.** Any structure with substantial walls and roof securely affixed to the land and entirely separated on all sides from any other structure by space or by walls in which there are no communicating doors, windows or opening, which is designed or intended for the shelter, enclosure or protection of persons, animals, chattels or property of any kind.

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

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

**Business or commerce.** The purchase, sale, exchange or other transaction involving the handling or disposition of any article, substance or commodity for profit of livelihood, or the ownership or management of office buildings, offices, recreation or amusement enterprises or other maintenance and use of offices or professional and trades rendering services.

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

**Capital Improvement Program.** A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

**Central Business District.** The major shopping center within a city usually containing, in addition to retail uses, governmental offices, service uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate light manufacturing activities, and transportation facilities. This area is located within the downtown area of the City of Arco.

**Character.** Distinguishing quality or qualities that make up an area.

**Circulation.** Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

**City Council.** The legislative branch of the City of Arco.

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

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

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

**Commission.** See **Planning and Zoning Commission.**

**Community.** Used interchangeably to speak of the total planning area (verses the City or urban fringe) or an attitude such as "... a sense of community ..." which implies a common identification on an issue by a group of citizens.

**Community Parks.** Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5 acres per 1,000 people.

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

**Compatible.** The ability of different uses to exist in harmony with each other. "Making uses compatible with each other" implies site development standards, which regulate the impact of one use on another.

**Comprehensive Plan.** A long-range plan intended to guide the growth and development of a community. The plan includes (a) analysis of the community's

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

**County.** Butte County, Idaho.

**County Clerk.** The County Clerk of Butte County, Idaho.

**Commission.** The planning/zoning commission of the county. The planning commission is declared to also be the zoning commission of the county.

**Comprehensive plan.** The comprehensive plan for the county officially adopted by the County Commission as such.

**Conditional use.** A use or occupancy or a structure, or use of land, permitted only upon issuance of a conditional use permit and subject to the limitations and conditions specified therein.

**Contiguous Parcels.** Any unplatted parcels of land under the same ownership that touch each other and are not separated or divided by platted roads or highways.

**Day Care.** A home or place in which five (5) or more children, not related by blood or marriage to the person or persons operating such center, are regularly received and provided with part-time supplemental parental care during any part of the twenty-four (24) hour day when the parents are not on the premises.

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

**Developer.** The legal or beneficial owner or owners of a lot or of any parcel of land included in a proposed development. Also, the holder of an option or contract to purchase land, or any other person having enforceable proprietary interest in such land.

**Development.** Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations located within the area of special

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

**Drive-in establishment.** An establishment, other than an automobile service station, which is designed to accommodate the motor vehicles of patrons in such manner as to permit the occupants of such vehicles, while remaining therein, to make purchase or receive services.

**Dwelling.** A building, or portion thereof, containing one or more dwelling units. The term dwelling does not include any trailer, recreational vehicle, motel, hotel, guesthouse or boarding house as defined herein.

**Dwelling, multiple family.** A multiple-family building, or portion thereof, containing three or four dwelling units.

**Dwelling, single-family.** A building designed for use and occupancy by no more than one family. Single-family dwellings may include manufactured homes, so long as they are constructed according to conditions listed in this section.

**Dwelling unit.** Any building or other structure proposed or built for occupancy by people. The term does not imply or include such types of occupancy as a lodging of boarding house, club, sorority, fraternity or hotel.

**Economic Base.** The production, distribution and consumption of goods and services within a planning area.

**Economic Development.** The addition of a new economic activity.

**Environmental Protection Agency (EPA).** EPA is the federal source agency of air and water quality control regulations affecting the community.

**Established Areas.** An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally, all developed areas within the City limits, which are considered to be established at this point in the planning process.

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

housekeeping entity and using common cooking facilities.

**Floodplain overlay district.** An overlay zoning district that regulates building construction and improvements, in addition to the zoning requirements of the underlying zone, in flood-prone areas as set forth by the National Flood Insurance Program.

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

**Floodway.** The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

**Flood, 100 Year.** A flood with a 1% chance of occurring in any given year. This is the flood most commonly used for regulatory purposes.

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

**Gateway Route.** A heavily traveled street into and through a city.

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

**Greenbelt or Greenway.** An open area, which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

**Group Home.** “Group Home” means a small homelike facility staffed by qualified professionals, and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people with a particular disability.

**Growth Master Plan.** A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community’s population, economy, housing, transportation, community facilities and land use.

**Habitable floor.** Any floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes is not a habitable floor.

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

**Height, building.** The vertical distance from the grade to the highest point of the coping of a flat roof or to the deck line of mansard roof or the average height of the highest gable of pitch or highest roof.

**Home occupation.** Any gainful occupation engaged in by an occupant of a dwelling unit including handicrafts, dressmaking, millinery, laundering, preserving, office of a clergyman, teaching of music, dancing and other instruction when limited to attendance of one pupil at a time and other like occupancies which meet all of the conditions listed in Section 19-16.

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

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

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

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

**Infrastructure.** Public works such as water, sewer, street, and communication facilities needed to sustain light manufacturing, residential, and commercial activities.

**Junk yard.** An outdoor space, either private or for commercial purposes, where junk, waste, discarded or salvaged materials are stored or handled, including automobile wrecking yards, and yards for used building materials and places or yards for storage of salvaged building and structural steel materials and equipment; excluding yards or establishments for the sale, purchase or storage of used cars or machinery in operable condition, and the processing of used, discarded or salvaged materials as part of a permitted manufacturing operation on the same premises.

**Kennel, Commercial.** Any lot or premises or portion thereof, on which three or more dogs, cats and other household domestic animals are maintained, harbored, possessed, boarded, bred or cared for in return for compensation or kept for sale.

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

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

**Land Trust.** Nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges, watersheds, river corridors, lakes, parks or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

**Land Use.** A description of how land is occupied or utilized.

**Land Use Map.** A map showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, light manufacturing, agricultural, recreational, educational and other public and private purposes or combination of purposes.

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

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

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

**Lot.** A unit of land described by metes and bounds or part of a recorded subdivision so recorded for transfer of ownership.

**Lot coverage.** The area of a lot occupied by the principal building or buildings and accessory buildings.

**Lot line.** The boundary property line encompassing a lot. The front lot line is the boundary line that abuts a public street. For a corner lot, the owner may select either street line as the front lot line. The rear lot line is the lot line or most nearly parallel to and most remote from the front property line. All other lot lines are side lot lines. An interior lot line is a sideline in common with another lot.

**Lot width.** The horizontal distance between side lot lines measured at the right angles to the depth at a point midway between the front and rear lot lines.

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

**Manufactured Home.** A structure, constructed according to the HUD/FHA manufactured/mobile home construction and safety standards, built after June 15, 1976, transportable in one or more sections, which, in the traveling mode, is eight (8) body feet or more in width or is forty (40) body feet or more in length, or when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein, except that such term shall include any structure which meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification required by the secretary of housing and urban development and complies with the standards established under 42 U.S.C. 5401 et seq.

**Manufactured home park.** Any area, tract, plot, or site of land, whereupon two or more manufactured homes are placed, located and maintained for dwelling purposes on a permanent or semi-permanent basis and for which a fee, rental or contract for payment for such use is collected by or collectable to the person holding the land.

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

**Mobile home.** A trailer or structure manufactured in such a manner that an undercarriage is affixed to the structure for the purpose of enabling wheels and axle or axles to be affixed thereto whether such wheels and axles are affixed or not, constructed prior to June 15, 1976. For mobile homes built prior to June 15, 1976, a label certifying compliance to the Standard for Mobile Homes, NFPA 501, ANSI 119.1, in effect at the time of manufacture is required

**Motel.** A building, or group of buildings on the same premises whether detached or in connected rows, containing sleeping or dwelling units independently accessible from the outside, with garage space or parking space located on the premises and designed for, or occupied by, travelers. The term includes, but is not limited to, any buildings or building groups designated as auto courts, motor lodges, tourist courts or by any other title or sign intended to identify them as providing lodging to motorists.

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

**Natural Hazard.** A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

**Neighborhood.** A local area whose residents are generally conscious of its existence as a residential entity. In planning literature, a “neighborhood unit” is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

**Nonconforming use.** Any use lawfully occupying a building, structure or land at the effective date of the ordinance codified in this title, or of subsequent amendments thereto, which does not conform to the regulations for the district in which it is located. See Section 1-6.

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

**Nursery school.** An institution providing care, with or without instruction, for more than five children of preschool age.

**Nursing home, convalescent home.** A building housing any facility, however named, whether operated for profit or not, the purpose of which is to provide skilled nursing care and related medical services for two or more individuals suffering from illness, disease, injury, deformity or requiring care because of old age.

**Objective.** Way to accomplish a goal. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

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

**Ordinance.** A City or County law.

**Parking lot.** An open, graded and/or surfaced area, other than a street or public way, to be used for the storage, for limited periods of time, of operable passenger automobiles and commercial vehicles, and available to the public, whether for compensation, free or as an accommodation to clients or customers.

**Parking space.** Usable space within a public or private parking area or building.

**Planning and Zoning Commission.** Committee appointed by the Board of County

Commissioners to ensure orderly growth through updating the Comprehensive Plan (see **Comprehensive Plan**) and using the plan to evaluate applications for development. The commission promotes the health, safety, and general welfare of residents through balancing the needs of individual citizens with the needs of the community at large.

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

**Principal Use.** The primary land use on the property.

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

**Public Facility and Utilities.** Refers to key facilities, types and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

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

**Quality of Life.** A community standard that entails a safe place to raise children and an attractive and well-maintained locality.

**Recreation Vehicle (RV).** A vehicular type unit designed as a temporary dwelling for recreational, camping or travel use which is either self-propelled, self-contained or mounted on or drawn by another vehicle, including all recreation vehicles, camping trailers, truck campers and motor homes of eight feet by forty feet (8 ft by 40 ft) or less in size.

**Recreation Vehicle Park.** Includes a travel trailer park and means any site or tract of land where upon two (2) or more travel trailers, or Recreation Vehicles are placed, located and maintained for dwelling purposes on a temporary basis.

**Recycling collection center.** A facility for the collection of recyclable items to include aluminum, tin, plastic, cellophane, paper, cardboard and glass, to be transported to a recycling plant on a frequent and regular basis. No recycling of any product, other than the collection, compaction, bundling and transportation of said products, shall occur or be permitted at a recycling collection center. No medical or hospital hazardous waste and refuse, or items used in treatment of patients, shall be permitted to be collected or stored at any recycling collection center.

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

**Restaurant.** Any land, building or part thereof, other than a boarding house, where meals are provided for compensation, including, among others, such uses as cafe, cafeteria, coffee shop, lunch room, tea room and dining room.

**Rest home, elderly housing, assisted living.** Where medical care is not administered.

**Review.** An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval, or denial of development proposals as provided for in City ordinances.

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

**Setback area.** The space on a lot required to be left open and unoccupied by ceilings or structures, either by the front, side or rear yard requirements of this ordinance, or by delineation on a recorded subdivision map.

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

**Sign.** Any structure or natural object, such as tree, rock, bush and the ground itself, or part thereof or device attached thereto or painted or represented thereon, which shall be used to attract attention to any object, product, place, activity, person, institution, organization or business, or which shall display or include any letter, word, model, banner, flag, pennant, insignia, device or representation used as, or which is in the nature of announcement, direction or advertisement. For the purpose of this definition, the word sign does not include the flag, pennant or insignia of any nation, state, city or other political, educational, charitable, philanthropic, civic, professional, religious, or like campaign, drive, movement or event.

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

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

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

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

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

**Story.** That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement or cellar is more than six feet above grade, such basement or cellar shall be considered a story.

**Street.** A public right-of-way which provides vehicular and pedestrian access to adjacent properties, acceptance or grant of which has been officially approved by the council. The term street includes also the terms highway, thoroughfare, parkway, throughway, road, avenue, boulevard, land, place and other such terms.

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

**Structure.** Anything constructed or erected, except fences, which requires permanent location on the ground or is attached to something having location on the ground.

**Tavern or lounge.** A building where alcoholic beverages are sold for consumption on the premises, not including restaurants where the principal business is serving food.

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

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

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

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

**Variance.** A variance is a modification of the strict terms of the relevant regulations where such modifications will not be contrary to the public interest and where owing to conditions peculiar to the property and not the result of the action of the applicant,

a literal enforcement of the regulations would result in unnecessary and undue hardship.

**Vacant.** Unoccupied or unimproved land.

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

**Yard.** An open space on the same lot with a principal building or group of buildings, which is unoccupied and unconstructed from its lowest level upward, except as otherwise permitted in this title and which extends along a lot line and at right angles thereto to a depth or width specified in the yard regulations for the district in which the lot is located.

**Yard, front.** The yard extending across the full width of the lot to the adjacent front street line. If the lot is a corner lot, the front yard shall be considered along the same street that the front door or main entrance of the structure is facing.

**Yard, rear.** The yard extending across the full width of the lot and lying between the rear line of the lot and the nearest line of the principal building.

**Yard, side.** The yard lying between the nearest wall of the principal building, accessory building and side lot line, and extending from the front yard or the front lot line to the rear yard.

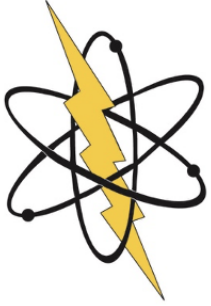
**Zone.** The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

**Zoning map.** The map incorporated into this title designating the use district zones.



**APPENDIX D**  
**Application Form**  
**for**  
**Comprehensive Plan Amendment**





**CITY OF ARCO**

302 W. GRAND AVE. ARCO, ID 83213

## Comprehensive Plan Amendment Application

**Amendments to the Comprehensive Plan can be initiated by the City Council or any citizen of the community.**

**Applications will be processed bi-annually but no sooner than six months since the last amendment to the plan and/or Preferred Land Use Map**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ Date: \_\_\_\_\_

1.

Please provide a description of your request for amendment.

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Please include or attach any suggested language along with any referenced applicable page or section in the plan?

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2.

Would you be willing to serve on a community board or action committee to help make your idea happen?

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Please contact the City Clerk if you have questions about this application.

*CITY OF ARCO*



**APPENDIX E**  
**Impact Area Agreement**



**APPENDIX F**  
**Adoption Resolution**





**APPENDIX G**  
**Arco Demographic Profile**

