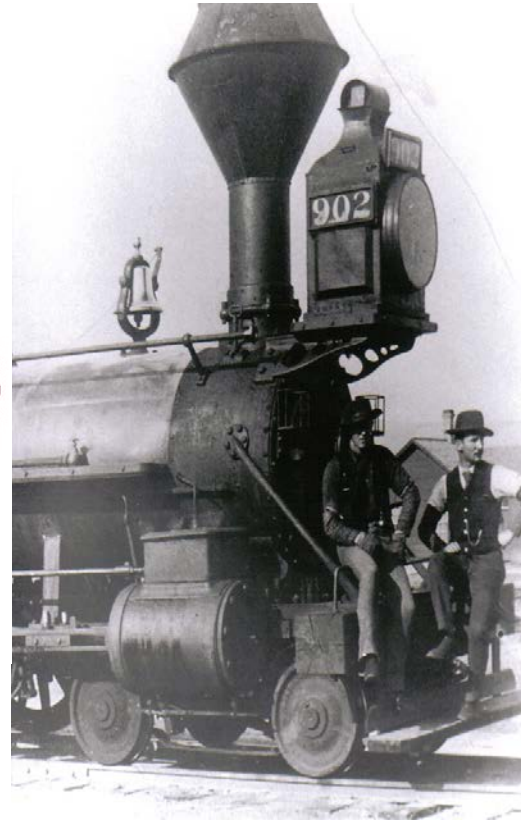


City of Blackfoot Comprehensive and Feasibility Plan



*Planning for Today & Tomorrow
2015 and Onward*

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Table of Contents

| CHAPTER | PAGE |
|---|-------------|
| ♦ Acknowledgments City Officials | 1 |
| ♦ Table of Contents Table of Contents List of Tables | 3 |
| ♦ Introduction Introduction & Purpose of the Plan Goals, Objectives and Policies Thirteen Elements of the Comprehensive Plan Format for the Comprehensive Plan The Planning Area in Perspective History of Blackfoot | 7 |
| ♦ Chapter One - Property Rights Federal Standards State Requirements Office of Attorney General Checklist | 11 |
| ♦ Chapter Two - Population and Growth Goals Population History Population Projection Age Distribution and Household Size Minority Population Distribution Summary Policies and Objectives | 15 |

| | |
|--|-----------|
| ♦ Chapter Three - Land Use | 19 |
| Goals | |
| Current Land Use Patterns | |
| Land Use Regulations | |
| Area of City Impact | |
| Summary | |
| Policies and Objectives | |
| ♦ Chapter Four - Transportation | 23 |
| Goals | |
| Transportation Cycle | |
| Land Use | |
| Economic Development | |
| Public Services and Facilities | |
| Natural Resources | |
| Multi-jurisdictional | |
| Functional Classifications | |
| Transit | |
| Airport | |
| Summary | |
| Policies and Objectives | |
| ♦ Chapter Five - Community Design | 29 |
| Goals | |
| Narrative | |
| Policies and Objectives | |
| ♦ Chapter Six - Cultural and Historical Sites | 31 |
| Goals | |
| Historic Sites | |
| Future Conditions | |
| Policies and Objectives | |

| | |
|--|-----------|
| ♦ Chapter Seven - Economic Development | 33 |
| Goals | |
| History of Blackfoot | |
| Existing Conditions | |
| Summary | |
| Policies and Objectives | |
| ♦ Chapter Eight - Natural Resources | 41 |
| Goals | |
| Climate | |
| Land Characteristics | |
| Geology | |
| Hydrology | |
| Soils | |
| Agriculture | |
| Summary | |
| Policies and Objectives | |
| ♦ Chapter Nine - Public Services and Facilities | 45 |
| Goals | |
| Existing Conditions | |
| Current Public Services | |
| Administrative Services | |
| Emergency Services | |
| Sanitation Services | |
| Other Public Services | |
| Future Conditions | |
| Forecast Needs | |
| Policies and Objectives | |
| ♦ Chapter Ten - Parks and Recreation | 49 |
| Goals | |
| Parks and Recreational Opportunities | |
| National Guidelines | |
| Summary | |
| Policies and Objectives | |

| CHAPTER | PAGE |
|--|-------------|
| ♦ Chapter Eleven - School Facilities and Transportation | 53 |
| Goals | |
| School District #55 | |
| Blackfoot Community | |
| Policies and Objectives | |
| ♦ Chapter Twelve - Hazardous Areas | 57 |
| Goals | |
| Flood Hazards | |
| Policies and Objectives | |
| ♦ Chapter Thirteen - Housing | 59 |
| Goals | |
| Existing Conditions | |
| Housing Characteristics | |
| Affordable and Assisted Housing | |
| Forecast Needs | |
| Summary | |
| Policies and Objectives | |
| ♦ Glossary | 63 |

Foreword and Introduction

Comprehensive Planning is an involved process, which at best reflects the needs and desires of the community it is to benefit. A plan should give the public, business and government agencies a clear understanding of the City's intentions and desires regarding its future development. This will lead to greater cooperation and minimize potential conflicts.

The plan is intended to be a set of positive, rather than restrictive, statements concerning what Blackfoot wishes to be and accomplish, and to introduce long-range considerations into the determination of short-range actions.

The year 2015 is used as a beginning point reference date in the plan. There is no specific future end date, just the phrase "and Onward," because due to the incremental, gradual, and often unpredictable nature of community development, no fixed end date can apply to all the goals, policies and proposals expressed in a plan. The policies in this plan are designed to have sufficient flexibility to respond to changes in the rate, type and location of growth. At the same time, it calls for a pattern of urban containment and the preservation of highly productive agricultural land, with a circulation and urban service pattern that will reinforce the present compact pattern of urban development, arrest sprawl development, and provide for future growth consistent with the current environmental quality of the city. It also calls for directed growth in a manner which will allow maintenance of high levels of public service at reasonable cost.

Planning is a continuous process. As conditions change and new information becomes available, objectives and priorities of the city may change, and goals and policies may be modified. This plan is intended to be the public policy instrument for growth of Blackfoot and as such, must be responsive to change, forward-looking, clearly understood, and publicly supported.

Further, the City of Blackfoot cannot be planned independently of Bingham County. Cooperation and communication with the County are important in the ongoing maintenance and implementation of both the City and the County Comprehensive Plans.

The comprehensive plan should not be viewed as a final statement of a city's vision. With time, its population will change, its goals may be redefined, and the physical environment in which its residents live and work will be altered. The plan simply represents a consensus at a particular time on planning issues and policies. As a result, it is recommended that the plan be periodically and frequently revised to respond to, and reflect, the community's changing attitudes and desires.

The Goals, Objectives and Policies:

The Comprehensive Plan contains a narrative element of thirteen planning components, each with goal, policy, and implementation statements. This plan is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens. Each Comprehensive Plan element contains the following subsections:

- **Goals:** Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel, not a location to reach.

- **Objectives:** The objective statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. 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.
- **Policies:** Policies are specific statements that guide actions, imply clear commitment, and express the manner in which future actions will be taken. They are, however, flexible rules that must adapt to different situations and circumstances.

Thirteen Elements of the Comprehensive Plan:

A Comprehensive Plan is the official statement of a jurisdiction, setting forth its major goals and policies concerning desirable future physical development. The broad scope of the plan is reflected in its various elements -- population, land use, economic development, housing, natural and cultural resources, and many more -- all combined into one planning document. The Comprehensive Plan includes the following thirteen elements as required by law:

1. **Private Property Rights:** the property rights interpretation of this element is that of a warning to government and property owners to be aware of private property rights.
2. **Population and Growth:** is an analysis of past, present, and future trends in population.
3. **Land Use:** encompasses the current vision for a mix of future land uses.
4. **Transportation:** an analysis showing the community's transportation infrastructure which addresses efficient mobility of people, goods, and services.
5. **Community Design:** an analysis of landscaping, site design, beautification, signage, and uniformity in residential development.
6. **Cultural and Historic Sites:** an analysis of areas, sites, or structures of historical, archaeological, architectural or scenic significance.
7. **Economic Development:** examines trends and presents policies for maintaining a positive growth rate, including employment, industries, jobs and income levels.
8. **Natural Resources:** an analysis of the uses of waters, forests, ranges and soils.
9. **Public Services, Facilities, and Utilities:** an analysis showing general plans for sewage, water supply, fire stations, public safety facilities, library, energy, and related services.
10. **Parks and Recreation:** ensures the provision of permanent open and recreational space, and identifies future facilities.

- 11. School Facilities and Transportation:** this element requires cities and counties to consider school capacities, facilities and transportation needs.
- 12. Hazardous Areas:** an analysis of known hazards as may result from seismic activity, landslides or mudslides, floodplain hazards, and man-made hazards.
- 13. Housing:** identifies housing needs and plans for improvement of housing standards and safe, sanitary, and adequate housing.

Format for the Comprehensive Plan:

The 2015 updated Blackfoot Comprehensive Plan is printed with each of the above thirteen elements outlined as chapters, with a glossary of terms as an appendix in the back of the Comprehensive Plan.

Policy Implementation:

An analysis of specific actions needed to implement and support the comprehensive plan.

The Planning Area in Perspective:

Bingham County is the twelfth largest county in the State of Idaho in size and seventh in population. It is located within the Snake River Corridor. The area is also known as the Snake River Plains, a high plateau forming a wide intermountain belt in southern Idaho. The Snake River bisects the county as it flows south and westerly toward the Columbia River.

The federal government owns twenty-nine percent of the county's land with seventy-six percent of that belonging to the Bureau of Land Management. The area is also the home of the Fort Hall Indian Reservation.

The economy in the area is based upon agricultural uses and products. Bingham County is the largest potato growing county in the state, with Blackfoot known as the "Potato Capital of the World."

Blackfoot is the county seat for Bingham County. It is located approximately 27 miles south of Idaho Falls, and 24 miles north of Pocatello. Blackfoot is approximately 170 miles from Yellowstone, Sun Valley and Salt Lake City in either direction. With the residents in such close proximity to recreational areas, they are able to enjoy year-round outdoor activities such as alpine, cross-country and water skiing, hunting, fishing, camping, and snowmobiling.

Blackfoot is the hub of three highways and an interstate which makes the city easily accessible by cars, trucks, and buses. Interstate 15 runs parallel to the western boundaries of the city and provides highway access to the north and south. Highway 91 runs through the heart

of the city, Idaho 26 leads to Arco and beyond, and Idaho 39 leads to the Aberdeen area. The Union Pacific Railroad runs through the center of town but transports freight traffic only.

History of Blackfoot:

The name Blackfoot doesn't come from the Blackfeet tribe as many assume. It comes from a group of early trappers traveling across the eastern Idaho plains. As they traveled, they saw footprints from Indians who had just walked through a meadow recently burned by a range fire. Hence, the trappers referred to the group of Indians as the tribe with black feet or the Blackfoot Indians. These Indians may have been Shoshone/Bannocks, or possibly Paiutes, as they were common tribes in the area.

In 1860, a town was laid out in anticipation of the railroad's arrival, and was named Grove City, due to the large number of trees in the area. At that time, the town was little more than a switching station that accommodated the transfer of merchandise from rail to freight wagons bound for mines in the central portion of the state. With the decline of mining and the bulk of freight being transported through the community, the economy soon turned to the land.

Blackfoot was a small town but it was making great strides and becoming more important. By 1880, when the steel bridge was created, Grove City became known as Blackfoot. The steel bridge was built across the Snake River which allowed the town to become more accessible to farmers and ranchers west of Blackfoot. In addition, a courthouse and the mental health hospital was constructed, which served as a basis for long-range growth of the community.

In 1885, Bingham County was created from the large Oneida County. Blackfoot and Eagle Rock, now known as Idaho Falls, were in competition for the opportunity to be known as the county seat of the region. Blackfoot solidified it by sending a delegation to bribe the clerk to change the name from Eagle Rock to Blackfoot on the legislative bill about to be voted on in the State Legislature. The change went unnoticed and Blackfoot became the new county seat. Even after the split with Oneida County, Bingham County was much larger than it is today. It stretched from near Malad City, north to the Montana and Wyoming borders, and reached west across the desert to take in the Big and Little Lost River Valleys. Nine different counties now encompass the same region.

After Blackfoot became the county seat, the town was offered the opportunity to house the state mental institution, creating more jobs and new development. The state hospital became one of the largest employers in the region. Soon afterward, in 1902, the Eastern Idaho State Fair Grounds were located in Blackfoot, giving the area economy a substantial boost.

Blackfoot was on its way to becoming one of the main towns in the area, with construction of the state hospital, Eastern Idaho State Fair Grounds, and Idaho National Engineering Laboratory (INEL), now Idaho National Laboratory (INL). Scientists, researchers, technicians and other support people moved to the area to work at the nuclear energy site. With such a diverse economy and resulting growth, Blackfoot and Bingham County flourished.

Chapter One - Property Rights

A land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowner’s property without just compensation. The Fifth Amendment to the United States Constitution states “nor shall private property be taken for public use, without just compensation.” In the land-use context, the argument is that if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has for all practical purposes been taken by “inverse condemnation.”

Federal Standards:

Whether or not a land-use decision amounts to a taking prohibited by the Fifth Amendment to the United States Constitution has been a difficult task for the courts, including the U.S. Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The U.S. Supreme Court itself has candidly admitted that it has never been able to develop a “ ‘set formula’ to determine when ‘justice and fairness’ require that economic injuries caused by public action be compensated by the government, rather than remain disproportionately concentrated on a few persons.” (Penn Central Transportation Co. v. New York City, 438 U. S. 104 124 [1978]). Instead, the high court has observed that “whether a particular restriction will be rendered invalid by the government’s failure to pay for any losses proximately caused by it depends largely ‘upon the particular circumstances [in that] case.’” (id. at 488). The question of whether a regulation has gone too far and a taking has occurred has been an ad hoc, factual inquiry (id.).

State Requirements:

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to include “an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact values or create unnecessary technical limitations on the use of property...” [67-6508 (a)]

Although a comprehensive plan that contains such language does not provide an absolute defense to a taking claim, some courts give weight to comprehensive plans when they consider taking problems. They are impressed by a municipality’s efforts to plan, and the usual planning process that strives to comprehensively balance land-use opportunities throughout a given community

Office of Attorney General Checklist:

In an effort to provide guidance with regards to “takings,” the Office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative actions upon specific property.

1. Does the regulation or action result in a permanent/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.” For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a “taking.” (See *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 [1982]).

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. A court will also consider whether the action in question substantially advances a legitimate state interest.

For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission* 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public’s interest in beach access, constitutes a “taking.” Likewise, the United States Supreme Court held that compelling a property owner to leave a public green way, as opposed to a private one, did not substantially advance protection of a floodplain, and was a “taking.” (*Dolan v. City of Tigard*, 114 U.S. 2309 [June 24, 1994]).

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 nuisances or other pre-existing limitations on the use of the property. (See *Lucas v. South Carolina Coastal Council*, 112 S. Ct. 2886 [1992]).

Unlike 1 and 2 above, it is important to analyze the regulation’s impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. (See *Florida Rock Industries, Inc. v. United States*, 18 F. 3d 1560 [Fed. Cir. 1994]). The remaining use does not necessarily have to be the owner’s planned use, a prior use, or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner’s reasonable investment-backed expectations.

Carefully review regulations requiring that all of the particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government from takings liability.

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 values alone may not be a “taking,” a

severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. These economic factors are normally applied to the property as a whole.

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.

The United States Supreme Court recently held that requiring a public easement for recreational purposes where the harm to be prevented was to the flood plain was a “taking.” In finding this to be a “taking,” the Court stated:

The city never demonstrated why a public green way, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others...[T]his right to exclude others is “one of the most essential sticks in the bundle of rights that are commonly characterized as property.”

Dolan v. City of Tigard, 114 U.S. 2309 (June 24, 1994). The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interest in land held by individual members of an Indian tribe constituted a “taking.” (See *Hodel v. Irving*, 481 U.S. 704 [1987]).

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 the purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. (*Nollan v. California Coastal Commission*, 107 S CT. 3141 [1987]; *Dolan v. City of Tigard*, 114 U.S. 2309 [June 24, 1994]).

In *Nollan*, the United States Supreme Court held that it was an unconstitutional “taking” to condition the issuance of a permit to landowners on the grant of an easement to the public to use their beach. The Court found that since there was no indication that the *Nollan*’s house plans interfered in any way with the public’s ability to walk up and down the beach, there was no “nexus” between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble, or have 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.

Chapter Two - Population and Growth

Public development policies concerning the timing, location and construction of facilities are based on population distribution and anticipated growth patterns. In addition, private market decisions for commercial and residential activities depend on projected population growth and demographic factors. Consequently, adequate knowledge of the historic population growth and the characteristics of that population are necessary to determine future land uses within the city of Blackfoot.

GOAL:

Provide for population growth, which is consistent with community goals and objectives as expressed in the Comprehensive Plan and enhance the quality and character of the community while providing and improving amenities and services

Population History:

Blackfoot is the county seat for Bingham County. In 1990, Bingham County's population was 37,583 with 9,646 of the citizens residing within city limits. The population in the city was slightly higher in 1980, with 10,065 residents. However, during that time, the county saw an increase in population by approximately 1094 residents.

TABLE 1: Population History

| | 1970 | 1980 | 1990 | 1996 | 1998 | 2000 | 2010 |
|----------------|--------|--------|--------|--------|---------|--------|--------|
| Blackfoot | 8,716 | 10,065 | 9,646 | 10,406 | 10,453* | 10,419 | 11,899 |
| Bingham County | 29,167 | 36,489 | 37,583 | 41,366 | 41,880* | 41,735 | 45,607 |

Source: U. S. Department of Commerce, Bureau of the Census, 2010 Census of Population and Housing, Summary Population and Housing Characteristics, Idaho and Woods and Poole Economics Inc., 1998 State Profiles, ID and OR and WA. Idaho Department of Commerce, County Profiles of Idaho

* Projection is based upon .7% change in 1997 - 1998 according to the Bureau of Census, June 30, 1999.

The decrease in population between 1980 and 1990 was typical in the western United States due to the depressed agricultural economy in the 1980's. However, Blackfoot and Bingham County's population did not decrease. Even though the State was experiencing a decrease in residents in the 80's, by the late 80' and early 90's, Bingham County and the City of Blackfoot experienced a stead influx of people.

The census based population for the City of Blackfoot in 2000 was 10,419. The community between 1990 and 1998 experienced an 8.4% growth rate and was anticipated that it would continue growing at that rate.

Population Projection:

TABLE 2: Population Projection

| | 1990 | 2000 | 2010 | 2020 |
|----------------|-------------|-------------|-------------|-------------|
| Blackfoot | 9,646 | 10,419 | 11,899 | 12,850* |
| Bingham County | 37,583 | 41,735 | 45,607 | 50,168* |

Source: U. S. Department of Commerce, Bureau of the Census, 2010 Census of Population and Housing, Summary Population and Housing Characteristics, Idaho and Woods and Poole Economics Inc., 2010 State Profiles, ID and OR and WA and Idaho Power Company, County Profiles.

* Projections are based upon 8.0% (city) and 10% (county) growth rates according to the Department of Commerce

The population projection from 2010 to 2020 within Blackfoot is based upon an 8.0% growth rate. The projection for Bingham County is slightly higher with a 10% growth rate. With the projected increase of 951 residents in Blackfoot, the city will have to plan for the impact to city services, roads, schools, and housing in order to accommodate the increased growth.

The largest concentration of Blackfoot's population is in the 25 - 44 year old range which contains over twenty-seven percent of the total population.

Age Distribution and Household Size:

TABLE 3: Population by Age Group, 2010

| Age | Blackfoot | Bingham County |
|--------------|----------------------|-----------------------|
| 0 - 10 | 2,330 | 8,563 |
| 10 - 19 | 1,707 | 7,633 |
| 20 - 29 | 1,759 | 5,452 |
| 30 - 39 | 1,489 | 5,580 |
| 40 - 49 | 1,249 | 5,312 |
| 50 + | 3,365 | 13,067 |
| TOTAL | <u>11,899</u> | <u>45,607</u> |

Source: U. S. Department of Commerce, Bureau of the Census, 2010 Census of Population and Housing, Summary Population and Housing Characteristics, Idaho

When planning for growth in the city and county, it is important to review all segments of the population. The age group 0 - 19, is an important aspect when calculating the growth rate to area schools and in planning the development of new schools.

The elderly population is also an element of the population which needs to be considered when developing new services or programs. It is important to include the special needs of this age group in order to accommodate the specific needs of the older population. Some of the considerations are transportation, affordable housing, senior citizen centers, medical services, etc.

The median age of the population in Blackfoot is 30.8, which is nearly identical to the median age for Bingham County. The percentage of elderly in Bingham County is slightly higher at 28.6% compared to Blackfoot at 28.2%. The number of elderly in Blackfoot raises the need for transportation issues and medical services to be provided to the citizens who are in need of special services.

TABLE 4: Median age, Population 0 through 19, Population Age 50 and Over, 2010

| | Median Age | Percent Age 0 - 19 | Percent Age 50+ |
|----------------|-------------------|-------------------------------|----------------------------|
| Blackfoot | 30.8 | 34% | 28% |
| Bingham County | 30.9 | 35% | 28% |
| Idaho | 35.4 | 30% | 31% |

Source: U. S. Department of Commerce Economics and Statistics, 2010 Census of Population and Housing and Woods and Poole Economics Inc., 1998 State Profiles, ID and OR and WA

Nationally the rate of household growth has exceeded population growth rates. In the 1970's and 1980's an increasing divorce rate and a delay in the age of first marriages, stimulated household growth rates according to Idaho Power census data.

The pressure for services to individual households changes depending on how many people on an average, live in a home. The age of the population, in turn, influences the household size and the need for certain services. Smaller household sizes, indicative of large percentages of retired and elderly residents, tend to increase the demand for housing and medical/emergency services and decrease the pressure on schools.

TABLE 5: Households and Household Size, 2010

| | Number of Households | Persons per Households |
|----------------|---------------------------------|-----------------------------------|
| Blackfoot | 4,229 | 2.8 |
| Bingham County | 14,999 | 3.0 |
| Idaho | 579,408 | 2.7 |

Source: U.S. Department of Commerce, Bureau of the Census, 2010 Census of Population and Housing, Summary Population and Housing Characteristics, Idaho.

Minority Population:

TABLE 6: Minority Status in Bingham County and Blackfoot City, 2010

| | Bingham County | Blackfoot City |
|----------------------------------|----------------|----------------|
| White | 36,752 | 9,893 |
| Black | 105 | 40 |
| American Indian, Eskimo & Aleut | 2,970 | 418 |
| Asian | 285 | 125 |
| Native Hawaiian/Pacific Islander | 36 | 18 |
| Other | 4,480 | 1,077 |
| Two or more races | 979 | 328 |
| All Persons | 45,607 | 11,899 |

Source: U.S. Department of Commerce, Bureau of the Census, 2010 Census of Population and Housing, Summary Population and Housing Characteristics, Idaho. Residents of Hispanic origin can be of any race according to the 2010 Census Bureau Definition

Bingham County’s population consists of 36,752 white residents which is approximately 81% of the total population, while Blackfoot’s white population consists of 9,893 residents or 83% of the total population. Blacks, American Indians and Asians account for approximately 8% in the county and 5% in Blackfoot of the total population. There are approximately 4,000 Hispanic residents in the county and 1,000 in the City of Blackfoot. (Total population and percentages may not total because Hispanic origin may be of any race, according to the Census Bureau Definition.)

Summary:

Population forecasting is not an exact science, and economic conditions frequently change, significantly influencing population levels. Based on population forecasts, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

Objective:

1. Coordinate with Bingham County regarding planning for areas within the area of city impact addressing regional growth and supporting the Blackfoot Comprehensive Plan.

Policies:

1. Population forecasts from the Idaho Department of Commerce should be one of the tools to guide the development of services and utility needs.

Chapter Three - Land Use

This element of the plan deals with land use and the projected patterns for future use of land. Urbanization and various types of economic development bring about changes in land use patterns. These changes account for problems concerning land use and are usually focused in the general vicinity of growing cities. In some areas, impact on the agricultural base of the county is also increasing.

Land use is an integral part of every other element in a comprehensive plan. Effective land use planning is essential for numerous reasons:

- reserves areas well suited for types of business or industry that may require special access,
- allows for large areas of land or special site conditions,
- provides efficient movement of goods and people among interdependent land uses (e.g., employees to work, resources to industry, children to school)

A well-integrated and coordinated mixture of residential, commercial and other types of land uses creates a more dynamic and compact community.

The goal of the comprehensive plan is to assist in the arrangement of existing and future land uses in order to make them harmonious with each other and with the policies of the comprehensive plan. Achievement of this goal will result in more favorable conditions that stabilize and enhance the land use patterns of the county.

The analysis of existing land use is an important process in developing a basis for the comprehensive plan. This is particularly significant in the urban and fringe areas of the city where pressure for development is the greatest. It is also significant in the agricultural areas where agriculture versus urbanization becomes pertinent.

Current Land Use Patterns:

Blackfoot is typical of many small rural communities found in the Western United States where land use is predominantly agricultural and residential.

Blackfoot zoning regulations focus on promoting the health, safety, and general welfare of people within the community. The ordinance provides guidelines which assist city staff, council members and planning and zoning members when making land use decisions.

The Blackfoot zoning ordinance outlines specifications that will enable the city to promote the health and safety of the community. They are stated as follows:

- ◇ To protect property rights and enhance property values.

- ◇ To ensure adequate public facilities and services are provided to the public at a reasonable cost.
- ◇ To ensure the economy of the state and city is protected and enhanced.
- ◇ To ensure important environmental features of the state and city are protected.
- ◇ To encourage protection of prime agricultural, forestry, and mining lands for production of food, fiber and minerals.
- ◇ To encourage urban and urban-type development within the city and the impact area.
- ◇ To avoid undue concentration of populations and overcrowding of land.
- ◇ To ensure the development of land is commensurate with the physical characteristics of the land.
- ◇ To protect life and property in areas subject to natural hazards and disasters.
- ◇ To protect fish, wildlife, and recreation resources.
- ◇ To avoid undue water and air pollution

Land Use Regulations:

According to the Blackfoot ordinances in Title II Zoning Regulations, no building or structure shall be erected or structurally altered or used, unless otherwise provided in this ordinance, except in conformity with the regulations herein set forth for the zone or use district in which such building or structure is located. In addition, the specific purposes of each zoning district shall be as stated “No residence or commercial building shall be erected or moved onto any lot, tract, or parcel of land in any use district or zone adopted under the provisions of this ordinance unless said lot, tract, or parcel of land has been legally platted and a building permit is issued in accordance with the building code.”

Area of City Impact:

Pursuant to Idaho Code Section §67-6526 Areas of City Impact - Negotiation Procedure; “a separate ordinance providing for application of plans and ordinances of the area of city impact shall be adopted. Subject to the provisions of Section §50-222, Idaho Code, an area of city impact must be established before a city may annex adjacent territory.” In defining an area of city impact, the following factors should be considered:

- (1) Trade areas;
- (2) Geographic factors;
- (3) Areas that can reasonably be expected to be annexed to the city in the future.

The City of Blackfoot shall have an agreement in place with Bingham County for land use decisions in pre-defined impact areas surrounding the city. The boundaries of the area of city impact are contingent upon negotiations with Bingham County. Consensus should be reached by both parties, in a timely fashion, on all matters regarding the public good

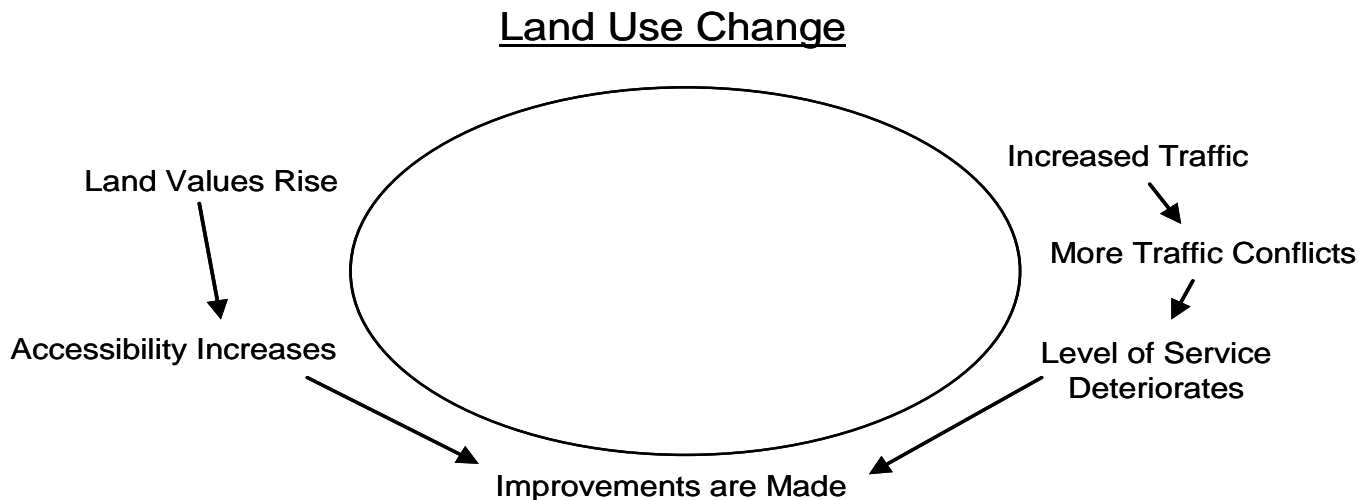
Land Use Component:

The city council and the Planning and Zoning Commission, as well as citizens and developers, are involved in questions of physical development. At each planning and zoning meeting and city council meeting, development decisions are made concerning annexation, re-zoning, subdivision developments, conditional use permits, zoning variances, etc.

Due to this responsibility it is necessary for the city to adopt policies and guidelines which provide a framework for making these decisions resolving issues. It is the comprehensive plan which provides this framework.

It is important to keep in mind the comprehensive plan is a representation of the future of Blackfoot. It must also be emphasized that while the land use component may represent a combination of other components within this plan, it is only one of the components to be considered when determining whether a particular proposal is consistent with the comprehensive plan. When determining what the comprehensive plan requires or permits, each component must be considered, then a decision can be made.

Land Use Map:



Source: Transportation in Your Local Comprehensive Plan, a Guide for Local Government Officials, ITD

OBJECTIVES:

1. The land use map and comprehensive plan should be a guide for development of the planning area implemented through zoning, subdivision and other development ordinances.
2. Encourage the preservation of prime agricultural land.
3. Encourage the development of convenient, well designed neighborhoods and commercial areas.
4. Encourage the development of commercial and industrial land uses in areas that are not adverse to neighboring areas.
5. Maintain and enhance diverse building types and land uses in the central business district.
6. Establish and annually review the city's annexation plan.
7. Encourage infill development.
8. Encourage economic development activities in commercial areas.
9. Encourage the preservation of historic structures.
10. Maintain the central business district as the office, financial, retail and cultural center of Blackfoot.
11. Determine the fiscal impact of state and county programs on the City of Blackfoot's infrastructure

Policies:

1. Neighborhood and community shopping centers should be located on collectors and arterials.
2. Heavy and light industries that generate noise or odors should be located away from existing and future residential development.
3. Encourage mixed-use development including housing, office and commercial development to assist in reducing traffic.
4. Develop an infill development ordinance.
5. Negotiate area of city impact agreement with Bingham County.
6. Develop downtown revitalization plan.
7. Preserve open space within the city by encouraging a transfer development rights program or a land trust program.
8. Develop an annexation plan.
9. Develop a historic preservation plan.
10. Encourage rehabilitation of the central business district.
11. Encourage higher density development near the city's central business district.
12. The Eastern Idaho State Fair Board and the State of Idaho should submit a development plan to the City of Blackfoot every five (5) years so the city can determine impact on local services.
13. Buffer areas should continue to be required between commercial and residential zones to reduce the effects of noise, lights and traffic caused by commercial activity.

Chapter Four – Transportation

Mobility, or the ease and methods which people and goods are able to carry out daily functions on safe and reliable transportation routes is of paramount importance to the City of Blackfoot. This is because the transportation system serves a large area heavily dependent on automobiles and trucks for transportation means. The form of our community, the design of individual subdivisions and the ability to travel to places of residence all revolve around a network of roads and highways.

The comprehensive plan not only addresses both internal and external transportation, but also alternative modes of transportation, such as pedestrian, bicycle and public transit. Internal circulation refers to the transportation and mobility of people and goods within the city, while external circulation refers to transportation between Blackfoot and other locales in the Snake River Valley.

Blackfoot is well connected to major state and federal road systems. Interstate 15, U.S. 26 and U.S. 91 and Idaho 39, provide excellent access to state and regional networks. The rail and bus systems and close proximity to the Idaho Falls and Pocatello Airports provide a nearly complete transportation system.

The latest City of Blackfoot Transportation Plan Update, was done in September, 2003. This is a transportation analysis of the Blackfoot area. The study assesses existing traffic conditions and forecasts future traffic conditions. As the city grows, it is important to develop and adopt standards for road improvements. A roadway inventory and pavement management program is maintained by the city to assist in prioritizing projects, and to assist in operating a complete maintenance program.

The transportation plan identifies projects and provides recommendations for future improvements which are discussed in Chapter 5, *Alternatives and Options* and are also summarized in Chapter 6, *Summary of Recommendations and Priorities*. In order for Blackfoot to develop and improve transportation within the city, the recommendations outlined in the plan are consistently pursued.

Goal:

Provide and encourage safe, convenient, aesthetic and economical transportation.

Economic Development:

A community's transportation system is part of the framework within which its economy functions. A comprehensive plan that addresses economic development may need to include an effort to ensure access via highways, rail lines, and air.

Public Services and Facilities:

Transportation interacts with other public facilities and services. All potentially affected service providers, including school districts and utility companies, should be involved in planning the transportation component of the comprehensive plan.

An example of a policy that addresses one of the several concerns shared by transportation and the local school district is:

- New elementary schools should be sited so that students do not have to cross arterial streets.

Transportation concerns within the comprehensive plan also influence utility providers. Utility lines often run beneath or along streets and highways, linking their maintenance and improvements with the transportation system. Most Idaho cities, counties, and highway districts have a working relationship with the local power, telephone, and cable television providers which run utility lines in public right-of-ways.

Natural Resources:

The improvement or construction of transportation routes and facilities can impact the environment. Information gathered for the natural resources, hazardous areas, and special areas components of the plan assess how planned transportation improvements will affect productive crop and forest lands; streams and lakes; floodplains, steep slopes, and other naturally hazardous areas; or historic and other special sites. The natural resource component of the comprehensive plan is also the place to address one of the fundamental needs of any jurisdiction which maintains trails, streets, highways, or runways: maintaining adequate sources of aggregate.

Multi-jurisdictional:

The need for coordination in transportation planning will ensure that a safe, efficient transportation system is available to individual communities. Discussions among agencies will also help ensure that the components of the plan - transportation, land use, public facilities, utilities and others - effectively support one another.

Functional Classifications:

The Federal Highway Administration (FHWA) classifies roadways as: interstate, arterials, collectors, and local streets. Function determines the difference in the road classifications. Ninety percent of our traffic is carried on the interstates and our arterial and collector streets. The classifications of the major roads in Blackfoot are:

⇒ **Interstate**

An interstate provides movement between different cities and between important centers of activity. In the Blackfoot urban area, Interstate 15 provides access to the region.

⇒ **Arterial Streets**

Arterial streets serve through-traffic between important centers of activity in a metropolitan area.

- Principal Arterial Roads: W. Bridge, W. Judicial and State Highway 26.
- Minor Arterial Roads: Fisher Avenue, Jensen Grove, Parkway, S. Meridian Street, Lansing, Broadway, Rich, Main, Riverton, East Airport Road, Rose Road, Hepworth, Walker Street and Idaho 39 and Jensen Grove to East Airport Road.

⇒ **Collector Streets**

Collector streets serve to gather and funnel traffic from local streets to arterial streets. They include medium traffic volume streets which collect traffic from local roadways and distribute traffic to other arterials. Generally, they can accommodate two lanes of traffic and parking is discouraged. They may serve as boundaries for neighborhoods, as well as buffers between incompatible land uses because of their 60-foot rights-of-way.

- Collector Roads: Parkway, Wooten Way, Ridge Street, Alice, North and South Shilling, Lilac, North Meridian, Airport Road, West Francis, East Bridge, East Judicial, Sonny, Sherman Street, Cromwell, Pendlebury Lane, Mitchell, Fisher, Highland, Merkley, and McAdoo Street.
- Minor Collector Roads: McAdoo Street from Interstate 15 to Clark Street.

⇒ **Local Streets**

Local streets serve residential developments and provide local access. They provide direct access to adjacent residential areas and provide local traffic movement. The roadways are generally two lanes with parking and a right-of-way width of about 56 feet and a paved width of 37 feet. Through traffic is discouraged.

Transit:

The Idaho National Laboratory Bus operates a large fleet of over-the-road coaches to provide commuter service to the site west of Idaho Falls. Only employees and authorized contractors are eligible to ride these buses.

School District #55 offers the residents of Blackfoot bus service for children in the school system from kindergarten through grade twelve. Bus service is also available for Senior Citizens through volunteers at Southeast Idaho Community Action Agency.

Idaho State University also offers service for students attending the university in Pocatello. The ISU Commuter Bus service operates a fleet of 18 over-the-road coaches. Service is provided to the outlying communities on scheduled fixed-routes. The commuter service is provided during peak hours with morning pick-ups between 6:00 a.m. and 8:00 a.m., and afternoon departures from ISU between 1:15 p.m. and 5:15 p.m. The ISU Commuter Bus also operates charter service, which is restricted to university activities, and the operation is not a licensed common carrier.

In addition to the urban services discussed above, the Pocatello Regional Transit operates services to rural portions of southeast Idaho, which encompasses a six-county region. The Northern route includes services to Blackfoot, Shelley, Pingree and Goshen. The Western route includes services to Burley, American Falls, and Rupert. The Southern route includes services to Lava Hot Springs and McCammon.

The Greyhound Bus offers daily service for residents in the community with designations all over the United States.

Airport:

The City of Blackfoot maintains a Municipal Airport (McCarley Field) which is used for business and recreation. The airport accommodates small jet planes. It is primarily a General Aviation airport with no commercial service.

The airport services airplanes serving agricultural interests, sells fuel, and provides hanger facilities. Future growth could consider relocating the airfield, and developing a new commercial airport to service the entire Eastern Idaho Region.

Summary:

Cars, trucks, buses, pedestrians and bicyclists all use the roads. With an increase in population, traffic congestion is often the result. One solution to the congestion is to either expand existing roads or to build new roads. Another solution is to decrease use of roads by encouraging alternative routes and modes of travel. It is often difficult to construct new roads or widen existing roads within the city limits. Many of the current rights-of-way do not allow for expansion of the existing roads.

The timing, location and expansion of the transportation system are important factors affecting urban development. A major concern of the community regarding the transportation system is the need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.

Increases in population and related commercial and industrial expansion bring about demands for better transportation planning and implementation. Improvements required for the transportation network places a heavy burden on the county highway district's budget as they attempt to meet these demands.

OBJECTIVES:

1. Promote ease of access in and through all portions of the city.
2. Improve the city's circulation plan.
3. Promote various modes of alternative transportation, which will reduce air pollution, noise and fuel consumption.
4. Provide a balanced, comprehensive transportation and circulation system coordinated with land use.
5. Pedestrians and bicycles should be accommodated with special facilities to keep them away from automobiles.

Policies:

1. Promote downtown circulation patterns that are pedestrian friendly.
2. Develop a street circulation master plan.
3. Prepare and maintain an operations maintenance program.
4. Reduce the number of curb cuts along arterial streets.
5. Develop an on- and off-street parking plan.
6. Facilitate the development of mass transportation.
7. Give continuing priority to the arterial farm-to-market thoroughfare system

Chapter Five - Community Design

Community design is used to describe the image and character of a city's natural and developed environment. There are two distinct perspectives to the character of community design. First, community design encompasses all of the physical elements that make up the city and its natural settings. On this scale community design deals with the visual qualities of the city as a whole, as well as its relationship to the surrounding countryside. Height of structures, the type of exterior materials, greenbelts, open space, trails and pathways, control of noxious weeds, location of sidewalks and protecting historic structures, are some of the issues considered as visual qualities of the city.

Secondly, community design deals with the development patterns of specific areas, such as business districts, industrial areas, residential neighborhoods and future development areas. Protecting gateways into the city, landscaping, setbacks, on-street and off-street lighting, traffic access, sign standards, beautification of streets, parking lots, public land, and state highways are some of the issues considered as design features.

The type, intensity and arrangement of buildings in a city reflect the social and cultural values of its citizens, the state of its technological development and its economic base. Both concepts of community design interrelate and both are a key component of the comprehensive plan.

The objective in designing communities for rural areas is to establish residential areas adjacent to main service centers, thereby providing easy access to necessary goods and services. Neighborhoods should be encouraged to develop in a manner that expresses concern and appreciation for the aesthetic quality of the physical environment while retaining their unique characteristics.

GOAL:

Ensure through community design, that residential and commercial development is functional, aesthetically pleasing and is not disruptive to adjacent uses.

OBJECTIVES:

1. Maintain and create visual and functional links between major city parks and open space.
2. Strengthen the visual character of the city's gateways to clarify the city's structure and improve city wide identity.
3. Encourage the creation and enhancement of landscaping throughout the city.
4. Discourage proliferation of visual clutter along public rights-of-way, such as billboards, signs, dumpsters and garishly painted buildings.

5. Encourage development design that is aesthetically pleasing and that will reduce the impact on neighboring properties.

Policies:

1. Development design guidelines should be established for all land uses.
2. Preserve the historic identity of Blackfoot.
3. Establish a tree planting program.
4. Develop exterior lighting guidelines.
5. Develop and adopt sign standards for on and off premise placement.
6. Develop a program to expand sidewalk, curb, and gutter throughout the city.
7. Establish guidelines for placement of trash and construction dumpsters.
8. Develop a landscape ordinance.

Chapter Six - Cultural and Historic Sites

This element of the plan addresses sites which are significant for their historical, archeological, artistic, and scenic value or have a special purpose within the community. Such sites should be identified and protected for the benefit of future residents.

Goal:

Maintain and improve the quality of local cultural, artistic, and historic sites.

Historic Sites:

Blackfoot's historical district emphasizes residences and structures on North Shilling Street. The Bingham County Museum, built in 1905 by John C. Brown, is one of the most distinct buildings. In 1927, it was used by the American Legion Stewart Hoover Post 23. The structure was sold to Bingham County in 1974 for the purpose of a historical museum. A majority of the items on display were owned by a Groveland pioneer named Tom Bond, who came to Blackfoot in 1894.

State Hospital South is located in Blackfoot. Blackfoot first erected the mental hospital in 1888 however a fire destroyed the building in 1889. New and improved buildings were soon erected. The institution has been a stimulus to the community in many ways; bakeries, dairies, painters, carpenters, farm equipment suppliers, automobile dealers, and others sold directly to the hospital. Other spin-off businesses were the result of the mental institution being located in Blackfoot. Currently, the hospital grounds encompass 600 acres and provide recreational facilities for the entire community.

The Oregon Short Line Railroad Depot is another building of historic value. The Oregon Short Line RR soon became the Union Pacific Railroad which played a vital part in the development of Blackfoot. As the railroad expanded into this area, it created many jobs and businesses. The Depot building houses the Potato Expo Museum which provides information about the community for tourists and other interested persons. This building is listed on the State Historic Register and its preservation is in the best interest of the community.

The United States Post Office building is another building of historical significance in Blackfoot. It is located on Pacific Street and was built in 1935. The building is currently listed on the National Registry of Historical buildings.

The City of Blackfoot City Offices are at 157 North Broadway.

The Bingham County Courthouse is located at 501 No. Maple Street. This building was newly constructed and completed in 1987. The building is the home for all of the Bingham County offices as well as the Police Department for the City of Blackfoot.

Many of the religious institutions in the area also have historical significance to the community. Some of them are: First Baptist Church, St. Bernard's Catholic Church, St. Paul's Episcopal Church, Jason Lee Memorial Methodist Church and LDS Tabernacle. The LDS Tabernacle along with St. Paul's Episcopal Church are currently listed on the National Historical Register.

Other artistic entities and historic places and buildings in the Blackfoot community include, but are not limited to:

- Nuart Theater
- Idaho Republican Newspaper Office (Alliance Title Office)
- Stanrod Bank (Brown-Heart Store)
- AKI Studio and Gallery

Future Conditions:

Blackfoot has a number of architecturally and historically significant buildings and sites that continue to reinforce the character of the city. It is important to preserve and enhance this mixture of architectural styles and eras that maintain a sense of historic continuity and link with the past. The rehabilitation of Blackfoot's historic buildings will require public support and review combined with private efforts.

As the city continues to grow, it is time to designate and protect those sites and areas that are important to the city's heritage and its character.

OBJECTIVES:

1. Conduct regular reconnaissance surveys to identify and determine the location of historic structures.
2. Review and update the city's historical preservation program by identifying any new special areas or sites.

POLICIES:

1. Develop policies for the preservation of historic areas and architecturally significant structures.
2. Develop an oral, written and pictorial history of Blackfoot.
3. Identify and establish an inventory of historic, architectural, archeological, scenic and ecological sites.
4. Form a citizen committee to review and make recommendations to the City Council regarding the inventory of historic, architectural, archeological, scenic and ecological sites.

Chapter Seven - Economic Development

The economic development element of the comprehensive plan is to provide decision makers with goals and policies that recognize the necessity of economic development while retaining those attributes that make Blackfoot a desirable community. It focuses on the economic base of the area including employment, industries and income levels.

Economic development is a vital part of the overall development and quality of life in the Blackfoot area. Location with respect to good agricultural land, suitable industrial ground, adequate rail transportation, an interstate freeway system through the area and proximity to Idaho Falls, Pocatello, Idaho National Laboratory and Idaho State University are major assets which make economic growth in the area feasible.

The driving force of any local economy is the exchange of goods and services with other locales. Bingham County “exports” food processing products to other areas, while its residents “import” a variety of goods and services from other places. Basic industry that exports goods or services is considered to be basic because it generates the earnings needed to buy goods and services produced in other places. The identification of basic industries can be complicated, but local knowledge and analysis indicate that the basic sectors of the Bingham County economy are agriculture, manufacturing, and government. These sectors bring in the dollars from other areas and support local activity in the other sectors.

Goal:

Encourage private industry to diversify the economy and provide new and improved employment opportunities.

Blackfoot's History:

Blackfoot was established as a major stop on the Utah Northern and Oregon Short Line Railroads. The railroad moved to Pocatello at the time Blackfoot was becoming a major agricultural center for the State of Idaho. The agricultural industry itself has undergone some healthy changes over the years. Sprinkling irrigation systems and better fertilizer products brought about an expanding capability for production. Food processing plants established in the area have assisted in strengthening the local agricultural economy.

With the city's growing population and job base comes the need for increased municipal services and the need to improve existing services. The cost of providing these services presents a fiscal challenge to Blackfoot. One of the ways Blackfoot can meet this challenge is by continuing to expand its economic base.

Existing Conditions:

Agriculture is the basis for the economy in the Blackfoot area. Blackfoot is also known as the “Potato Capital of the World.” The county harvests more potatoes than any other county in the United States. According to the Idaho Travel Council in “IDAHO: Official Idaho State Travel Guide”, Blackfoot is the largest potato producing community in the world. In 2012, there were 65,000 acres planted to potatoes in the Blackfoot area. 64,700 acres were harvested with a yield per acre of 406 hundredweight, or 40,600 pounds per acre, and a total production of 2,630,000,000 pounds of potatoes. It is not surprising “spin-off” businesses from the potato industry constitute the primary economy of the Blackfoot area.

Two of the largest employers in the area are Basic American Foods and Nonpareil Corporation, which specialize in potato processing. Between the two potato processors, they employ nearly 1,400 and supply the nation and the world with fresh and processed potatoes. They are also involved in researching and developing new processed potato products and line extensions for consumer, food service, industrial and international markets. Research into various uses for the potato benefits farmers and increases technical and skilled job opportunities for Blackfoot and Bingham County residents.

While potatoes are the largest crop within the Blackfoot area, area growers also raise crops such as, wheat, barley, sugar beets, oats, sweet corn, and others.

Other businesses manufacture high-tech equipment, manufacture farm equipment, and supply agricultural products, such as fertilizer, for the region.

Agriculture may be one of the largest employers in the region. A large private employer is Idaho National Laboratory (INL). It is also one of the state’s largest employers. It employs many Bingham County residents. The economic impact is felt throughout southeastern Idaho.

Major employers include Basic American Foods, Nonpareil Corporation, Blackfoot School District, State Hospital South, JR Simplot Company, Snake River Cheese, Idaho Supreme, and Premier Technologies.

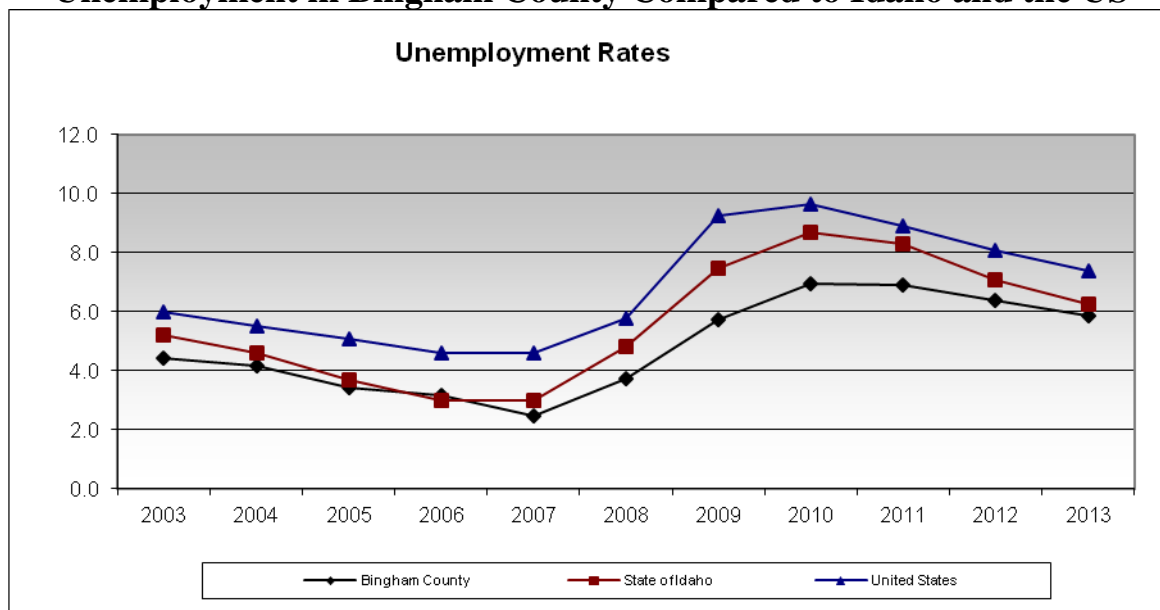
The Eastern Idaho State Fair is an annual event that makes Blackfoot unique and strengthens its economy. The Fair begins on Labor Day weekend and continues for eight days, bringing in more than 200,000 visitors to the area each year. Rated one of the top agricultural fairs in the country, it offers horse racing, rodeos, top-name entertainment, exhibits and carnival rides along with various food vendors. The fairgrounds also host other well known events throughout the summer months that bring visitors to the city such as the District High School Rodeo, Equifest, dog show and trade show.

Labor Force:

Bingham County has a diversified economic based. Agriculture, and manufacturing related to it, has been a source of stable employment even in economically difficult times. Even during the darkest days of the previous recession agricultural related enterprises helped maintain a relatively low unemployment rate for the county.

As of 2013 Bingham County had a total workforce of 23,327, with an annual unemployment rate of 5.9 percent. The county is still recovering from the recession that occurred a few years ago. In 2007 the county's unemployment rate was 2.5 percent, and the total workforce was 22,206. According the US Census Bureau the estimated labor force within the City of Blackfoot in 2012 was 5,239. Of that 5,239 in the workforce an estimated 5.4 percent were unemployed.

Unemployment in Bingham County Compared to Idaho and the US



Income and Poverty:

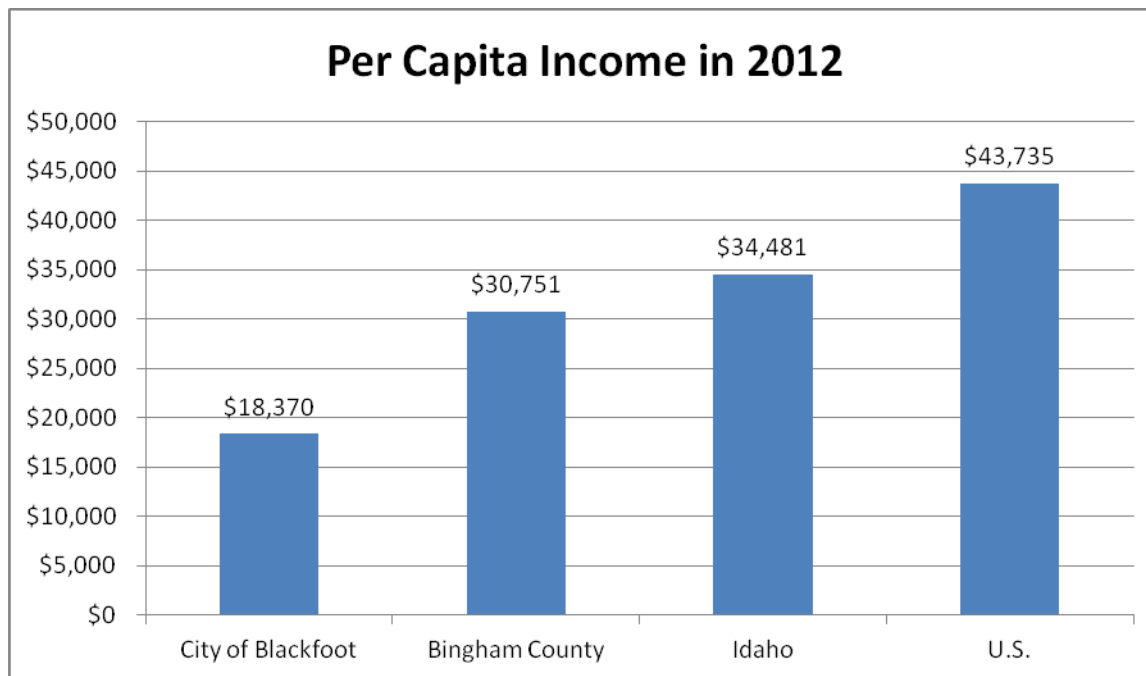
The median household income in 2012 according the US Census Bureau was \$39,656. Total household income in 2012 within the City of Blackfoot was estimated to be just under \$208 million.

In 2012 median income according the US Census Bureau in Bingham County was \$46,817, somewhat higher than found in the City of Blackfoot. The total estimated income of county residents was just over \$827 million.

Per capita income in the City of Blackfoot was well behind figures for the county, state, and nation. Per capita income in Blackfoot in 2012 stood at \$18,370. In 2012 per capita income in Bingham County stood at \$30,751, for the state \$34,481, and nationally \$43,735.

According to the US Census Bureau in 2012 17.8 percent of Blackfoot residents were below the poverty line. In Bingham County 15.4 percent of the population was below the poverty line; in Idaho the rate was 15.1 percent.

On a positive note, per capita income in Bingham County has risen from \$20,609 in 2002 to \$30,751 in 2012. This change represents an increase of 49.2 percent over 10 years. In 2012 Bingham County ranked 31st out of 44 Idaho counties in per capita income.



Source: US Census Bureau and US Bureau of Economic Analysis

Population:

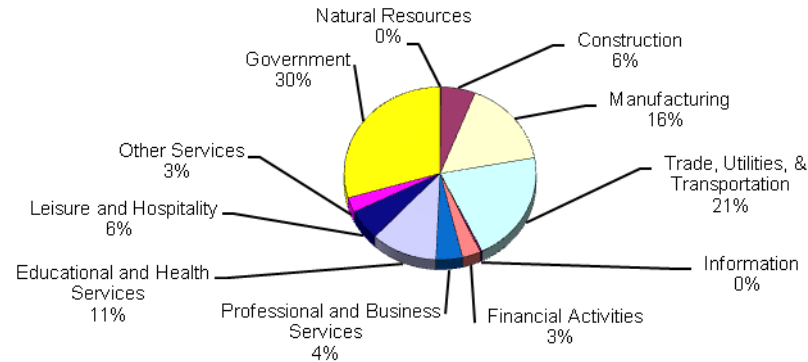
Population within Bingham County has risen over the past few years. In 2002 the county's population was estimated to be 42,101.

Between 2002 and 2011 the population increased by 3,749. However, between 2011 and 2012 a decline in population of 76 was experienced. This decrease represented the first decline in population experienced in several years.

Major Employers and Employment by Industry:

Major private employers in Bingham County include: Basic American Foods, Bingham Memorial, Idaho Supreme Potatoes, J.R. Simplot, Nonpareil Corporation, Premier Technology, Spudnik Equipment, Sho-Ban Gaming, Wada Farms, and Wal-Mart.

Employment by Industry Sector in Bingham County in 2013



Compensation by Industry

| Covered Employment & Average Annual Wages Per Job for 2002, 2011 & 2012 | 2002 | | 2011 | | 2012 | |
|---|--------------------|---------------|--------------------|---------------|--------------------|---------------|
| | Average Employment | Average Wages | Average Employment | Average Wages | Average Employment | Average Wages |
| Total Covered Wages | 13,630 | \$24,199 | 14,653 | \$31,387 | 14,801 | \$31,851 |
| Agriculture | 1,145 | \$21,098 | 1,460 | \$30,594 | 1,526 | \$30,690 |
| Mining | * | * | * | * | * | * |
| Construction | 720 | \$24,728 | 723 | \$32,911 | 759 | \$36,055 |
| Manufacturing | 2,319 | \$29,626 | 2,252 | \$39,929 | 2,224 | \$40,442 |
| Trade, Utilities, & Transportation | 3,056 | \$20,142 | 2,795 | \$28,146 | 2,806 | \$29,089 |
| Information | 121 | \$21,036 | 50 | \$18,417 | 46 | \$20,048 |
| Financial Activities | 279 | \$26,076 | 355 | \$38,306 | 377 | \$39,280 |
| Professional and Business Services | 356 | \$26,276 | 557 | \$38,803 | 600 | \$41,256 |
| Educational and Health Services | 692 | \$23,035 | 1,567 | \$35,803 | 1,528 | \$35,432 |
| Leisure and Hospitality | 715 | \$7,056 | 700 | \$9,946 | 791 | \$10,565 |
| Other Services | 294 | \$19,669 | 338 | \$28,300 | 325 | \$27,228 |
| Government | 3,901 | \$28,367 | 3,848 | \$29,538 | 3,804 | \$29,779 |

One late summer event which adds to the economic vitality of Bingham County and Blackfoot is the East Idaho State Fair. The fair which starts during the Labor Day weekend, draws in over 200,000 attendees each year. The fair is well known in the region for bringing in top-flight entertainment, horse racing, unique vendors, and carnival rides.

The economic impact of the fair is significant. One could fairly estimate that if each person who attends the fair spends on average \$75 the total economic impact would \$15 million.

Unemployment Insurance Benefits:

Many of those who are not currently working contribute to the local economy by spending unemployment insurance benefits. While benefit amounts in the county have declined since the elimination of federal unemployment insurance extensions, the payments still have an important economic impact.

In February of 2014 \$516,260 in benefits were paid to Bingham County residents. In February of 2013 \$634,090.99 of benefits were paid out. Over the 12 month period benefit payments decreased by 18.6 percent.

Future Trends:

Agriculture will continue to be a major employer in the region, but the City of Blackfoot has a unique opportunity because it is located between two metropolitan cities. Pocatello and Idaho Falls, each recently surpassing a population of over 50,000, are assets to Blackfoot. As the two cities continue to grow, Blackfoot will also grow if it takes advantage of the opportunity to develop spin-off businesses which complement existing businesses in both cities. By establishing high-tech parks and providing the necessary infrastructure, Blackfoot can attract new businesses to the community and continue to diversify the economy.

Blackfoot's leaders should discuss creating a regional airport with their counterparts in Idaho Falls and Pocatello. Originally discussed in the early 1970's, a regional airport in Blackfoot would enhance business and commercial travel for the entire region. There is a regional population base of more than 150,000 with the City of Blackfoot located in the center.

The establishment of neighborhood commercial districts in appropriate locations in the city will enhance neighborhoods. In addition, Blackfoot has a Central Business District (CBD), which should be preserved. The CBD is the heart of the city, and in many cases the condition of the CBD will set the tone of the economic vitality of the city.

It is encouraged that city government, Blackfoot Chamber of Commerce, Blackfoot Urban Renewal Agency and other organizations focus on recruiting and supporting new businesses and industries which are compatible with the current industry and economy of Blackfoot. It is also important to ensure those businesses and industries are compatible with the community and environment.

OBJECTIVES:

1. Develop an atmosphere to retain, expand and create business development in the city.
2. Encourage cooperation with the City of Idaho Falls and the City of Pocatello to establish a regional airport in Blackfoot.
3. Encourage tourism development.
4. Encourage expansion of the economic development base.
5. Encourage development of spin-off businesses which will expand Blackfoot's economic base.
6. Encourage the retention and creation of more compatible agricultural uses including those that are manufacturing but agricultural related.
7. Annex land and encourage high-tech and /or industrial development in the area immediately west of Interstate 15.
8. Encourage the development of a light rail mass transit system in the Southeast Idaho Corridor and INL.

Policies:

1. Develop a partnership with the Chamber of Commerce to promote economic development.
2. Work with the development community in upgrading community infrastructure.
3. Hire economic development staff.
4. Expand zoning classifications to include high-tech development.

Chapter Eight - Natural Resources

The purpose of this component is intended to establish a balance between development and the conservation of the natural resources and open space. Land in and around the community should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location and the goals of the city. The goals stated in this component are intended to establish a balance between development and the conservation of such natural resources as wildlife, soils, clean water and air.

Natural resources are present which exhibit both opportunities and limitations to human use. The concern relates to the degree that they may allow or discourage certain land uses.

One of the most important ongoing planning challenges, however, is to adequately conserve and balance the natural resources of the City of Blackfoot with population growth and the protection of the life style which makes the city an attractive place to live.

Natural resources are an integral component when a community is approached with new development. Due to the rural nature and abundance of natural resources in the Snake River Valley, this is especially true. Blackfoot's' natural resources are mainly waterways, which results in an abundance of wildlife. Geese, waterfowl, migratory birds, beavers, deer and various species of fish are the predominant wildlife in the area. It is important to consider the impact new development might have on the habitat.

Within this context, environmental conservation and protection serves many purposes. Conservation can protect the natural environment, such as water and air quality and wildlife habitat, as well as the quality of the urban environment in the community.

Goal:

Preserve the environment for future generations by ensuring that land, air, water and wildlife are not diminished in quality or quantity by future activity.

Climate:

The climate in the Blackfoot area is generally mild with slight variations each year. According to the Western Regional Climate Center, the following average temperatures are based upon a time span between 1948 through 1998.

TABLE 12: Monthly Climate Summary

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|---------|
| Maximum | 31.3 | 37.8 | 48.2 | 59.6 | 69.5 | 78.3 | 86.6 | 85.7 | 76.0 | 62.8 | 45.7 | 33.3 | 59.6 f |
| Minimum | 14.2 | 18.5 | 25.1 | 31.8 | 39.9 | 46.5 | 52.1 | 49.9 | 41.9 | 32.6 | 24.2 | 15.8 | 32.7 f |
| Precipitation | .92 | .77 | .92 | .93 | 1.31 | 1.11 | .49 | .48 | .66 | .70 | .90 | .93 | 10.13in |
| Snowfall | 7.0 | 4.4 | 2.4 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 2.4 | 7.1 | 24.8 in |
| Snow Depth | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 in |

Source: Western Regional Climate Center, wrc@dr.edu

During the summer months, the temperature ranges between 81.6° for a high, and 47.6° for the lows. The temperature in the winter months runs between 37° for a high, with the lows averaging 18°. Overall, the average annual temperatures range between 59.6° to 32.7°.

The winter months, in general, are fairly moderate with the usual snowfall of 24.8 inches over a six-month period. Along with the mild snowfall in the winter months, the annual precipitation is typically 10.13 inches.

Land Characteristics:

The Snake and Blackfoot Rivers characterize the terrain of the Blackfoot area. The Snake River flows from the north of town and follows a southwestern route until it meets the Blackfoot River on the south of town. The terrain is generally level to gently sloping.

Geology

The elevation of Blackfoot is 4,497 feet above sea level and located 43.19 degrees north of the equator and 112.34 degrees west of the prime meridian.

The surface and subsoil ranges from Hayeston and Heiseton loam to Bannock and Blackfoot loam with some Riverwash near the riverbeds.

Hydrology

Various creeks, canals and rivers traverse the City of Blackfoot. The predominant waterway is the Snake River, which flows, in a southerly direction on the west side of town. The Blackfoot River flows along the south side of town until it meets the Snake River. Both rivers flow through the Fort Hall Indian Reservation.

Canals were constructed years ago to irrigate agricultural land and are still an integral component to the economic health of the city and county. The canals provide water for farmers, ranchers and homes in the entire area and in turn, benefit the industries and employees which are dependent on agriculture. Each of these canals has a diversion to redirect water from the Snake River to agricultural land. Some of the canals located on the west side of the Snake River are the Trego, Danskin, Parsons, Wearywick, Watson. On the east side of Blackfoot, some of the main canals are the Corbett Slough, Gibson Canal, North Canal, and the Fort Hall Main Canal.

Surface water in Blackfoot includes Jensen Grove Lake which is the main recreational hub of Blackfoot in the summertime for boating, water skiing, swimming, picnicking, walking and jogging along the greenbelt. The water for the lake is diverted from the Snake River in an area that flows next to the Blackfoot Golf Course. The lake is located in the western portion of town next to Interstate 15, south of the Blackfoot Golf Course and McCarley Field which is the local airport.

Soils

An understanding of soil properties makes it possible to predict suitability or limitations for present and future uses. Factors which affect soil uses include permeability, slope runoff potential, erosion hazard, high water table and susceptibility to flooding.

The main soil types in the Blackfoot area include:

- **Blackfoot loam, drained (Bd)**: This series consists of somewhat poorly drained, nearly level, stratified, mainly medium-textured soils that are more than 40 inches deep. The Bd soil has the same characteristics as the Blackfoot loam, except the water table is more than 4 feet from the surface. The soil is typically found near river terraces and is associated with Bannock, Bock, and Fulmer soils.
- **Bock loam (BoA)**: This series consists of deep, well-drained, loamy soils more than 60 inches deep which formed on nearly level to very gently sloping high terraces. This soil is located on long, high terraces of the Snake River in areas about 10 to 400 acres in size.
- **Hayeston loam, 0 to 2 percent slope (HeA)**: This series consist of well-drained, nearly level to very gently sloping soils that are less than 40 inches thick over sand and gravel. It is found on river terraces. This soil is similar to Hayeston sandy loam, except for the texture of the surface layer and the rate of permeability. It is found on river terraces in areas that are 10 to 100 acres in size. Surface runoff is slow, and the hazard of water erosion is slight.

- **Heiseton sandy loam (HsA):** This series consist of well-drained, nearly level to very gently sloping soils that are less than 40 inches deep, over sand and gravel. This soil is located on river terraces in areas that range from 10 to 200 acres in size. The permeability is moderately rapid, and the available water capacity is about 6 to 8 inches. Surface runoff is slow and the hazard of water erosion is slight.
- **Heiseton loam (HtA):** This series consist of well-drained, nearly level to very gently sloping soils that are less than 40 inches deep to sand and gravel. This soil is similar to Heiseton sandy loam, except for the texture of the horizon and the rate of permeability. It is located on low river terraces in areas 10 to 100 acres in size. Surface runoff is slow and the hazard of water erosion is slight with moderate permeability.

These soil types are ideal for irrigating hay, pastures, small grains, potatoes, and sugar beets which is why Blackfoot's agricultural sector remains strong. For a detailed description and location of the soils described above, refer to the United States Department of Agriculture Soil Conservation Survey of Bingham County, 1973.

Agriculture:

The potential for growth, not only in agriculture but also in related industries, is of great importance to the local economy. Although, agriculture is very important to the local economy, further expansion of the agricultural sector is limited by both availability of suitable land and water resources. Agricultural production in the Blackfoot area includes potatoes, alfalfa, lentils, peas, sugar beets, barley, hops, mint, and cheese production. All of these require related services of shipping and handling, processing, equipment and supplies.

Summary:

It remains the responsibility of the Blackfoot community to protect its natural resources. Orderly and planned development will contain growth within manageable boundaries and greatly assist in protecting resources. Recognition of natural resources is extremely important and will ensure future development is harmonious with its natural environment.

OBJECTIVES:

1. Develop partnerships between the city and private industry to plan for future development that utilizes our natural resources at their highest potential without creating undue environmental degradation.
2. Preserve and manage the natural resources of the community for the use and benefit of present and future generations.
3. Preserve natural resources and wildlife habitat.

POLICIES:

1. Develop guidelines and/or regulations that would mitigate any adverse impact to land and water.
2. Identify natural resources and wildlife habitats and develop a program to preserve these areas through public/private partnerships.

Chapter Nine - Public Facilities and Services

Blackfoot has traditionally provided a high level of public facilities and services. The projected population growth for Blackfoot will require a corresponding expansion of public facilities and services. Policies concerning the manner in which public facilities are expanded can help direct the location and intensity of future residential, commercial and industrial development.

The findings and policies of this component address general issues related to public facilities and services as well as issues concerning water, sewage disposal, police, fire protection, utilities, library and airport services.

The City of Blackfoot is currently in the process of developing a master plan which will provide a detailed inventory with recommendations for the sewer, water and storm drain system as well as provide information on public facilities and services within Blackfoot.

Goal:

Plan and develop public facilities and services to serve as a framework for urban development.

Existing Conditions:

Community goals emphasize the desire to maintain the high quality of utilities, which are an important management tool in land development. Timely scheduling of adequate public utilities and services is necessary to support new development and meet community demands.

Blackfoot's governing body consists of a mayor and four council members, overseeing the city's full-time and part-time employees. The council, elected by the community-at-large, functions as the board of directors for the municipal corporation. The council's primary responsibility is to set public policy for the city.

In addition to the city council, the City of Blackfoot also provides the expertise of a planning and zoning commission. The Blackfoot Planning and Zoning Commission is quasi-judicial in nature and provides recommendations regarding land use to the city council. The commission is a seven-member board consisting of members from the community.

Current Public Services:

Administrative Services:

- ♦ Mayor - chief administrator with the assistance of city staff.
- ♦ City Clerk / Treasurer - includes treasury, accounting, personnel and utility billing services. The city clerk / city treasurer is responsible for these functions.

- ♦ Community Development Services - includes the building and zoning administrator who serves as the city's chief planning official. This department reviews all new development requests in the community, administers the zoning, subdivision, building and sign ordinances and provides technical assistance for the Planning and Zoning Commission. The department also administers a minimal maintenance code.
- ♦ Public Works - is responsible for all aspects of engineering, storm drainage, airport operations, water works, wastewater and the maintenance of all of the public streets and rights-of-way.
- ♦ Legal - includes the services of a part-time city attorney providing both civil and criminal prosecution.

Emergency Services:

- ♦ Police - police services include traffic control, records, communication and investigations within law enforcement. The department also enforces a minimal maintenance code, which was adopted in 1998. The department is at full capacity in its current location in the Bingham County Courthouse. Within the next twenty years, plans will have to be made to either relocate the police department or to expand into other portions of the courthouse.
- ♦ Fire - city employees and volunteers in the community provide fire services for Blackfoot and the surrounding area. The fire department has been able to maintain a Class-3 rating within the city limits and a Class-8 rating for rural areas (on a scale of 1 to 10, with 1 being the highest, and 10 the lowest rating). The department also provides emergency medical services.
- ♦ Ambulance - the city and the ambulance district work together to provide emergency medical services to city and county residents.

Water Supply and Distribution:

- ♦ The maximum daily use is 10 million gallons, with an average daily use of 3,635,000 gallons per day. The water comes from eight wells with from 4" to 16" distribution lines. Improvements are continually being made to the water supply and distribution system, which will increase water pressure and capacity.
- ♦ The city has a 2.2 million gallon, above ground, storage capacity.

Sanitation Services:

- ♦ Wastewater Treatment – Since wastewater treatment is a critical factor in all land use decisions, a new model of sewer capacities, current flows and long-range flows will provide Blackfoot with valuable planning data, which will be available with the completion of the Master Plan currently being developed. There are plans to improve the wastewater treatment plant in the near future by increasing redundancy of critical systems. Recent improvements upgraded the system to handle 12,000 lbs. of biological oxygen demand (BOD) per day.

- ♦ Solid Waste - removal of solid waste is provided by the city and sent to the transfer station located in the Moreland area.

Other Public Services:

- ♦ Airport - located on the northwestern side of Blackfoot, the general aviation facility is owned and operated by the City of Blackfoot. The McCarley Field airport accommodates small jet planes used for business and recreation.
- ♦ Energy - Idaho Power Company and Intermountain Gas Company supply reliable electricity and natural gas throughout the community.
- ♦ Library - the library provides books, movies, periodicals and computers for the residents of the Blackfoot community. The library issues nonresident cards to people who live outside of the city limits.
- ♦ Parks and Recreation - this department manages twelve parks and other facilities in the community including tennis courts, a skateboard park, baseball fields, soccer fields, a Rugby field, a greenway path, amphitheater, swimming pool, and a ATV training track. The Blackfoot Golf Course has a challenging eighteen-hole golf course rated as one of the best in Idaho. The course features two practice putting greens, a driving range, a clubhouse and a full-time golf professional (See Chapter ten).

Future Conditions:

Based on population growth projections, it is evident that public services in Blackfoot must be continually expanded to maintain the community's quality of life. New residents influence service expectations. People relocating to Blackfoot request increased services, whether it be library collection, police protection, recycling programs, or recreation facilities.

The City of Blackfoot has the potential to provide adequate services to meet demand. While transportation systems and utility services have potential deficiencies, they can be expanded if capital improvement programs are adequately funded. There is an important connection between the cost and quality of public services and the local economy. If the cost of required services exceeds the public's ability to pay, a financial hardship results. If the city and other service providers do not maintain high quality and dependable services, it will limit economic growth.

Forecast Needs:

Because the population of Blackfoot is expanding each year, every department will have to adjust to increased service demands. Given this positive growth trend, the city should consider expanding key services to meet future demands.

Currently Blackfoot is in the process of developing a master plan which will analyze future costs and benefits as well as provide a detailed blueprint of local infrastructure. One of the major issues facing all cities will be identifying funding sources necessary to finance large capital outlays.

The plan is intended to encourage local officials and those supplying public services to meet the changing and growing needs of Blackfoot. By planning ahead the city can realize the greatest benefit at the lowest cost.

OBJECTIVES:

1. Provide an efficient, cost-effective and environmentally sound central sewer collection and treatment facility and ensure that these facilities are upgraded as needed.
2. Meet or exceed Environmental Protection Agency standards for sewage collection, treatment and discharge in the Blackfoot area.
3. Develop a master plan.
4. Maintain effective police, fire and emergency medical service departments.

Policies:

1. Upgrade and improve sewage collection and treatment, as funding is available.
2. Approve new development only when there is sufficient sewer and water capacity.
3. All utilities should be located underground.
4. Improve the city's water system, provide additional training for fire department emergency medical service personnel, and improve fire-fighting equipment to reduce fire rating and increase emergency medical services.
5. Upgrade sewer lines, water lines, curbs, gutters and sidewalks, widen streets and address other infrastructure needs.
6. Monitor businesses to ensure protection of infrastructure, rivers and land.
7. Strive to increase police staffing to 2.5 officers per thousand population.
8. Storm water should remain on site.
9. The cost of new wastewater treatment facilities and infrastructure improvements should be borne by those who benefit.
10. The cost of extending city services should be borne by developers.
11. The restrooms at Jensen Grove Park have been expanded and improved.

Chapter Ten - Parks and Recreation

An appealing, livable community requires more than an orderly pattern of development. A balanced, healthy environment also requires parks, open spaces and ample opportunities for indoor and outdoor leisure activities. In addition, the community should be attractive so people enjoy and have pride in their surroundings. An important aspect of appearance is the way in which natural growth and landscaping provides a framework for man-made improvements.

In many instances, recreational facilities located within the city also serve residents in the surrounding area. Likewise, recreation areas outside the city serve more than just those living outside the city. The city provides facilities such as community parks, ball fields, a swimming pool and golf course. The area outside the city provides recreation such as hiking, camping, fishing and boating.

Residents consider parks and recreation facilities to be significant factors contributing to their overall quality of life. Growth in and around Blackfoot during the last decade has placed additional demands on the city for new recreation facilities and projections anticipate continued growth. Providing park and recreation facilities requires not only maintenance of the current facilities, but the acquisition and development of new land and facilities.

GOAL:

Provide and encourage parks, open space, trails, and recreation facilities for Blackfoot residents and offer safe and efficient recreation programs and activities that meet their needs and desires, while enhancing the appearance and environment through landscaping, trees and open space.

Parks and Recreational Opportunities:

Blackfoot, first named Grove City because of the abundance of trees, remains a city of trees and parks, several of which are listed below:

- A. Jensen's Grove Park is Blackfoot's premium park and the largest in the city. It has a lake encircled by a two-mile greenbelt, boat docks, a shelter area with tables, an amphitheater, many picnic areas, and a playground area. A skateboard park provides Veteran's Park, located near the airport, is the second largest park in Blackfoot. Facilities include a shelter area with picnic tables and a new outdoor basketball court.
- B. Blackfoot's park system also includes twelve neighborhood parks located throughout the city. Each park varies in size, type and equipment available.
- C. School playgrounds are available for general public use at times when school is not in session.

- D. Blackfoot has a challenging eighteen-hole golf course that is one of the best in the state. The course features two practice putting greens, a clubhouse, and a full-time golf pro. The course has hosted many state tournaments and is host to the annual Von Elm tournament, which draws players from all over the region.
- E. The city has a softball complex in cooperation with State Hospital South. It includes three lighted fields for adults and a little league field. The city also maintains a multi-use ball field on the high school campus, which is used by the high school girl's team and by a women's league when school is not in session.
- F. The City has a six field, Little League complex, at Veteran's Park.
- G. Several local churches have ball fields available to the community when not in use by these churches.
- H. Racquetball and handball courts are available to the general public through the purchase of a membership card from the Blackfoot High School District.
- I. Six lighted tennis courts, located on the Blackfoot High School campus, are available to the general public.
- J. Seven regulation soccer fields are located on State Hospital South grounds and two more fields are just across the street at Mountain View Middle School. All of these fields are available to school teams, and participants in the summer soccer leagues.
- K. The Eastern Idaho State Fair is also located in Blackfoot. The fair attracts approximately 200,000 people each year into the community. Other annual events take place at the fair ground such as rodeos, a dog show, craft shows, monster truck shows, and concerts.
- L. Residents may also bike, jog, walk and rollerblade along Blackfoot's new greenbelt. The 3.3-mile greenbelt encircles Jensen Grove Lake, and then extends along the new bypass road to Airport Park. An additional six miles of new trails involves a pedestrian bridge attached to Interstate 15, and crossing the Snake River. Blackfoot received unique approval for this pedestrian bridge from the Idaho Transportation Department, which enabled the greenbelt to be extended, and connects the Groveland and Rose areas.
- M. Blackfoot owns and maintains an indoor swimming pool. Swim lessons, water aerobics, and daily lap swimming are available year-round. The pool can also be reserved for group activities.

National Guidelines:

According to national guidelines, it is recommended cities and counties offer both active recreation and passive recreation. The guidelines are outlined as follows:

➤ **Active Recreation**

- a. Neighborhood Parks - 2.0 acres / 1,000
- b. Community Parks - 3.5 acres / 1,000
- c. Regional Parks - 15 acres / 1,000
- d. Linear Parks (Greenbelt) - 1.3 acres / 1,000
- e. Tennis - Outdoor Basketball - Other Court Sports - 1.0 acres/ 1,000
- f. Swimming, One Pool - 25,000 population
- g. Golfing - 1 - 18 Hole Course per 50,000
- h. Indoor Recreation Facility - 1 acre / 10,000
- i. Hiking - Camping - Horseback riding- Nature Study - 10 acres / 1,000

➤ **Passive Recreation**

- j. Passive water Sports - Fishing - Rowing - Canoeing - 1 Lake or Lagoon per 25,000 population
- k. Picnicking - 4 acres / 1,000

Planning for parks, playgrounds, and open space should be based on conservation needs, recreation requirements and aesthetics of community design. It is desirable to incorporate required open space into parks, and playgrounds. Careful planning of open space enhances public health, safety and welfare.

OBJECTIVES:

1. Provide a park system that includes many park types, each offering varied indoor and outdoor recreation.
2. Create public recreation opportunities by developing and expanding parks and indoor recreational facilities that meet the needs of all citizens.

3. Provide and encourage open space to meet passive and active recreational needs.

POLICIES:

1. Develop partnerships between the City of Blackfoot and the Blackfoot School District, Bingham County, non-profit organizations and private parties to acquire and develop lands for joint use.
2. Seek to acquire and develop parks through a variety of sources, including but not limited to general taxes, utility franchise fees, park impact fees, general obligation, local option tax, public and private partnerships, certificates of participation, and private grants and foundations.
3. For cost efficiency, develop multi-use facilities by implementing maintenance agreements.
4. Develop a maintenance and operations manual for the park system.
5. Develop a parks master plan to site future parks and open space.
6. Develop a youth community center by implementing a Youth Center Master Plan.
7. As new subdivisions are developed, highways are expanded, or other land use changes occur, the city should use these opportunities to:
 - a. Provide greenways, bicycle paths and pedestrian walkways which will provide access to public parks, schools, commercial development, neighborhoods and places of employment.
 - b. Acquire park sites and encourage parks and open space as part of new developments by either donation or placing cash in a park fund.
8. Preserve and develop land along the Snake River and Blackfoot River for recreational use.
9. Investigate the possibility for access and use of irrigation canals as trail ways and scenic areas.
10. Investigate the possibility of establishing impact fees for park use.

Chapter Eleven - School Facilities and Transportation

The school facilities and transportation element of the comprehensive plan is meant to coordinate efforts of cities and counties when considering school capacities, facilities, and transportation needs.

When new development and subdivisions are reviewed, it is important to consider the impact on area schools. Questions to consider when reviewing new school development are:

- Where is the best location for the new school to accommodate the most students?
- Will the city's infrastructure (streets, sewer, and water) accommodate the school?
- Is the school located in an area of natural future growth?
- Will a majority of the students have to be bused?
- Is the area currently developed?
- Are there any special considerations for constructing in this location?

Goal:

Provide students with a learning environment that is safe and functional and one that optimizes and enhances academic, social, emotional and physical development.

School District #55:

Blackfoot School District #55 mission statement is: "The mission of the Blackfoot School District Number 55, in partnership with the community, is to prepare students for the future by enabling every student to gain knowledge and skills, to develop confidence, to value life-long learning, and to become responsible, contributing members of our changing world."

The district maintains and operates thirteen schools within the Blackfoot area: one special needs pre-school, one kindergarten center, six elementary schools, one sixth grade school, two middle schools, an alternative high school and a regular high school. State Hospital South also provides educational opportunities for some of its residents.

The Vaughn Hugie Education Center is located on North Cedar Street which was purchased in 1991. The school emphasizes and offers programs that address the special needs of pre-school age children. Current enrollment is approximately 30 pupils.

Irving Kindergarten Center is located on West Judicial. The school is now at full capacity with an average enrollment of 320 students. It was built in 1950 with an addition constructed in 1963. In order to accommodate the students, the school is divided into two half-day sessions.

The School District #55 elementary schools are: Fort Hall, Groveland, I. T. Stoddard, Ridge Crest, Stalker and Wapello. The elementary schools provide for students from first through fifth grades.

Fort Hall Elementary was rebuilt in 1975 after the old building was razed. There are two other buildings on the campus, one of which was built in 1962 and the other in 1967. This school has reached its capacity and more space will be needed soon. It accommodates 171 students and is located within the Fort Hall Reservation.

Groveland Elementary is located in the Groveland area and has a current enrollment of 255 students. This school has been renovated several times. Additions to the original structure were built in 1951, 1962, 1991, and 1994. The older portion of the building was demolished in 1994.

I.T. Stoddard Elementary is located on York Drive and was built in 1960. A new media center was added in 1998. The school accommodates 354 students and has room for additional students. Two portable classrooms have been added.

Ridge Crest Elementary, built in 1997, is located on Airport Road and is the newest school in the district. Current enrollment is 448 with a capacity of 500 students. The campus includes play areas, two softball fields and two soccer fields.

Stalker Elementary is located on Center Street and was built in 1962. A new media center, computer lab and four classrooms were added in 1996. The enrollment is 346 and it is the district's second largest elementary school.

Wapello elementary is an older school with additions built in 1960, 1985 and a large addition in 1994. The older portion of the school was demolished in 1994. Current enrollment is 216 students with a capacity of 300 students.

The Blackfoot Sixth Grade School, built in 1928, accommodates students in the sixth grade and is located on Shilling Street. An annex was added in 1964 consisting of three classrooms, a lunchroom and a multipurpose room. This building is 72 years old and is the oldest in the district. The school will need to be replaced in 10 - 15 years. Current enrollment is 277 students down from 342 in the 1997 - 98 school year.

Mountain View Middle School is located on Mitchell Lane and was built in 1975 - 76. It consists of the 7th and 8th grades and has an enrollment of 560. There is room for additional students.

Summit Middle School is new and is located on East Bridge Street. Current enrollment is from 30 to 50 students.

Blackfoot High School is located on South Fisher Avenue. When first constructed in 1952, it had an enrollment of less than 500 students and consisted of twenty-two classrooms, a gym, a woodshop, an agricultural shop, and an unfinished basement that housed the lunch program. After several additions and improvements, the school now has 88 classrooms, a gym, a woodshop, an agricultural shop, an auto mechanics shop, and a lunchroom. The basement has been finished and the counseling offices, bookstore, and student lounge are located in this area. The School added a performing Arts Center and Auditorium in 2004. In the 1998-99 school year, the high school had an enrollment of over 1200 students. Current enrollment is down to approximately 1100 students.

Independence High School (Elmwood) is located on Francis Street and accommodates students who are considered “high-risk” students. An older part of the building was demolished in 1995 for safety reasons. The remaining portion now used by the alternate school was built in 1955. Current enrollment is approximately 120 students.

State Hospital South and the Residential Treatment Center provide educational opportunities to patients that reside therein. The current enrollment is approximately 20 students.

Blackfoot Community:

The Blackfoot community saw a substantial amount of growth in the 1950’s and 1960’s, which created the need for these schools. If Blackfoot continues to experience sustained growth, new schools will have to be built or expanded to accommodate an increasing student population.

The School District #55 teacher to student ratio is approximately 1 to 17 students. The elementary school ratio is lower than the high school. Vocational classes are offered to high school students and adult education classes are also offered to the community.

The ISU Outreach Center, located at the Riverside Plaza, provides educational opportunities for adults in the Bingham County area. Operated by Idaho State University, it is also known as the Adult Success Center, and serves people age 16 years and older. The center helps individuals earn their general educational development requirements (GED), prepare for college entrance exams, and also administer exams. The center also offers English courses as a second language and assists individuals with career development.

New programs offered by the center are college placement testing, distance learning classes, individualized computer instruction, and three web-based courses. The web courses are ABE Mathematics, Skills Tutor, Pass Key. Other valuable services offered are career assessment and assistance in finding financial aid.

OBJECTIVE:

1. Protect the integrity of schools so that educational functions are not disrupted by incompatible land uses.
2. Support the maintenance and enhancement of the public educational system and place a strong emphasis on providing quality schools in conjunction with new development.
3. Develop schools that are not only safe and accessible to students, but located and designed to function as focal points for family and community activity.

Policies:

1. Develop and maintain a dialogue with the school district to arrange joint use of public facilities.
2. Develop a cooperative program to expand the use of schools, school land, and parks, by the general public as well as students.
3. Coordinate with the school district any school locations which will use existing or future city infrastructure.

Chapter Twelve - Hazardous Areas

Known hazards range from earthquakes, surface rupturing, landslides, mudslides, avalanches and flooding, to wind and dust storms. In Blackfoot, hazardous conditions that are predictable are limited to flood hazards, wind hazards, and dust storms on areas that are identified as the flood plain, coupled with conditions that could arise as a result of erosion and farming.

Goal:

Provide a safe living environment for all residents that minimizes the loss of life and property from natural disasters and hazards.

Flood Hazards:

The topography of the surrounding area consists of mostly level, irrigated farmland of the Snake River Plain. The Snake River meanders diagonally through Bingham County then parallel to the west boundary of the city on its way toward the American Falls Reservoir. Numerous canals also flow through and around Blackfoot, fed by the Snake River, which is sometimes referred to as the “lifeblood” of the area, since the economy depends heavily on agriculture.

This “lifeblood” can also be a hazard to the community. If a quick spring thaw occurs after a year of high precipitation, there is the potential for flooding. Winter flooding may also occur if severe cold temperatures cause the river to freeze and ice obstructs the flow. Past floods have caused millions of dollars worth of damage to homes, canals, farmlands, and the riverbank. The area most prone to flooding is west of Blackfoot.

The flood of 1997 was the worst recent flooding experience. The damage incurred had not been seen since the failure of the Teton Dam in 1976. For a period of two weeks, the Snake River flows were above flood stage, causing serious flooding from Madison County to Bingham County. Bingham County received the most damage with cost estimates over \$3.5 million dollars.

The county is also threatened by possible hazardous spills. Hazardous materials are continually transported to and from the INL and other areas, along primary transportation corridors such as Interstate 15, State Highways 26, 39, and 91, and the Union Pacific Railroad.

The city regulates development and has adopted construction standards that are enforced within the city and the area of impact. When hazardous conditions are present, additional safeguards should be imposed. Residential or other types of intensive development should not be permitted in hazardous areas, unless the hazards can be sufficiently mitigated.

In addition, hazards from flood plain, unstable soil, geological instability, airports, commercial and industrial zones, should be minimized with a buffer area of open space between the hazards and the development.

OBJECTIVES:

1. Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards and high wind velocities and ensure existing unsafe structures and sites are identified and retrofitted to reduce damage.
2. Ensure that flood prevention and floodplain development standards minimize financial loss and maximize protection of property in the event of flooding.

Policies:

1. Join with county and state disaster services to develop and maintain an adequate emergency plan.
2. Enhance emergency preparedness through public education, training, drills and exercises, and develop a contingency plan.
3. Ensure that Blackfoot's flood prevention and floodplain development standards and practices provide satisfactory safeguards for public and private development.
4. Encourage the maintenance of the canal system and consider the option of requiring canals be covered when development around a canal creates a public safety hazard.

Chapter Thirteen – Housing

The housing section is an element of the comprehensive plan that assures the housing needs of all socioeconomic segments of the city. In addition, the housing portion defines the goals and policies which will guide the city's approach to resolving those needs and recommends a set of resources that may assist in helping implementing the goals of the City of Blackfoot related to housing.

Goal:

Residents of the City of Blackfoot and the city's area of impact should have the opportunity to seek housing in a neighborhood of their choice.

Existing Conditions:

Residential land use represents the largest land use type in the planning area and will continue to be the dominate category. According to the 2010 U.S. Bureau's American Community Survey 5-Year Estimates there were 4,592 housing units in the City of Blackfoot, of which 4,253 of which were occupied. In Blackfoot there were a total of 339 vacant housing units.

American Community Survey data further reports that 2,702, or 63.5 percent, of the housing units in the City of Blackfoot are owner occupied. There are 1,551 renter occupied housing units in the City of Blackfoot. Rented units represent 36.5 percent of all housing within the city.

Of those who rent within the City of Blackfoot 42.6 percent paid 35 percent or more of their income towards housing. Of those homeowners who obligated to mortgage 21.4 percent paid 35 percent or more of their income toward housing.

Much of the housing units in the City of Blackfoot is of an older construction with 871 units, or 19.0 percent, being constructed before 1940. An estimated 479, or 10.4 percent, housing units were built in the city between 2000 and 2009.

The vast majority of housing units in the City of Blackfoot are single unit dwellings. A total of 71.6 percent of housing units are either single-unit detached or single-unit attached dwellings.

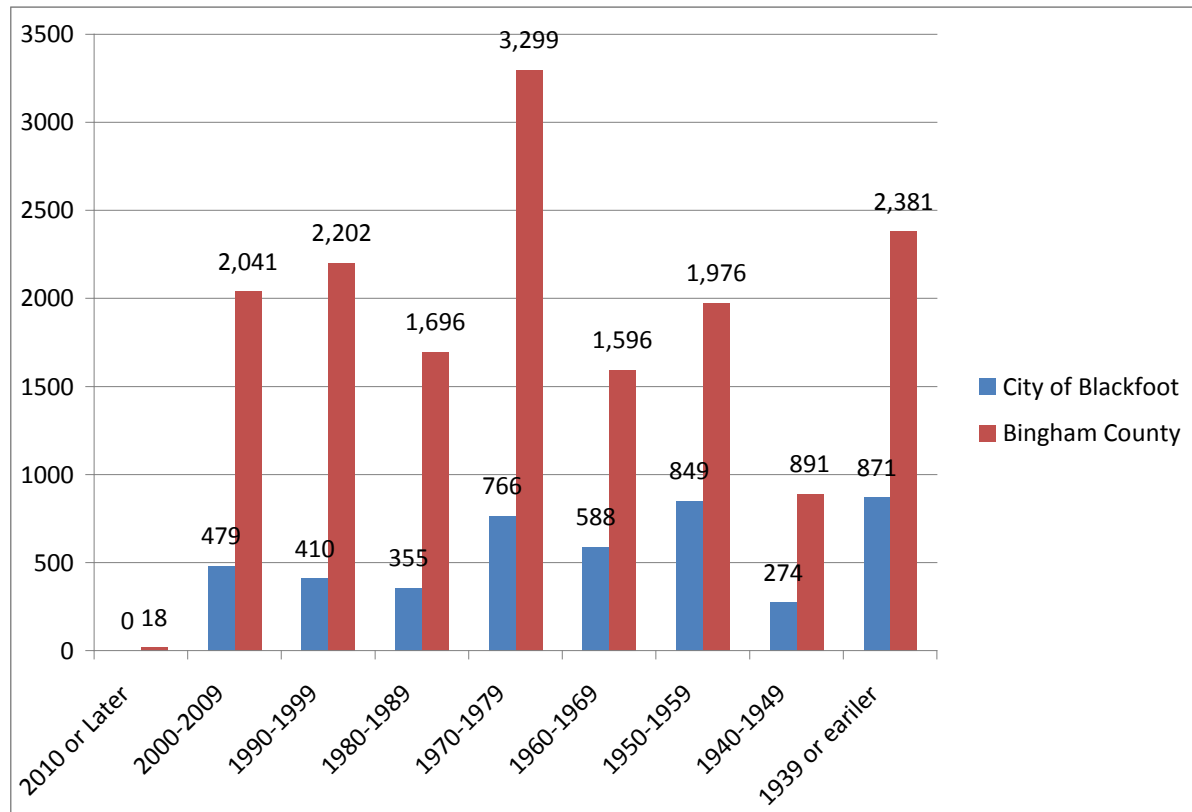
The American Community Survey estimates that no new housing units have been constructed 2010 or later. The lack of new housing unit construction is likely related to the recent recession and housing downturn experienced nationwide.

Slightly less than half, or 48.0 percent, of the City of Blackfoot's existing housing dates from a three decade period of 1950 to 1979. During this period the City of Blackfoot saw significant growth due to establishment and growth of the Idaho National Laboratory which is a major employer in the surrounding region.

Like the City of Blackfoot, Bingham County saw significant housing growth between 1950 through 1979 with 42.7 percent of the county's total housing units being constructed during this period of time.

Bingham County according to the American Community Survey had 16,100 housing units. A total of 76.0 percent of housing units are either single-unit detached or single-unit attached dwellings. A total of 76.5 percent of all housing units in the county are owner-occupied.

Year of Construction of Housing Units in City of Blackfoot and Bingham County



Source: Selected Housing Characteristics: 2008-2012 American Community Survey 5-Year Estimates

Sources of Energy of Heat:

Natural gas or electricity fuels most homes in the City of Blackfoot. Of the 4,592 homes in Blackfoot 59.9 percent were heated by natural gas, 34.7 percent used electricity, and 3.2 percent used wood as a fuel source.

Affordable and Assisted Living :

Several public and private organizations provide housing assistance for residents of Blackfoot who qualify. Public housing authorities may provide rental units, housing vouchers, or certificates for low-income families. There are also several federal programs available to help individuals and families secure affordable housing.

Subsidized Housing Options in the City of Blackfoot:

| Property Name | Housing Type: | Family | Senior |
|---------------------------|----------------------|---------------|---------------|
| • Sunny Ridge Apartments | | 24 | |
| • South Oak Apartments | | 24 | |
| • Camas Street Apartments | | 32 | |
| • Briarwood Apartments | | 40 | |
| • Bingham Housing | | 40 | |
| • Bingham Housing | | | 40 |
| • Sunset Manor | | | 48 |

Affordable Housing Options in Blackfoot:

| Property Name |
|--------------------------------|
| • Chaparral Meadows (52 units) |
| • Sunnyridge (25 families) |
| • Briarwood (40 families) |

Emergency Shelters in Blackfoot:

- Road to Recovery (youth only) 16 beds
- Bingham Crisis Center (persons fleeing domestic violence) 12 beds

Publically assisted housing shortages are typical in that federally funded programs that subsidize housing fall short of local demands due to high number of residents who have income below national and state averages. An ongoing need from the private sector is to provide standardized rental units which are safe and affordable.

Planning by the city should encourage affordable housing for residents, and opportunities for young families who are attempting to purchase housing.

Forecasted Needs:

Due to the slow economic recovery and an aging retired population it is likely that demand for affordable and subsidized housing will increase.

A decline in new home construction in recent years will place greater demand on existing housing, and will likely cause a higher rental prices with the city over the next few years. Some of the demand for housing may be met through the rehabilitation of existing housing.

Summary:

Many people in the City of Blackfoot live in housing which could be classified sub-standard housing. Many in the City of Blackfoot, due to below average incomes, cannot afford a better level of housing.

It will be important in the coming years that substandard housing is upgraded to provide the city's residents safe homes per the Uniform Housing Code. Aided by state and federal subsidies, local programs could be established through the joint efforts of local government and civic organizations which can help the City of Blackfoot address housing concerns.

Zoning regulations should provide area for smaller lots and lower cost housing units. Housing options such as: multiple-unit homes, mobile homes, modular houses, and subsidized housing, may provide options to residents in need of low cost housing.

Objectives:

- 1) Promote the conservation and rehabilitation of the existing housing stock
- 2) Develop a housing rehabilitation and code enforcement
- 3) Encourage the development of neighborhood services
- 4) Develop on existing residential lots to reduce urban sprawl
- 5) Encourage the development and construction of varied types of housing options
- 6) Encourage senior housing development in locations close to services

Policies:

- 1) Support fair housing goals by establishing a fair housing committee
- 2) Encourage rehabilitation of upper floors of downtown buildings for residential use
- 3) Encourage mixed use development by using the Planned Unit Development process
- 4) Encourage the development of various housing types, including, but not limited to single family residences, manufactured housing, duplexes and multi-family units.
- 5) Encourage the development of an adequate supply of safe, sanitary, housing that provides diversity of type, density, and location.
- 6) Encourage the development of residential units that are accessible and adaptable to persons with disabilities
- 7) Promote awareness among property owners and residents of the importance of property maintenance to long-term housing quality and value

Glossary

DEFINITIONS:

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

Agriculture Land - land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, or livestock and land that has long-term commercial significance for agricultural production.

Annexation - The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

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

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

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

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 industrial activities, and transportation facilities. This area is located within the Downtown area of the City of Blackfoot.

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.

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

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.

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 general policy statement of the city, including a general land use map which integrates all functions, natural systems and activities relating to the use of land which is required by state law (§67-6508).

Density - a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential service needs and service capacity.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access. Where appropriate to the context, development refers to the act of developing or the result of development.

Diversity - Difference. Diversity implies the mixture of land use and /or densities within a given area.

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

Comment: Economic base, as used in planning is commonly thought of as the sum of all activities that result in incomes for the area’s inhabitants. The definition, however, is significantly broad to include all geographic and functional elements which may have an impact on the planning area, although not physically part of the 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 are considered to be established at this point in the planning process.

Floodplain - Lands which are within the floodway and the floodway fringe.

Floodway - The channel of a river or other water course 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.

Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Goal - A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway / Greenbelt - 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 having a particular disability.

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

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.

Implementation Programs - Actions, procedures, or techniques that carry out the Comprehensive Plan policy through implementing a standard. Each policy is linked to a specific action-oriented implementing program.

Infill Development - *See* Odd-Lot Development.

Infrastructure - Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Interstate System - The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the U.S. to internationally significant routes in Mexico and Canada. The routes are selected by state department of transportation and subject to approval of the U.S. Secretary of Transportation.

Land Development Regulations - Generally, all ordinances and other tools (policies) used by the city to manage land use.

Land Trust - They are 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, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

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

Long Range - Refers to a time span of more than five years.

Maintain - Support, keep, or continue in an existing state or condition without decline.

Manufactured Home - A double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

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.

Mobile Home - A single wide structure which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

Multi-Use Building - A building containing two or more distinct uses.

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 an 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.

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately two acres per 1,000 residents.

Objective - The objective statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. 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.

Off -Street Parking - A temporary storage area for motor vehicle that is directly accessible to an access aisle and which is not located on a dedicated street right-of-way.

On-Street Parking - A temporary storage area for a motor vehicle which is located on a dedicated street right-of-way.

Open Space - Any parcel of land or water essentially unimproved and set aside, dedicated, or reserved for public use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Pedestrian Walkway (Sidewalk) - A secured path for walking.

Planning Period - The period of time between 1999 and the year 2020 pertaining to the comprehensive plan.

Planned Unit Development (PUD) - An area of a minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity and containing one or more residential clusters; appropriate commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development.

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

Public Land - Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

Public Participation - The active and meaningful involvement of the public in the development of the comprehensive plan.

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.

Residential Area - A given area of the community in which the predominant character is residential. Uses which support residential activity such as parks, churches, schools, fire stations, and utility substations may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

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, etc., as provided for in city ordinances.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

Rural Lands - All lands, which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Street, Arterial - A street which functions primarily to move large volumes of traffic and secondarily to provide access to abutting property. It is usually a continuous thoroughfare which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

Street, Collector - A street which functions primarily to move traffic from local streets to the arterial street system. It secondarily supplies abutting properties with the same degree of service as a local street.

Street, Local - A street which is intended solely for access to adjacent properties within local areas.

Strip Commercial and Industrial - A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Study Area - That area within the proposed area of impact boundary.

Transfer Development of Rights Program - The removal of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such transfer is permitted.

Urban Land - Land that is developed at urban densities or that has urban services.

Urban Service Boundary - That area that can be served economically and efficiently by City of Blackfoot utilities.

Wetlands - areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the city.

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 or maps, which are a part of the zoning ordinance, and delineate the boundaries of zone districts.