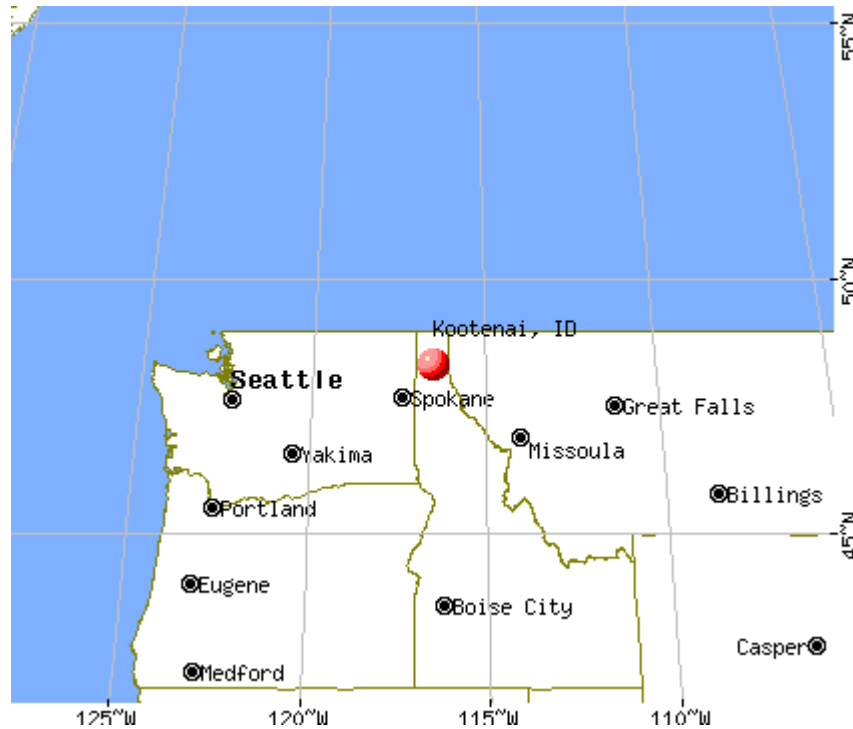


CITY OF KOOTENAI, IDAHO COMPREHENSIVE PLAN



Insert
new
vicinity
map &
cover
photo

Kootenai's Vision for the Future

Adopted July 5th, 2011

AMENDED 2018

**INSERT NEW ACKNOWLEDGMENTS/BACKGROUND PAGE REGARDING
COMP PLAN UPDATE**

Submitted By: Lisa D. Key

KOOTENAI'S COMPREHENSIVE PLAN **REFORMAT/UPDATE**

The Comprehensive Plan is presented in four sections:

SECTION I: Outlines the scope of the Plan and the planning process applied in developing the Plan.

SECTION II: Includes an inventory of background information about Kootenai as reviewed during the process of developing the Plan.

SECTION III: Sets forth goals and policies for each of the ~~twelve~~ **17** components **required by the Local Land Use Planning Act.** ~~of the Plan.~~

SECTION IV: Presents the projected land use map, outlines a general agenda for action to implement the Plan ~~and addresses property rights.~~ **(Move property rights into section with rest of 17 components.)**

COMPREHENSIVE PLAN CITY OF KOOTENAI

TABLE OF CONTENTS

	PAGE	
SECTION I: COMPREHENSIVE PLAN OVERVIEW	1	
A. GOALS, OBJECTIVES AND SCOPE	1	
B. PLANNING PROCESS	2	
C. COMMUNITY VISION	4	
D. THE PLAN	6	
SECTION II: CURRENT CONDITIONS	7	
A. HISTORY	8	
B. POPULATION	10	
C. NATURAL ENVIRONMENT	12	
D. INFRASTRUCTURE	17	
E. DEVELOPED COMMUNITY	23	
F. AGRICULTURE	27	
SECTION III: GOALS AND POLICIES	31	
A. POPULATION	31	
B. LAND USE	31	
C. NATURAL RESOURCES	33	
D. HAZARDOUS AREAS	33	
E. PUBLIC SERVICES, FACILITIES & UTILITIES	34	
F. TRANSPORTATION	36	
G. HOUSING	38	
H. SCHOOL FACILITIES & TRANSPORTATION	39	
I. RECREATION	39	
J. ECONOMIC DEVELOPMENT	41	
K. COMMUNITY DESIGN	42	
L. SPECIAL AREAS OR SITES	43	
M. AGRICULTURE		
INSERT PROPERTY RIGHTS, PUBLIC AIRPORT FACILITIES ELECTRICAL TRANSMISSION CORRIDORS IMPLEMENTATION	43	
SECTION IV: MAKING IT WORK	44	
A. COMPREHENSIVE PLAN FUTURE LAND USE MAP	44	
B. PROPERTY RIGHTS MOVE TO COMPONENT SECTION	47	
C. IMPLEMENTATION KEEP SUMMARY, BUT ADD TO COMPONENT SECTION	48	

SECTION I: COMPREHENSIVE PLAN OVERVIEW

UPDATE INTRO. REFORMAT NUMBERING, PLACE IN LEGAL ORDER

The primary function of the Comprehensive Plan is to define a general vision for the City of Kootenai's long-term future. **It** outlines what the community's vision for the City in the next twenty or more years, and how it can get there. It is a legal document with a projected land use map and accompanying text as adopted by the Kootenai City Council to guide public and private development for the long-term future.

The Comprehensive Plan, hereafter referred to as the Plan, reflects the general goals of the community, based on an analysis of current physical, economic, environmental and social conditions. The Plan is a projection of how present conditions can be improved upon through the setting of goals and policies, and development of a general agenda for action to reach the goals.

The Plan provides a guideline to assure future land use decisions reflect the recognized vision for the community of Kootenai as identified during the planning process. Something to always remember is that the Plan is:

- **Generalized:** Providing general guidance and direction for the community's growth and development.
- **Comprehensive:** Addressing all the elements or components felt to be important in affecting the physical, economic and social concerns of the community.
- **Long Range:** Presenting a long-term vision for the community.
- **Not Stagnant:** Evolving through time with periodic reviews and updates.
- **Not a Zoning Ordinance:** Goals and policies, and the future land use map, as set forth in the Plan, serve as the basis for decision making in the development of future zoning ordinances and a zoning map.

I-A: GOALS, POLICIES AND SCOPE

Goals and policies are identified for each of the components making up the community to best reflect a clear direction for long-term growth, development and capital investment for the City of Kootenai.

- **Goals** are general expressions of the community's hopes and aspirations concerning its future development.
- **Policies** are broad statements of intent to guide or direct action in order to achieve goals. They can prohibit, permit or require various actions.

The goals and policies set forth in the Plan aim to preserve and build upon the City's unique sense of community and the long-term vision for the community, as was defined during the planning process **AND SUBSEQUENT UPDATES**.

All land located within the City of Kootenai's jurisdiction and the Area of City Impact are addressed in the Plan, taking into consideration past and current conditions. The Plan meets the requirements as set forth in Idaho Code 67-6508 and addresses all fifteen planning components, as identified in the code. The various components as set forth in the code are listed below, with reference to the section of the Plan in which they are addressed.

- | | |
|-----------------------------|-----------------------------------|
| 1. Population: III - A | 9. Recreation: III-I |
| 2. Land Use: III-B, IV-A | 10. Economic Development: III-J |
| 3. Natural Resources: III-C | 11. Community Design: III-K |
| 4. Hazardous Areas: III-D | 12. Special Areas or Sites: III-L |
| 5. Public Services: III-E | 13. Agriculture: II-F, III-M |
| 6. Transportation: III-F | 14. Implementation: IV-B |
| 7. Housing: III-G | 15. Property Rights: IV-C |
| 8. School Facilities: III-H | |

I-B: PROCESS

A four step planning process was utilized during the course of a number of workshops with the Kootenai City Council, as set forth below and in Figure 1-B-1. The workshop schedules were announced at City Council meetings and provided to the local press. The public was welcome to attend and participate in these workshops, though public participation was minimal. A public hearing was held to review and adopt the Plan on **July 5th, 2011**. **UPDATE TO EXPLAIN CITY PROCESS FOR 2018**.

PLANNING PROCESS

1. Identify Issues, Opportunities and Problems

- Define the scope of the updated Plan.
- Determine public participation process in development of the Plan.
- Clarify and address issues of top priority as identified by the general public and community officials in workshops.
- Determine goals, policies and implementation techniques for each of the issues identified.

2. Research and Analysis of Background Information

- Inventory existing conditions as they relate to the various elements of the Plan.
- Collect data and information directly related to issues as addressed.
- Analyze the information gathered, and further clarify as found appropriate.

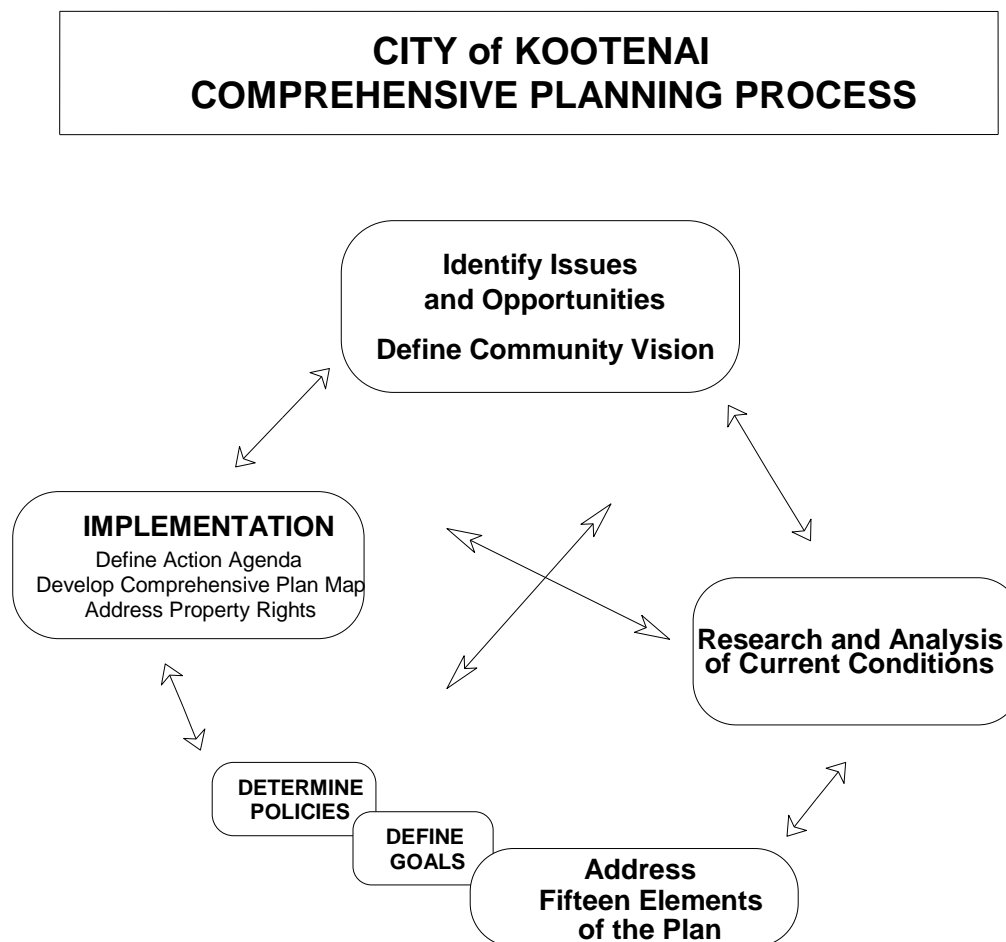
3. Address the **Fifteen** Elements of the Plan

- Incorporate goals and policies as identified in addressing the identified issues and opportunities.
- Determine goals and policies for each of the elements of the Plan.
- Develop courses of action to achieve the goals and policies.

4. Implementation

- Draft a land use map identifying intended future land uses which reflect the community's vision, goals and policies as identified and set forth in the Plan.
- Develop an agenda for action to meet the goals of the Plan.
- Address the property rights element.

Figure 1-B-1 CONSIDER REWORKING OR ELIMINATING



I-C: COMMUNITY VISION

CITY OF KOOTENAI'S VISION STATEMENT **REVISIT W/ COUNCIL**

“The City of Kootenai seeks to balance growth while preserving its neighborly, small town atmosphere and the semi-rural character of the outlying areas of the community. The community will be a thriving, friendly, safe place for children. The elementary school will continue to be a community anchor and a draw to young families. We will have a recreation center, sports fields, pocket parks, and sustainable open space throughout the community. Interconnected streets with sidewalks and bike paths will provide for safe and un-congested multi-modal travel throughout the City. Pend d’Oreille Bay Trail will provide recreational opportunities and interconnectivity between neighboring communities and to public lake front accesses at City Beach in Sandpoint, and Black Rock in Ponderay, with the Bonner County Historical Society Museum located at the trailhead in Kootenai. Single family housing will be provided on larger suburban size lots, with multi-family housing near the **commercial-industrial** park providing affordable work force housing. The outer edges of the City will be bordered by 5 & 10 acre parcels, where small horse ranches and established agriculture will provide a soft edge to **our bedroom community**. A small “downtown” city center will be located south side of SH200, with locally owned restaurants, taverns, and small retail shops that reflect the historical character of our community. Business & industry within the commercial and industrial areas will be good corporate citizens that help support our tax base and provide good paying jobs for our residents, **with no noise**, dust, fumes, air quality or water quality impacts to our residents. Our City government will continue to be characterized by friendly, efficient, and responsive staff.”

The most valued characteristics of the community and primary courses of action identified through the Comprehensive Plan workshops are detailed below.

Positive characteristics to retain:

- **Small, bedroom community**
- Rural feel
- Neighborly small town
- Peace & quiet
- Sense of safety
- Nice place to live & raise a family
- Friendly & responsive City staff

Key issues to tackle: **WHAT HAS BEEN ACCOMPLISHED SINCE 2011**

- **Redefining** residential densities.
- Defining a transition zone to buffer residential from commercial.
- Pedestrian access across SH200 between Ponder Point and Kootenai.
- Sidewalks, bike paths and safe crossings for children.
- Renegotiation of ACI Agreement.

- Renegotiation of terms of water service extension with City of Sandpoint. **WHAT ABOUT “THREATS” TO FUTURE WATER/SEWER CAPACITIES?**
- Completion, adoption & implementation of SH200 Corridor Plan. **QUAD CITY/NEW WEST PLAN?**

Opportunities to realize: **REVISIT**

- Attract a balanced variety of clean new business & industry to the community.
- Explore potential annexation of Ponder Point, Whiskey Jack, Jeffrey Drive and properties north of the City along North Kootenai Road, to Providence.
- Completion of the Pend d’Oreille Bay Trail, with a trail head and primary access in Kootenai.
- Partnership with Bonner County Historical Society in the development of a museum at the future trailhead to the Pend d’Oreille Bay Trail
- Partnership with the Cities of Ponderay, Dover and Sandpoint in the intercity **bus system.**
- Creation of a small “downtown” city center. **HAS THIS EVOLVED/CHANGED?**
- Continued development of city parks & expansion of recreational opportunities for City residents. **REVISIT W/ PARKLAND ISSUES**
- Development of a local police department or contract for services with an adjacent political jurisdiction for provision of an increased law enforcement presence within the City. **STILL VALID?**

Challenges to address and overcome:

- Extremely low tax base.
- Funding for projects.
- Funding to maintain streets.
- Code enforcement.
- Effective stormwater treatment.
- The reliance on water service from another political jurisdiction. **WHAT ARE THREATS/CHALLENGES**

Community values and concerns expressed in Comprehensive Plan workshops are summarized below. **UPDATE W/ 2018 WORK**

What We Value:

- Neighborly, small town feeling and slow paced character of community.
- The rural feel of the community and the surrounding county area.
- **Lake Pend d’Oreille**
- Access to recreational opportunities in immediate area (the lake, public lands, Schweitzer Mountain).

What We Hope to be Different in Twenty Years: **REVISIT**

- More variety in local small businesses.
- Higher commercial/industrial occupancy rate.
- Safe pedestrian access & multi-modal connectivity throughout the community

- Eliminate code enforcement issues & junkyards in residential neighborhoods.
- Traffic network open with commercial traffic occurring on residential streets.
- SH200 will be constructed as a **three lane** highway with a center turn lane through the City of Kootenai.

Worst Things That Can Happen in The Future:

- Diminished condition and upkeep of rental housing.
- Increase in vacant commercial buildings.
- Diminished condition and upkeep of commercial and industrial buildings.
- Too much growth & higher density development without the infrastructure to support such development. **IS THIS HAPPENING?**
- **SH200 would be constructed as a four-lane highway through the City of Kootenai. IF STILL TRUE, EXPLAIN**
- North Kootenai Road would be an arterial with heavy truck traffic.

I-D: THE PLAN

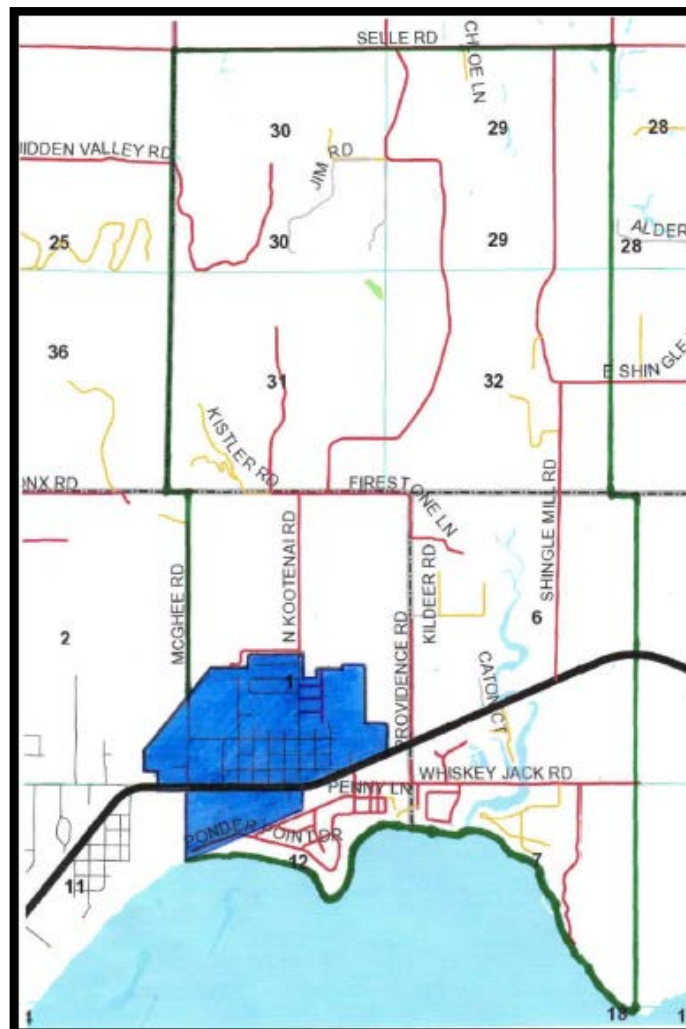
Goals and policies addressing the various components of the Plan, as determined from community input throughout the planning process, are set forth in Section III of the Plan. The Future Land Use Map is found in Section IV-A of the Plan. **The Property Rights component of the Plan is found in Section IV-B. MOVE SECTION** The agenda for action (the implementation component) is addressed in Section IV-C of the plan.

SECTION II: INVENTORY OF EXISTING CONDITIONS **UPDATE**

INSERT CITY SETTING

Kootenai is a small city of approximately 0.45 square miles located in east **CENTRAL** Bonner County, on the northern end of Lake Pend d'Oreille, in the North Idaho Panhandle. The City of Ponderay borders Kootenai to the west, with unincorporated Bonner County bordering it to the north, east and south. Union Pacific Railroad (formerly Spokane International Railroad) runs along the northwestern corner of the City, with Burlington Northern Santa Fe (BSNF)/Montana Rail Link running along the City's southern corporate boundary. Lake Pend d'Oreille serves as the southern border of Kootenai's Area of City Impact, running from the eastern half of Ponder Point, to the western half of Kootenai Point, with McGhee Road serving as the western boundary of the Area of City Impact, with Selle Road serving as the northern boundary, and with the eastern boundary located east of Shingle Mill Road. Figure II-A, below, depicts Kootenai's current corporate boundaries (in blue), and the borders of its Area of City Impact (in green).

FIGURE II-A: City of Kootenai Area Map **NEW MAP**



State Highway 200 (SH 200) runs east and west through Kootenai. E. Railroad Ave lies within the boundaries and jurisdiction of the Idaho Transportation Department (ITD) while maintained by the city of Kootenai in a written agreement with ITD. SH 200 serves as a main route between the western Montana border and merges with US 95 and SH2 where the cities of Ponderay and Sandpoint meet.

II-A: HISTORY

In 1899 The Ellersick family of four brothers, their parents and families sold their sawmill business in Minnesota and built a single-band sawmill at the Greenough's (railroad) Spur near present-day Kootenai. They named their mill the Kootenai Bay Lumber Company (KBLC). The community that grew up around the Ellersick family's sawmill and adjoining company store was named Kootenai.

The location for their mill on the lake, where they could float and store logs, and next to the railroad, where they could ship lumber to distant markets, was ideal.

In 1900 a syndicate of Midwestern investors, including John A. Humbird and Fredrick Weyerhaeuser, formed the Humbird Lumber Company (HLC). In the same year, the company acquired the Sandpoint Lumber Company and other timber properties. Following the premature death of Henry Ellersick, the family sold the Kootenai Bay Lumber Co. to Humbird Lumber Company. At the time of the sale in September 1903, Kootenai Bay Lumber Company had 123 employees. Company employees worked six ten-hour days a week and were paid 20 cents a day for laborers and 60 cents a day for the sawyer, filer and foreman. Following the purchase, HLC enlarged the operation by constructing a larger sawmill and planer.

Nearly a thousand men were given employment in the Humbird mills and yards. Within a short time the combined HLC sawmill operations in Sandpoint and Kootenai became one of the largest in the northwest. The storage yard at Kootenai had over 19 miles of railroad track and used three locomotives to move logs and lumber.

The Humbird facilities were quite large and provided employment for most of the families in town. The structures included the Humbird Co. office building and adjoining company general store, a very large stable and paddock for the large number of draft horses required especially in the "pole" yards and moving heavy loads, a company ice house and the **41 Hall ?**.

On the road into Ponder Point, on the left side of the street was a row of rather nice large two-story homes which were the homes of the Humbird "executives". Behind those homes extending south from what is designated as Whiskey Jack Road down to South Kootenai Bay Road where additional company houses for employees of lesser stature.

OLD KOOTENAI/MILL TOWN

1908 the Northern Pacific decided to make the Village of Kootenai one of its division points. By April 1909, the new repair shops and 20-stall roundhouse for the Northern Pacific had been completed as had the new depot at the end of Main Street. Stockyards were built on the north side of the railroad tracks to feed and water livestock being shipped to various points. The new depot was the largest in the Idaho Panhandle. These facilities gave employment to 100 train crews daily and upwards of 1200 railroad employees in all departments.

The Northern Pacific constructed a coal dock, car shop, stock yards and the Beanery. The Beanery was a hotel that furnished meals and lodging for the railroad employees. When the Northern Pacific made their decision to come to Kootenai, HLC owned the town site land; however, it was at that time a dense forest of pine, fir, tamarack and cedar. Within two months, an army of men had cleared the town site of trees and stumps. KTC then platted the Kootenai with 80-foot-wide streets and commercial lots reserved for a school, public park and church. At the sides of the streets, KTC built ten-foot-wide boardwalks and installed wooden water mains. Sandpoint Water and Light Co. provided electrical power and water. To discourage speculators, they imposed covenants that specified a deadline when an owner must complete their building and the minimum cost or value of the structure.

Northern Idaho and Montana Power Company had crews at work in Kootenai putting up poles and wiring the streets. When the two systems were completed Kootenai had one of the best water and light system in North Idaho.

By December 1908, Kootenai was emerging as the largest community in the area. Its business district included a drug store, two hotels, theatre, three restaurants, blacksmith shop, livery stable, pool hall, two barber shops, a dry goods store, bakery, roller rink, tea shop, two bars and an ice house filled in the winter with ice from Lake Pend d'Oreille. In 1909 F.S. Bonner, from Missoula, opened a general merchandise store in competition with the Humbird Company Store.

In 1909, the Congregational Church—now Kootenai Community Church—built a new church on land donated by the Kootenai Town site Company. It was truly the community church attended very faithfully by all the residents of Kootenai, and it was the Kootenai church, not the Ponderay church. It was a Congregational Church, but because of the predominantly Scandinavian population, most of the people were Lutherans. Never the less, they all attended the one church.

The Painter Hotel which boasted of a dining room containing a tint and scroll pattern on dark red burlap which stretched from the baseboard to the china rail, where a border a grape vines and their fruit twined about the wall. The contractor, Mr. Louderbach, said it was the finest in this section of the country. The hotel was destroyed by fire about 1921.

The Occidental Hotel J.M. Soper, owner and proprietor of the Hotel Occidental, was a fine large two and a half story building. The furniture and equipment throughout was entirely new. There were ten nicely furnished rooms in the building. For the laboring

class of trade Mr. Soper had a large sleeping apartment in which the beds were separated by curtains where a poor man could have a clean bed for a small sum. This hotel was located next to what is now the Conoco Gas Station on the Frontage road.

Area residents commuted between Kootenai and Sandpoint via a trolley line. Tickets were purchased at the butcher shop located where Squeekey's is now located. Workmen used the trolley to and from the mills in Ponderay and Kootenai. The Trolley Line closed in 1921.

Because of the revenue from two railroads running through the area, and the Humbird mill, the Kootenai Independent School District #11 was able to establish very good schools. At that time each district had its own funds and school board, which made decisions and provided all necessary supplies. In the fall of 1909, the Kootenai School opened its doors. The \$15,000 four-room brick schoolhouse was noted as being second only to the Farmin School in Sandpoint. It was a three story brick structure.

The high school students had to find their own way to Sandpoint. Parents might drive them back and forth until November, after which the roads were never kept open. Until about 1921 some went back and forth on the streetcar. When the roads were closed they walked the railroad track to Sandpoint.

In June 1930 after weathering the first two of the depression years, Humbird ceased operation as a lumber firm. All its timber, holding, mill, machinery shops and miscellaneous items were sold to the Weyerhaeuser Lumber Co. The new firm owned sawmills in many places and had no further need for the Sandpoint-Kootenai mills. Mill workers scattered and stump ranches were sold for a pittance. Humbird Lumber Co. moved on into Canada.

The Kootenai Mill closed down on August 23rd, 1931 and did not operate further. All logging was closed down in August, 1931. The business district died out with the closing of the mill. Many buildings burned down in a fire in the 30's.

In 1945 during a general election, 20 residents voted and they unanimously **make** the decision to deed the city park to the school district so the playground would be adequate. Most of the older maps show the Northern Pacific **Ying Yang** symbol on this park. The original plans for the park were to have sidewalks in that design.

On June 30, 1910, Kootenai became an incorporated village. In 1967 it became an incorporated city to conform to the change in Idaho law. On Dec 12, 1968 Kootenai's name was changed from Village of Kootenai to City of Kootenai by Ordinance number 58.

II-B: POPULATION UPDATE W/ 2015 ESTIMATES

According to the US Census Bureau, in 2010, the City of Kootenai had a total of 284 housing units, and a population of 678, which represented a nearly 54% increase in

population, and a nearly 66% increase in housing units since 2000. The following table summarizes population trends for the City of Kootenai from 1990 through 2010.

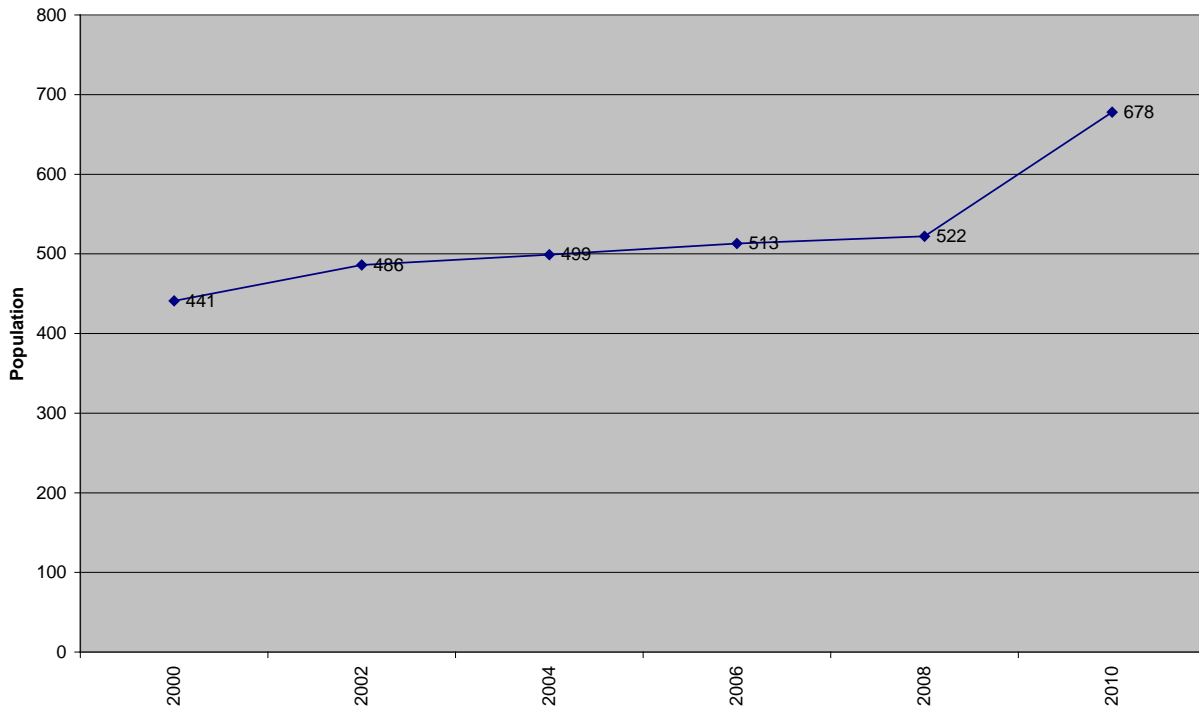
**City of Kootenai Population,
1990 - 2010**

Year	Population	% Change
1990	327	NA
2000	441	34.9%
2010	678	53.7%

Source: U.S. Census Bureau, Census 2010, Census 2000, 1990 Census

According to US Census Bureau annual population estimates between 2000 and 2010, the largest growth in population occurred between 2008 and 2010 as depicted in the chart below, suggesting that the population growth was linked to the construction of the new elementary school in Kootenai.

City of Kootenai Population Trends,
2000 - 2010



Source: US Census Bureau

II-C: NATURAL ENVIRONMENT

The City of Kootenai is located 48°18'38"N, 116°30'57"W, at an elevation of 2117 feet above sea level. Kootenai lies in the Pend Oreille River valley, a forested area with open fields and mountains rising to north and east of the valley. **Lake Pend d'Oreille** is located south of the City of Kootenai, with the shoreline serving as the southern boundary of Kootenai's Area of City Impact, which includes the eastern half of Ponder Point, and the western half of Kootenai Point. Union Pacific Railroad runs along the northwestern City limits, and BSNF/Montana Rail Link line serves as the southern boundary to the current City limits. The northern limits of the area of City Impact follow along Selle Road, with the eastern boundary located east of the alignment of Shingle Mill Road, and McGhee Road representing the western boundary of the Area of City Impact.

The Kootenai area receives an average annual total precipitation of 34.18 inches (including the water equivalent for snowfall), with peak precipitation months being November, December and January. Average annual snowfall in Kootenai totals 71.4 inches. Ground snow loads reach a seasonal peak average of 111 lbs/square feet (Ground & Roof Snow Loads for Idaho, R.L. Sack and A. Sheikh-Taheri, University of Idaho, 1986). The lowest average daily minimum temperature occurs in January at 19.4°, with the highest average daily maximum temperature occurring in July at 80.1°.

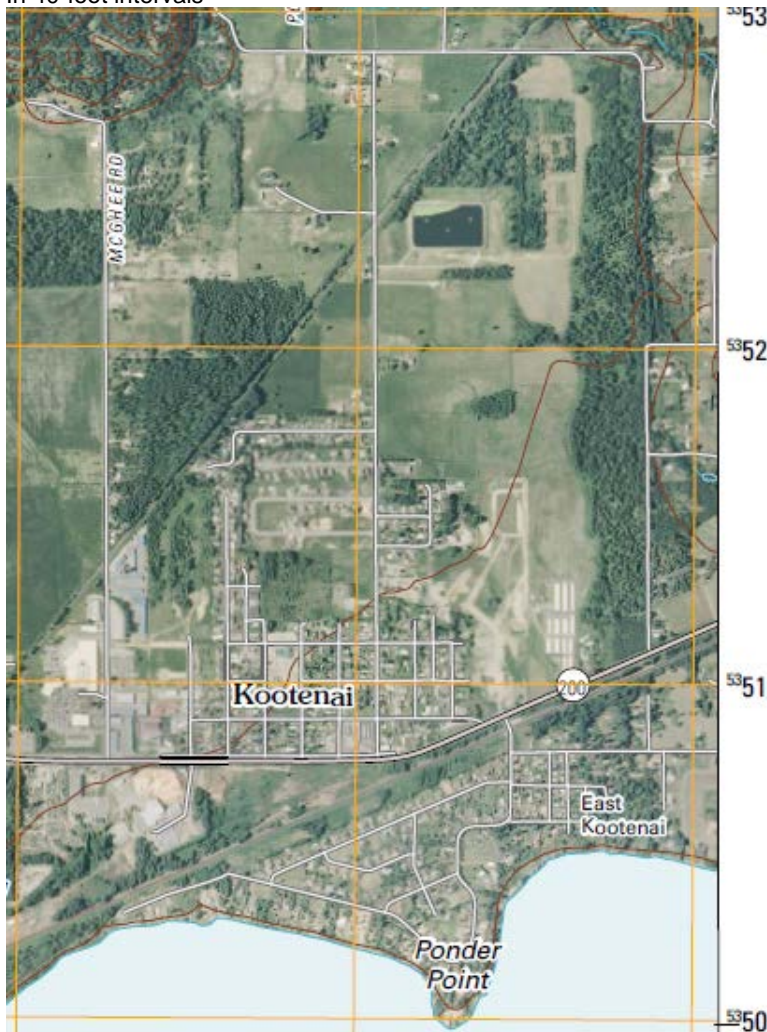
II-C-1: Topography

The City of Kootenai sits slightly above **Lake Pend d'Oreille** on level ground that slopes slightly towards the lake. The elevation of the City falls between 2121 feet and 2086 above sea level. Figure II-C-1 provides topographic lines in 40 foot intervals for the Kootenai area. Topographic elevation lines are represented in orange.

FIGURE II-C-1: TOPOGRAPHY NEW MAPS AVAILABLE; THIS SECTION MORE READABLE IF SUMMARIZED

Kootenai Area Topography

In 40-foot intervals

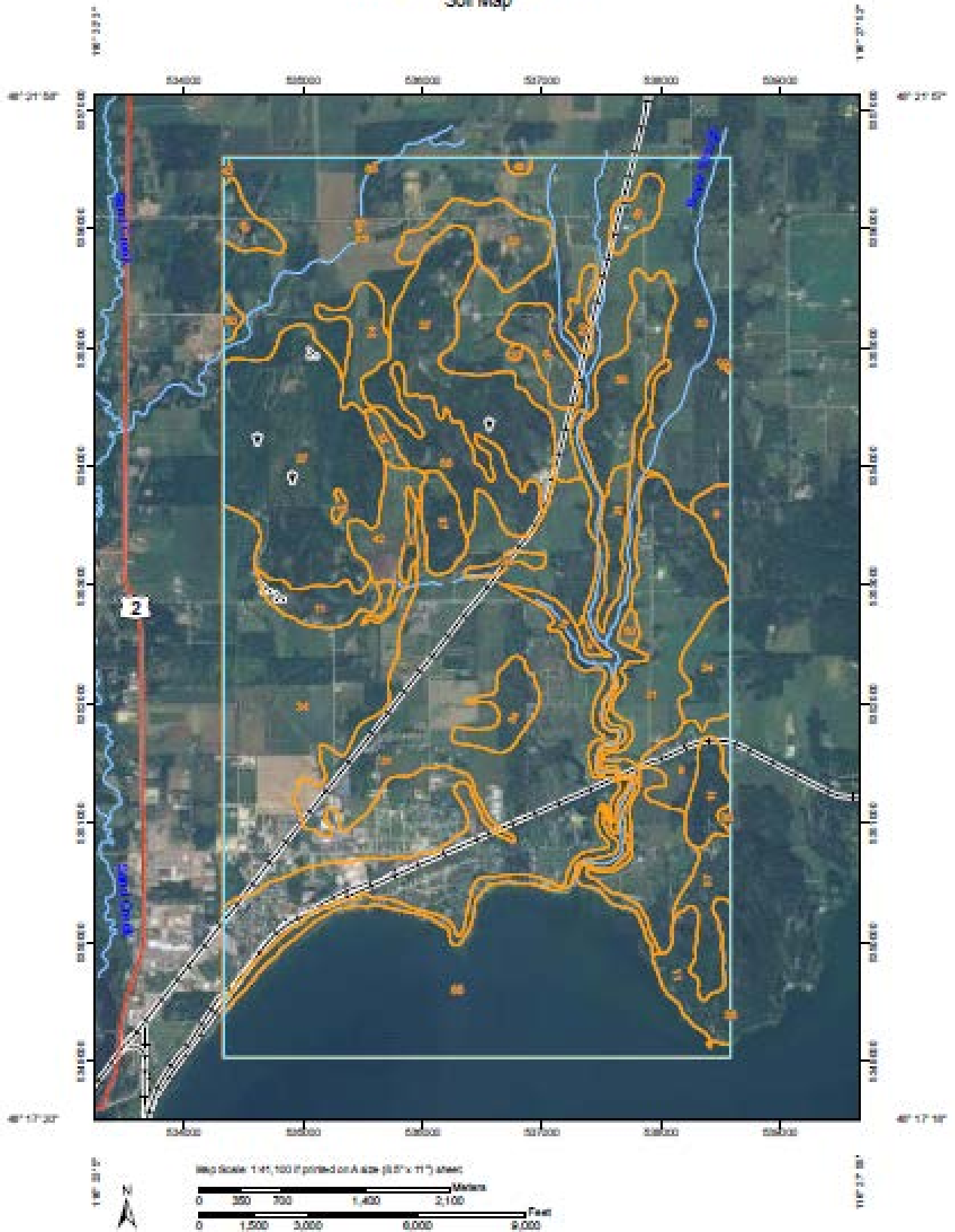


Source: *The National Map, US Topo Sandpoint Quadrangle, Idaho 7.5 Minute Series*

II-C-2: Soils

Soil types for the City of Kootenai, and its Area of City Impact, as mapped and classified by the USDA Natural Resource Conservation Service are provided on the following pages. A detailed soils report produced by USDA Natural Resource Conservation Service, which includes information on methodology and detailed descriptions of the soils characteristics, is on file and available for reference at Kootenai City Hall. **PROVIDE QUICK SUMMARY OF SOILS AND POOR DRAINAGE CHARACTERISTICS, WHICH ARE IMPORTANT FOR PLANNING PURPOSES.**

Custom Soil Resource Report
Soil Map



Map Unit Legend

Bonner County Area, Idaho, Parts of Bonner and Boundary Counties (ID604)			
Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI
9	Colburn very fine sandy loam, 0 to 4 percent slopes	117.1	1.5%
11	Dufort-Rock outcrop complex, 5 to 45 percent slopes	222.4	2.8%
14	Haploxeralfs and Xerochrepts, 30 to 55 percent slopes	300.9	3.8%
15	Hoodoo silt loam, 0 to 1 percent slopes	4.7	0.1%
31	Mission silt loam, 0 to 2 percent slopes	1,819.5	22.8%
32	Mission silt loam, 2 to 12 percent slopes	1,517.1	19.0%
33	Mission silt loam, 12 to 30 percent slopes	3.3	0.0%
34	Odenson silt loam, 0 to 2 percent slopes	1,070.6	13.4%
35	Pend Oreille silt loam, 5 to 45 percent slopes	4.5	0.1%
37	Pend Oreille-Rock outcrop complex, 5 to 45 percent slopes	1,034.1	13.0%
42	Pywell-Hoodoo complex, 0 to 1 percent slopes	87.9	1.1%
48	Selle fine sandy loam, 0 to 8 percent slopes	6.5	0.1%
50	Selle-Mission complex, 0 to 12 percent slopes	478.9	6.0%
55	Treble-Rock outcrop association, 20 to 65 percent slopes	160.3	2.0%
65	Water	1,140.0	14.3%
Totals for Area of Interest		7,968.0	100.0%

MAP LEGEND	MAP INFORMATION
<p>Area of Interest (AOI)</p> <p> Area of Interest (AOI)</p> <p>Soils</p> <p> Soil Map Units</p> <p>Special Point Features</p> <ul style="list-style-type: none"> Blowout Borrow Pit Clay Spot Closed Depression Gravel Pit Gravelly Spot Landfill Lava Flow Marsh or swamp Mine or Quarry Miscellaneous Water Perennial Water Rock Outcrop Saline Spot Sandy Spot Severely Eroded Spot Sinkhole Slide or Slip Soddy Spot Spoil Area Stony Spot 	<p>MAP INFORMATION</p> <p>Map Scale: 1:41,100 if printed on A size (8.5" X 11") sheet.</p> <p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <p>Please rely on the bar scale on each map sheet for accurate map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov Coordinate System: UTM Zone 11N NAD83</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Bonner County Area, Idaho, Parts of Bonner and Boundary Counties Survey Area Data: Version 6, Jan 31, 2008</p> <p>Date(s) aerial images were photographed: 7/14/2004; 9/26/2004</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>

II-C-3: Seismic Zones & Risk Categories **MOVE TO HAZARDS AND UPDATE SOURCES/RECENT EARTHQUAKES**

The State of Idaho is ranked fifth nationally in terms of its seismic safety risk, with California having the greatest risk. The 1991 *Uniform Building Code (UBC)*, a nationwide industry standard, sets construction standards for different seismic zones in the nation. The *Uniform Building Code* ranks seismic zones in the United States on a scale of 1 (low) to 4 (extreme). Bonner County is in the moderate seismic zone of 2B, as illustrated below, in Figure II-C-3-1.

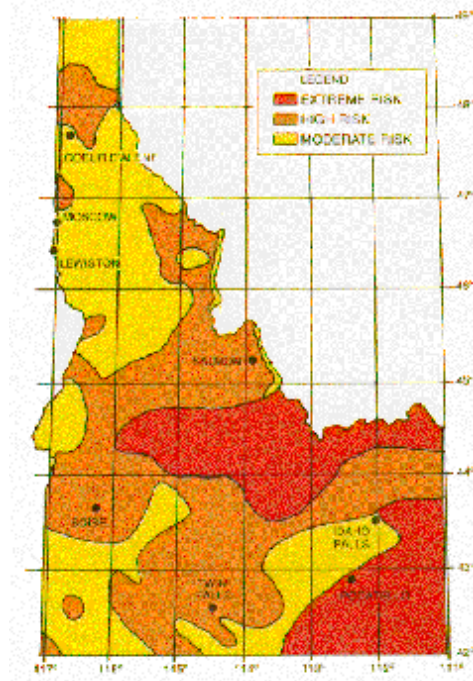
Figure II-C-3-1



Uniform Building Code Seismic Zone Map

A map developed by the Idaho Geological Survey, showing areas of relative seismic shaking hazard, puts Bonner County in two risk categories, which are illustrated in Figure II-C-3-2. Most of the southern half of the county is in the high-risk category, while most of the northern half, including the City of Kootenai, is in the moderate risk category. These designations are largely based on the potential for earthquakes centered elsewhere to cause damage locally (*Uniform Building Code*).

Figure II-C-3-2
Seismic Shaking Hazard of Idaho



II-D: INFRASTRUCTURE

Public services (II-D-1), utilities (II-D-2) and the transportation system (II-D-3) are presented in this section.

II-D-1: Public Services OTHER SERVICES

The City of Kootenai operates under a City Council/Mayoral form of government. Employees include a full time City clerk-treasurer and a part-time attorney. The City provides administrative services, as necessary, to keep the City running smoothly.

Local public schools are provided and administered by Lake Pend d'Oreille School District #84. Kootenai Elementary School is located off Second Avenue between Sprague and Hope Streets. The school is surrounded on all sides by a residential area, with junior and senior high schools located in Sandpoint, Idaho, 1.8 miles to the west.

Northside Fire provides fire protection for Kootenai.

Hospitals servicing the area are Bonner General Hospital in Sandpoint (located approximately 2 miles away), and Kootenai Medical Center in Coeur d'Alene, Idaho (approximately 48 miles away). Bonner County Emergency Management System provides paramedical and emergency transport services.

Local law enforcement is provided by the Bonner County Sheriff's Department under contract with the City.

II-D-2: Utilities

The Kootenai-Ponderay Sewer District provides sewer service, and the City of Sandpoint provides water service to the City of Kootenai and its incorporated city limits.

Electric and gas are provided by Avista Utilities. Telephone service is provided by Frontier, with cell service available through a variety of service providers. Cable television and internet service is provided by Northland Cable Television in most areas of Kootenai.

II-D-3: TRANSPORTATION

Overview: PROVIDE UPDATE W/ NEWEST PED/PATH AND QUAD PLANS/STUDIES – OTHER SOURCES?

State Highway 200 (SH200) running east and west intersects Kootenai. In addition to SH200, included in ITD's right-of-way and running parallel to SH200 is E. Railroad Ave. The city of Kootenai has an agreement with ITD for the use and maintenance. All other streets in Kootenai are under the direct jurisdiction of the City, with maintenance of those street provided by the Independent Highway District, by agreement with the City of Kootenai.

The City of Kootenai participated in the Urban Area Transportation Plan (UATP) along with Ponderay, Dover, Sandpoint and Bonner County. The UATP, which was adopted by the City of Kootenai in 2008, is incorporated into this Plan by reference.

In 2008, the City of Kootenai also participated in the SH200 Corridor Study with the ITD, the City of Ponderay, and Bonner County. **To date, the Highway 200 corridor plan has not yet been adopted by Kootenai.**

The City of Kootenai is a member of the Bonner County Area Transportation Team "BCATT" which facilitates the coordination of planning efforts and projected highway, road and street projects of the various communities located in Bonner County, the County and ITD. Kootenai also maintains a direct line of communication with Bonner County and ITD concerning current and future transportation needs.

Railroads:

Rail service in the area is provided by the Burlington Northern & Santa Fe (BNSF), and the Montana Rail Link running east and west. The Union Pacific Railroad runs west to north by northeast.

Airports: MOVE TO NEW AIRPORT SECTION

The closest airport is located in Sandpoint, Idaho, 3.9 miles southwest of the City. The Sandpoint airport has a 5,500-foot paved runway rated up to 40,000 pounds and provides private service, charter and commercial services. Daily commercial flights to Boise, Idaho and Seattle, Washington will be available in the near future. Spokane International Airport, located approximately 86 miles southwest of Kootenai in Spokane, Washington, provides commercial and freight service for the region.

II-D-3a: Local Traffic Flows

Arterials:

Principal arterial streets provide service to travel passing through the area, and serve the major centers of activity of in the community. They are generally the highest traffic

volume corridors, tend to serve longer trip distances, and carry a high proportion of the total area travel than other corridors in the area. Minor arterial streets interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. Minor arterial streets include all arterials not classified as a principal and contain facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility.

State Highway 200, under the jurisdiction of ITD, is identified in the UATP with an existing functional classification of as a minor arterial, and a future functional classification of Principal Arterial. SH200 handles the greatest volume of traffic in the Kootenai area. The vast majority of this traffic is generated in areas outside the City. Currently, center turn lanes provided at the intersections of N. Main Street, Spokane Street, tapering off at Sprague Street. The UATP future functional classification map identifies interconnected Kistler Road, Porath Road and Firestone Lane as a minor arterial.

Collectors:

Collectors are those streets with moderate traffic flows due to collecting traffic generated from local streets and from local businesses. N. Main Street (which becomes N. Kootenai Road in the unincorporated County) and Selle Road are currently classified as rural major collectors in the UATP. The UATP identifies the future functional classification for N. Main Street (and Kootenai Road), McGhee Road and Selle Road as rural major collectors. Whiskey Jack Road is identified as a rural minor collector on the UATP future functional classification map.

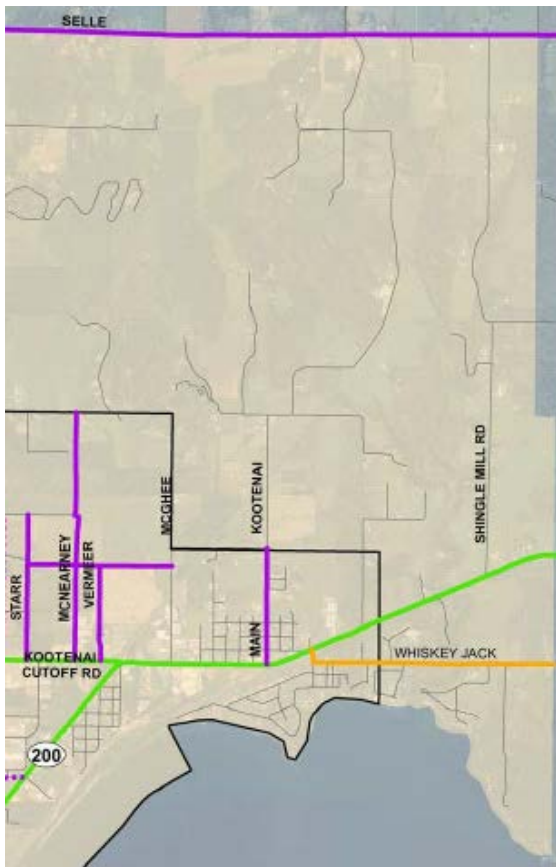
Local Streets:

Local streets serve primarily to provide access to adjacent land and provide service to travel over relatively short distances as compared to collectors or other higher systems. Local streets are generally those not classified as a principal arterial, minor arterial, or collector. All other streets within the City and the Area of City Impact are considered local streets, handling traffic generated at local levels and having low volumes of traffic.

The map found in Figure II-D-1 shows the existing functional classification of streets and roads in the Kootenai area, while Figure II-D-2 shows and their proposed future functional classification, as identified in the UATP.

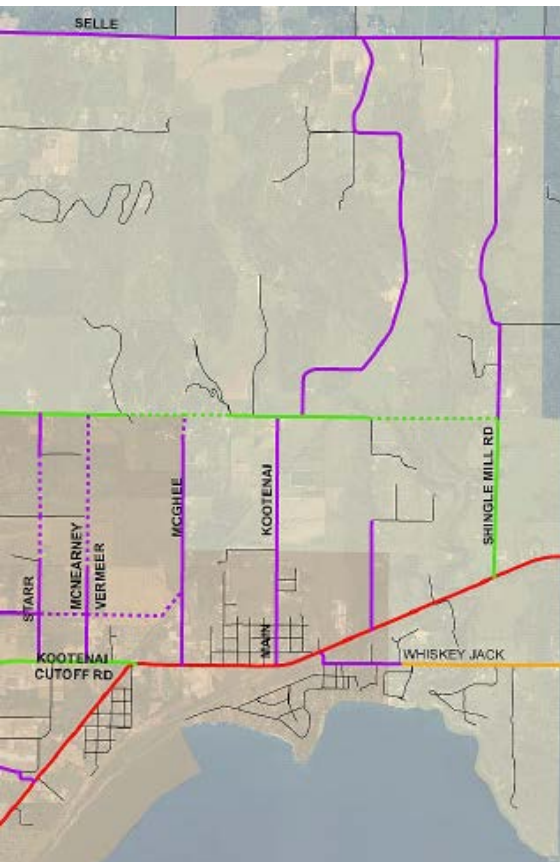
REPLACE W/ MORE READABLE ILLUSTRATIONS

**Figure II-D-1:
UATP Existing Functional Classification of Streets in Kootenai Area**



Federal Functional Classification	
— Interstate	.... Proposed Interstate
— Principal Arterial	.... Proposed Principal Arterial
— Minor Arterial	.... Proposed Minor Arterial
— Urban Collector/	.... Proposed Urban Collector/
— Rural Major Collector	.... Proposed Rural Major Collector
— Rural Minor Collector	.... Proposed Rural Minor Collector

Source: UATP, 2008



**Figure II-D-2:
UATP Proposed Future Functional Classification of Streets in Kootenai Area**

Functional Classification	
— Interstate	.... Proposed Interstate
— Principal Arterial	.... Proposed Principal Arterial
— Minor Arterial	.... Proposed Minor Arterial
— Urban Collector/	.... Proposed Urban Collector/
— Rural Major Collector	.... Proposed Rural Major Collector
— Rural Minor Collector	.... Proposed Rural Minor Collector

Source: UATP, 2008

II-D-3b: Pedestrian/Bicycle Pathways **UPDATE W/ STUDIES & PLANS**

Kootenai is a small city that has some **unique** problems and opportunities related to pedestrian and bicycle traffic. Currently sidewalks are found along the east and west sides of Kootenai Elementary. A sidewalk is also provided in front of City Hall and into the Mathias Schmidt city park.

- State Highway 200 bisects the City of Kootenai, with access provided to the south at McGhee Rd and Whiskey Jack.
- There is currently no established pedestrian pathway linking the north and south parts of the community.
- Establishment of an interconnected pedestrian/bicycle network serving the elementary school is necessary to address safety concerns for children residing within the City.

Figure II-D-3: Future Bike Network for Kootenai Area

Source: UATP, 2008

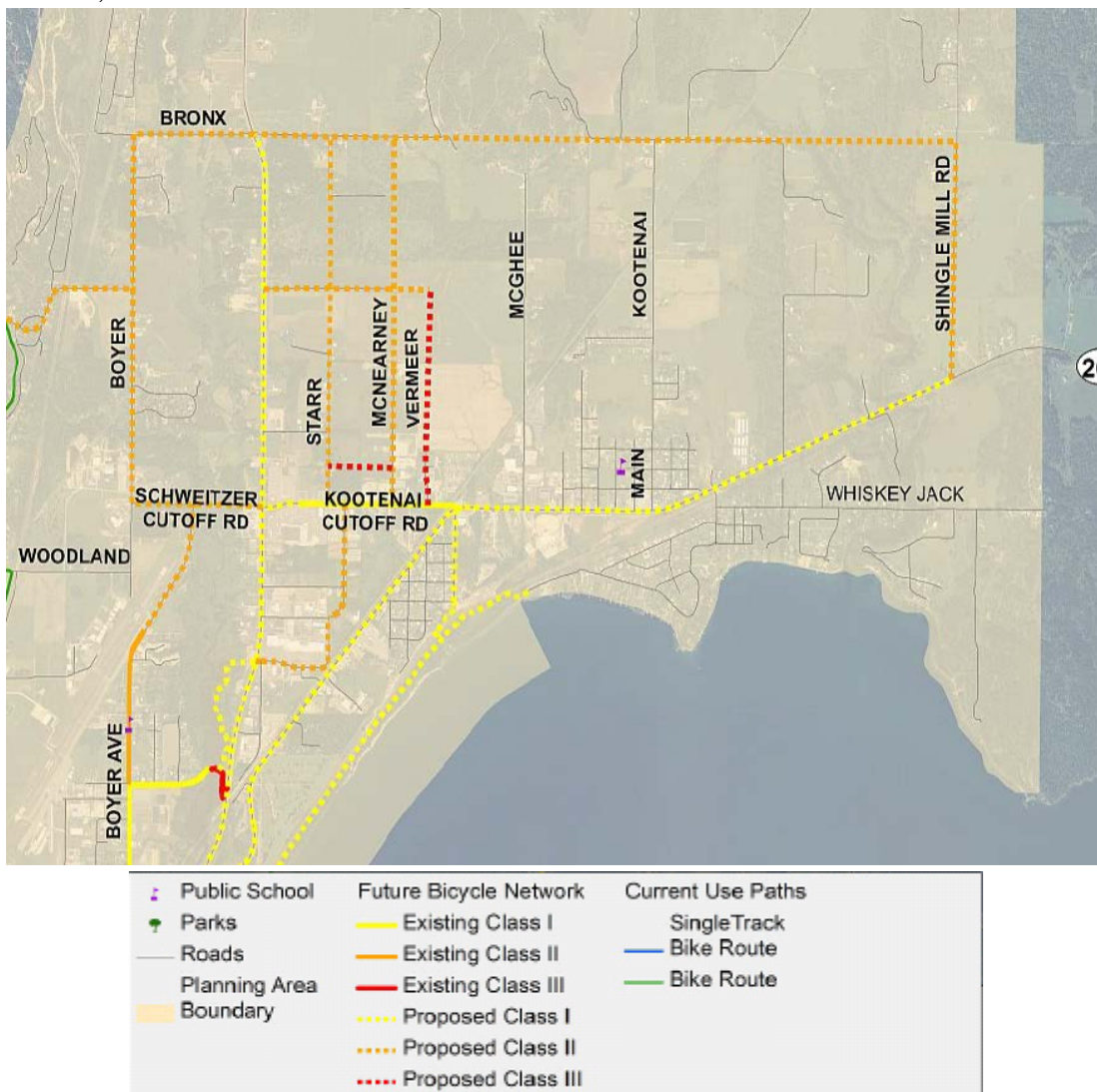
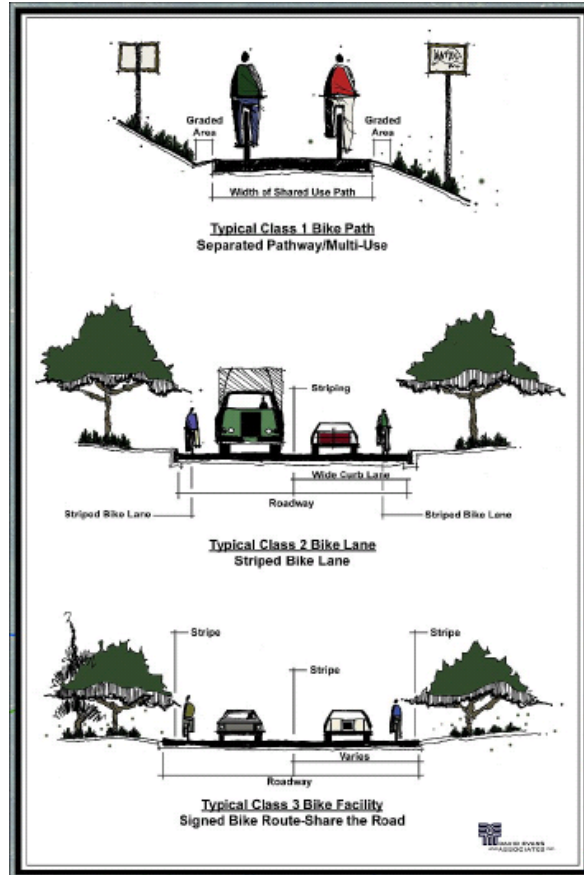


Figure II-D-4: Typical Sections for Bicycle Pathways



Source: UATP, 2008

Figure II-D-3, above, identifies the planned bicycle network, as identified in the 2008 UATP. Figure II-D-4 depicts the typical sections for various classes of bicycle paths.

II-D-3c: Pedestrian Traffic Concerns

Currently, a major traffic concern is provision of a safe and convenient pedestrian and bicycle route linking the north and south parts of the community.

The developed residential area to the southeast of Kootenai, locally known as Ponder Point, is currently in the unincorporated county, under Bonner County's jurisdiction. The area between Ponder Point and Kootenai is bisected by the railroad and SH200. The rail crossing was designed for motor vehicles and not pedestrians and bicycles. **Children crossing the tracks and SH200 must watch the traffic and dash across, creating a major safety issue.**

A pedestrian/bicycle system is needed to tie the Kootenai Elementary School with the residential areas in the south part of Kootenai and with downtown Kootenai to the north. A pedestrian corridor connecting the southern area of Kootenai and Ponder

Point with the downtown area and Mathias Schmidt park on the north side SH200 was identified as a need during the comprehensive planning process. **UPDATE**

II-D-3d: Street Maintenance

The City has an estimated 6.3 miles of streets located within the City of Kootenai's jurisdiction. An inventory of street widths and conditions is maintained at City Hall. The City of Kootenai has an agreement with the Independent Highway District to maintain all local and collector streets and to provides maintenance service (snow removal) during the winter months.

ITD maintains the signal at the intersection of SH200 and McGhee Road while Kootenai is responsible for the cost of electricity to operate the signal light.

Signs along the principal arterials are maintained by ITD. Local signs are maintained by the Independent Highway District. Signs or sign- posts are replaced on an as needed basis. Normally this consists of one to two signs or posts per year. Signage was updated with new two-sided signs in 2008. It is the goal of Kootenai to bring all signage to the standards set for by MUTCD (Manual on Uniform Traffic Control Devices). Outside funding will be obtained as available and required if a larger quantity of signs and posts need to be replaced in any one year.

All local streets within the City's jurisdiction were paved in two (2) phases beginning in 2005, with the remainder completed in 2009. The long-range plan is to chip seal the streets every five to seven years, with base replacement to be evaluated every twenty years. It is projected that the entire street system be done at one time. Grants are pursued when necessary to perform necessary maintenance and replacement. All principle arterials are maintained by ITD. **UPDATE**

The City will consider each proposed annexation and/or other streets to be added to the system through the development process on an individual basis. Pavement management requirement will be considered for each street before it is added to the City's jurisdiction.

II-E: DEVELOPED COMMUNITY

This section provides information concerning existing land uses (Section II-E-1), economic development (Section II-E-2) and the Area of City Impact (Section II-E-3).

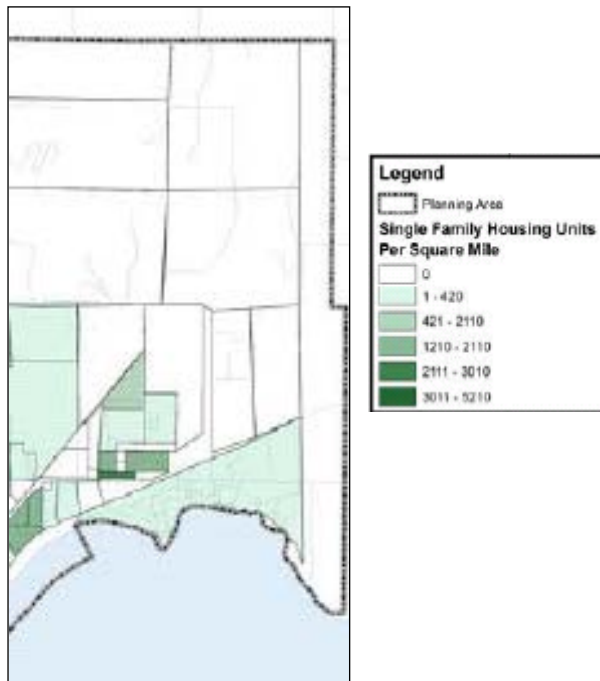
II-E-1: Existing Land Use Pattern

Residential land uses are principally located in the north central portion of the city. Industrial uses are located in west side of the City, south of SH 200, with mixed light industrial and commercial uses located on the west side of the City, north of SH200.

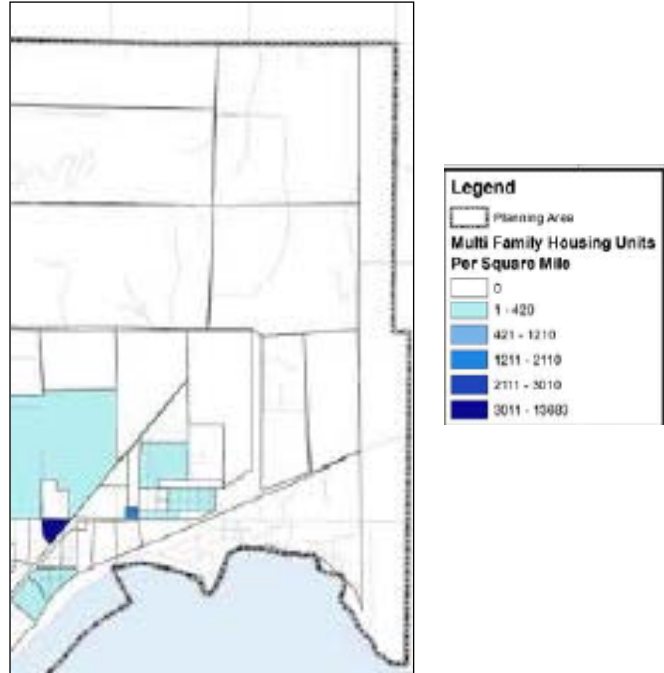
Commercial uses are located on the south side of SH 200 in the south central portion of the City and north of SH200 in the central and eastern portions of the City. Residential uses are generally located in the central northern **NORTH AND EAST NOW** portion of the City. Figure II-E-1 depicts general patterns of land use within the City. North of the incorporated city, in the Area of City Impact, the land use is principally agriculture and open space. **UPDATE**

Figure II-E-1: Current Land Use Patterns MAPS DID NOT REPRODUCE WELL. CONSIDER VALUE/UPDATE IF KEPT

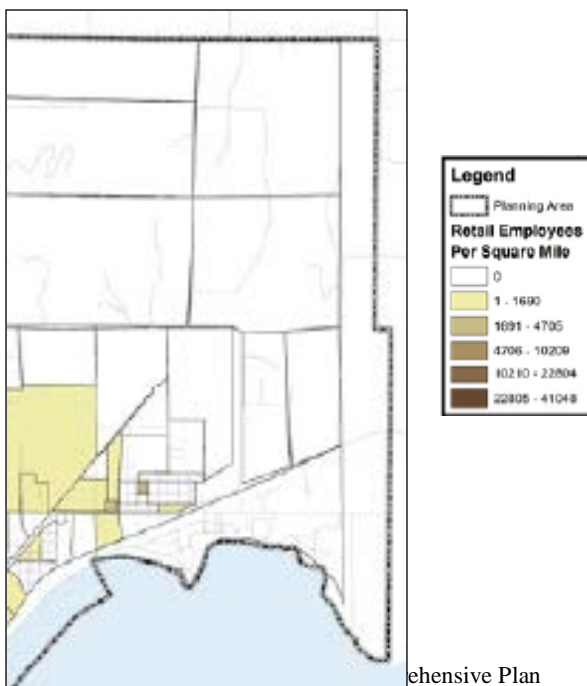
Single Family Residential



Multi-Family Residential



Retail Employment



Non-retail Employment

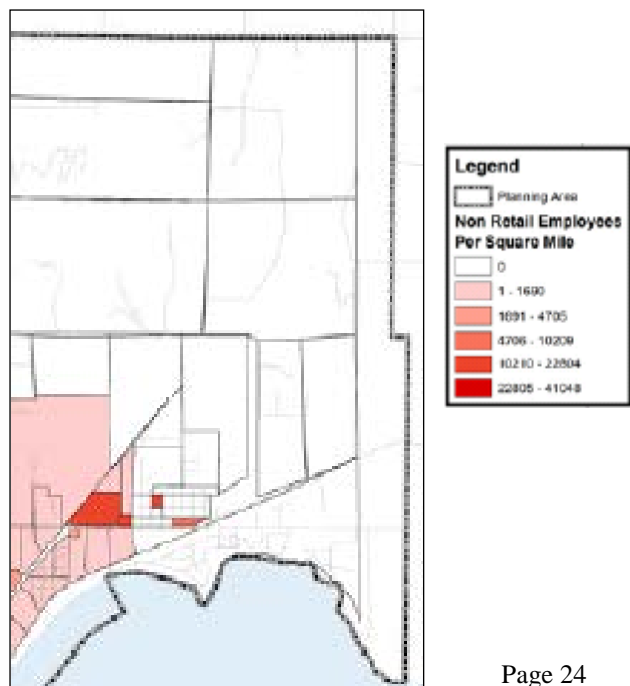
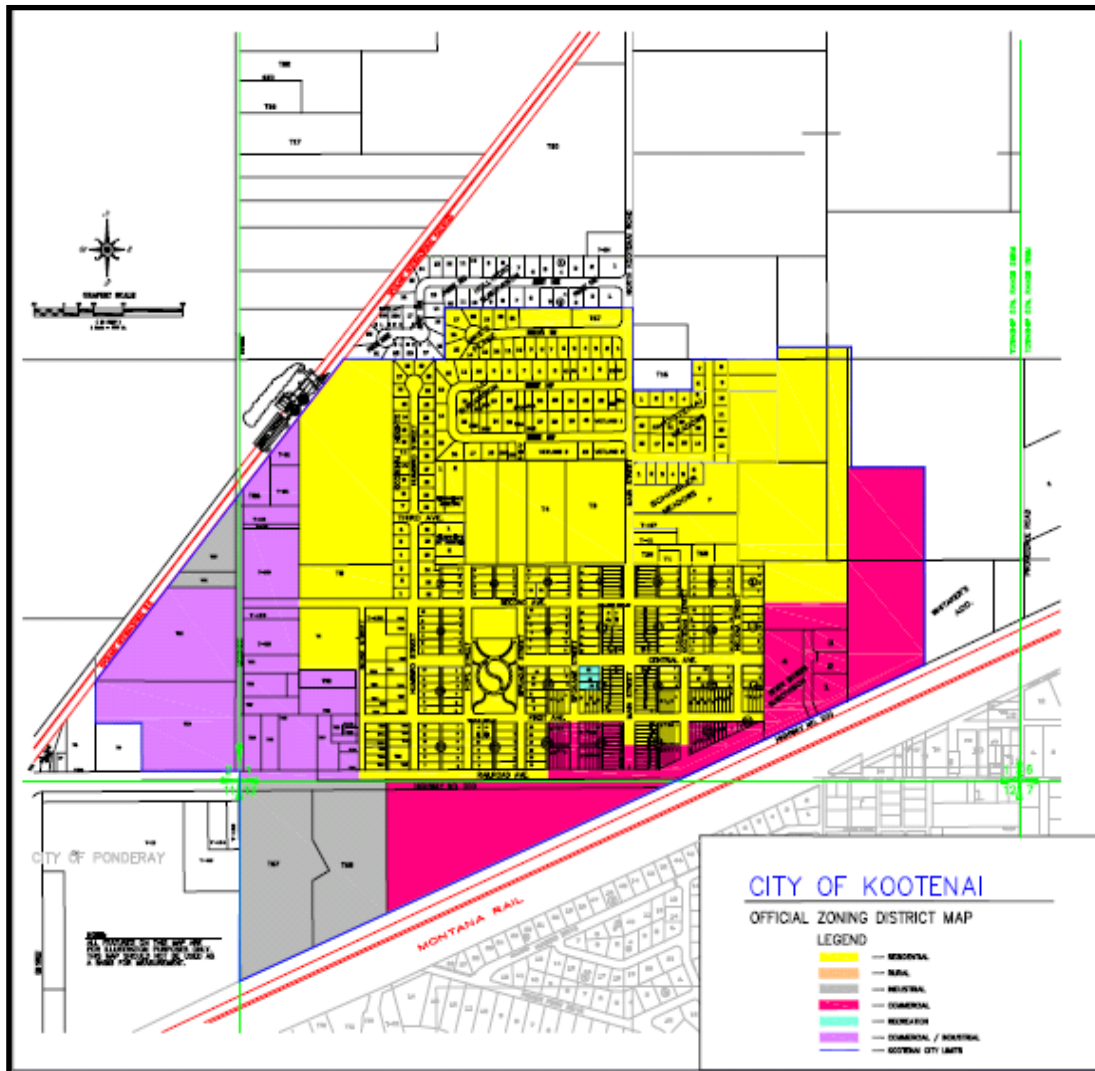


Figure II-E-2 depicts the current zoning map within the existing corporate limits of the City of Kootenai, which is reasonably consistent with existing land use.

Figure II-E-2: Current Zoning within Existing City Limits REPLACE



II-E-2: Economic Development SECTION NEEDS OVERHAUL TO REFLECT MAJOR ECONOMIC CHANGES

Service and retail businesses located along McGhee Road and along SH200 help support the local tax base, provide employment opportunities for residents of the City of Kootenai and the surrounding area, and provide valued services to the local community, as well as the regional area. Services and retail businesses located in the adjacent communities of Ponderay and Sandpoint add to the balance of services and employment opportunities provided in the immediate area.

Major employers in the City are Coldwater Creek, Lignetics and Kootenai Elementary. Lignetics, a wood processing manufacturer is the principal industrial activity in the area. Coldwater Creek has its corporate office located in the commercial/industrial park off McGhee Road with numerous small service businesses and light industrial manufacturing operations located in the commercial/industrial zone on the western side of the city, with small retail and service businesses also located along the south side of SH200, as well as along the north side of SH200 along the eastern side of the City. Significantly, the business and industry in the city of Kootenai employ an estimated 720 people, more than the total population of the City of Kootenai. Employment Information by Industry for the Kootenai incorporated area is provided in Figure II-E-4.

FIGURE II-E-4: 2011 Employment by Industry UPDATE

Source: EMSI & City of Kootenai Business Registration Information

City of Kootenai 2011 Employment by Industry		
NAICS Code	Description	2011 Jobs
11	Agriculture, Forestry, Fishing & Hunting	0
21	Mining, Quarrying, & Oil & Gas Extraction	<10
22	Utilities	0
23	Construction	19
31-33	Manufacturing	62
42	Wholesale Trade	<10
44-45	Retail Trade	14
48-49	Transportation & Warehousing	5
51	Information	5
52	Finance & Insurance	9
53	Real Estate & Leasing	0
54	Professional, Scientific & Technical Services	0
55	Management of Companies & Enterprises	446
56	Administrative & Support & Waste Mgmt. & Remediation	<10
61	Educational Services	55
62	Health Care & Social Assistance	56
71	Arts, Entertainment & Recreation	9
72	Accommodation & Food Services	<10
81	Other Services (except Public Administration)	<10
90	Government	25
TOTAL EMPLOYMENT		730

FIGURE II-E-5: ECONOMIC INDICATORS

Source: US Census Bureau, 2009 Census Estimates

	Kootenai City	Bonner County	Idaho
Median Household Income	\$42,646	\$41,364	\$44,926
Per Capita Income	\$17,067	\$20,257	\$31,632
Median Home Value	\$196,729	\$206,078	\$171,700
Median Gross Rent	\$688	\$575	\$587

II-E-3: Area of City Impact

Future development and changes in land use activities in areas adjacent to the City will affect patterns of growth, services provided and the quality of life within the City of Kootenai. Thus, it is important to keep abreast of, and provide input concerning future development occurring in that area adjacent to the City. The establishment of an Area of City Impact (ACI) currently provides the City with a mechanism for review and comment concerning future development in the defined area, however, the ACI agreement with Bonner County has not been updated since 1994. **MENTION ORDINANCE CORRECTIONS OF 2016.**

The current impact area (ACI) was defined and adopted to assist in future planning efforts of both the City and Bonner County, assuring that lines of communication between the City, County and residents of the area are facilitated in the decision making process concerning future development in the area. Bonner County notifies the City of pending changes concerning the County's Comprehensive Plan and proposed changes in use of the land or zoning in the Area of City Impact, allowing the City to provide input to the County prior to the hearing process concerning the proposed changes.

The officially adopted geographic area of the Area of City Impact covers a large area north of the City to Selle Road, west to McGhee Road, east past Shingle Mill Road, and south to shoreline of Lake Pend d'Oreille.

II-F: AGRICULTURE

Agricultural uses within the Kootenai planning area are generally limited to the area north of the existing Kootenai City limits, and to the east of the Boyer Slough, within Kootenai's Area of City Impact. These areas are generally characterized by large lot rural residential development with some limited agricultural uses. Most agricultural uses in this area are hobby farms and small ranches on five and 10 acres, with a few larger family farms mixed in. Kootenai-Ponderay Sewer District also operates a poplar tree farm in this area for the purpose of land application of the treated effluent from the District's sewage treatment plant. **ALL SEASONS GREENHOUSE**

USDA Natural Resource Conservation Service (NRCS) assesses agricultural capability based upon soil classifications. The land capability classification shows, in a general way, the suitability of soils for most types of field crops. Capability classes range from a designation of 1 through 8; the higher the number, the greater the limitations and narrower the choice for agricultural use. The classes are defined as follows:

Class 1 soils have few limitations that restrict their use.

Class 2 soils have moderate limitations that reduce the choice of plants or that require special conservation practices, or both.

Class 3 soils have severe limitations that reduce the choice of plants or that require very careful management, or both.

Class 4 soils have very severe limitations that reduce the choice of plants or that require careful management, or both.

Class 5 soils are subject to little or no erosion but have other limitations that are impractical to mitigate, that restrict their use to mainly pasture, rangeland, forestland or wildlife habitat.

Class 6 soils have severe limitations that make them unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.

Class 7 soils have very severe limitations that make them unsuitable for cultivation and that restrict their use mainly to grazing, forestland, or wildlife habitat.

Class 8 soils and miscellaneous areas have limitations that preclude commercial plant production and that restrict their use to recreational purposes, wildlife habitat, watershed, or aesthetic purposes.

The following map & table from the USDA Natural Resource Conservation Service, provides a general assessment of the agricultural capabilities of the soils within the Kootenai Area of City Impact. There are no identified Class 1 or Class 2 soils in the area, and only 2.4% of the land area identified as Class 3 soils, generally located in several small pockets in the eastern ACI. The majority of lands within the City of Kootenai and its ACI are Class 4 soils, with very severe limitations that reduce the choice of plants and require very careful management. Nearly 24% of the land area in the city planning area has soils that would limit their agricultural potential to pasture, rangeland, forestland or wildlife habitat.

FIGURE II-F-1: Agricultural Potential, Kootenai Planning Area

Source: USDA Natural Resource Conservation Service **INSERT NEW MAP**

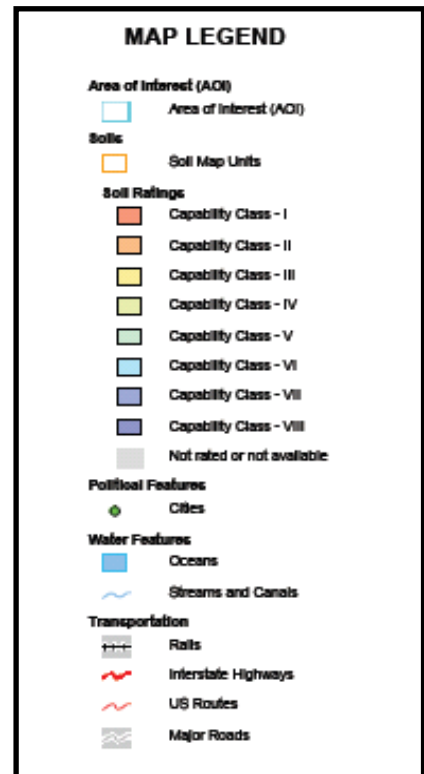
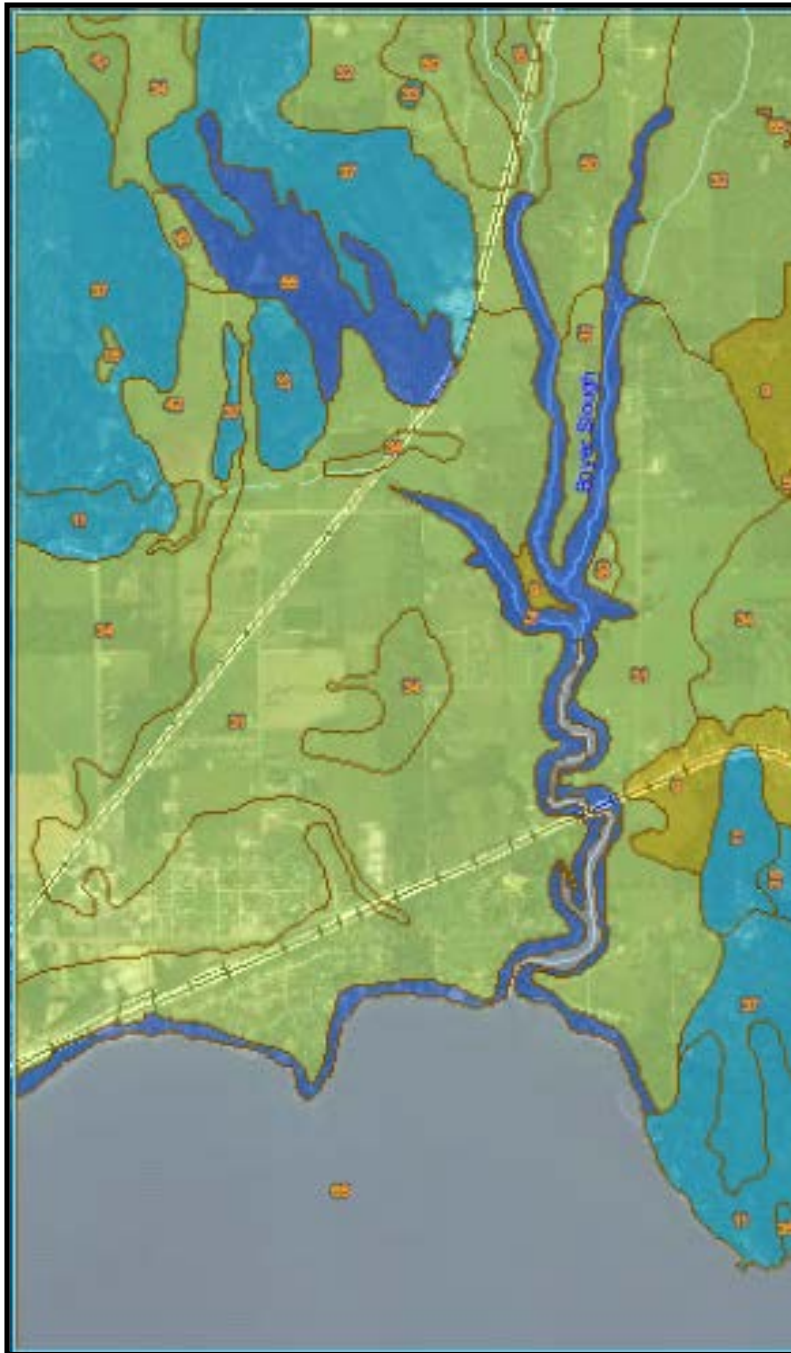


FIGURE II-F-1: Soil Capability Classification, Kootenai Planning Area

Source: USDA Natural Resource Conservation Service **REPEATED EARLIER. CONSIDER CONSOLIDATION OF INFORMATION**

Nonirrigated Capability Class— Summary by Map Unit — Bonner County Area, Idaho, Parts of Bonner and Boundary Counties				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
9	Coburn very fine sandy loam, 0 to 4 percent slopes	3	153.0	2.4%
11	Dufort-Rock outcrop complex, 5 to 45 percent slopes	6	228.8	3.6%
14	Haploxeralfs and Xerochrepts, 30 to 55 percent slopes	7	285.7	4.5%
15	Hoodoo silt loam, 0 to 1 percent slopes	4	4.7	0.1%
31	Mission silt loam, 0 to 2 percent slopes	4	1,741.0	27.7%
32	Mission silt loam, 2 to 12 percent slopes	4	520.1	8.3%
33	Mission silt loam, 12 to 30 percent slopes	6	3.3	0.1%
34	Odenson silt loam, 0 to 2 percent slopes	4	719.2	11.4%
35	Pend Orellie silt loam, 5 to 45 percent slopes	6	20.5	0.3%
37	Pend Orellie-Rock outcrop complex, 5 to 45 percent slopes	6	779.6	12.4%
42	Pywell-Hoodoo complex, 0 to 1 percent slopes	4	84.7	1.3%
50	Selle-Mission complex, 0 to 12 percent slopes	4	233.7	3.7%
55	Treble-Rock outcrop association, 20 to 65 percent slopes	7	160.3	2.6%
65	Water		1,352.7	21.5%
Totals for Area of Interest			6,287.5	100.0%

SECTION III: GOALS AND POLICIES

Goals and policies addressing each of the elements recommended in Idaho Code were developed addressing current issues and opportunities and reflecting the current vision for the community.

Goals are the long term, general aims of the community. They are general statements describing the condition that the community wishes to attain.

Policies are broad statements of intent to guide or direct action in order to achieve goals. They can prohibit, permit or require various actions.

Twelve of the fourteen elements identified in Idaho Code 67-6508 are presented in this section. The property rights and implementation elements are addressed in Section IV.

III- A: Population

GOAL 1: Guide future development to maintain the small town character and rural feel of the City of Kootenai and lands within its area of impact.

POLICIES:

1. Develop and maintain land use ordinances to promote the quality and character of existing and future development and to meet the land use & community design goals of the comprehensive plan.
2. Provide opportunities for larger lot, lower density development
3. Provide opportunities for multi-family apartments near commercial-industrial zone
4. Provide city services to ensure and enhance the quality of life of the population.

III-B: Land Use

GOAL 1: Enhance the existing pattern of land use and direct future land use to best meet the goals, policies and projected land use map, while protecting natural environments through consideration of the intrinsic suitability of the area.

GOAL 2: Develop land use ordinances and regulations consistent with the community's vision, and designed to meet the goals of this plan, the policies

as listed below, and the future land use map as set forth in Section IV of this Plan.

POLICIES:

1. Allow Commercial & Commercial/Industrial at either end of SH200. In residential areas fronting on SH200, allow for home occupations and low-impact commercial uses, with adequate buffering.
2. Create a “**downtown**” commercial center on **south side** of SH200.
3. Allow small, locally owned family restaurants; require a conditional use permit for proposed drive-throughs.
4. Maintain the historical look along SH200 by limiting building. **LIMIT WHAT, BUILDING STYLE OR BUILDINGS ALL TOGETHER. EXPLAIN**
5. Residential growth to the north and east of the currently developed portions of the city should be single family residential in character.
6. Single family residential areas should be larger, suburban lots of not less than 10,650 sq. ft. **¼ ACRE**
7. Provide an area for a higher density residential, mixed use or “multi-family” buffer in residential area, adjacent to Commercial/Industrial Zone along the western end of Second Ave, in the vicinity of McGhee Road.
8. Allow for assisted living facilities and nursing homes in commercial areas. **ALSO HOME SETTING, BY STATE LAW**
9. Ensure a “soft” edge to City, with the current area of city impact to the north and east providing for residential development on 5 acres, outer edges 10 or 20 acres where small horse ranches and established agriculture be allowed.

GOAL 3: Renegotiate Area of City Impact (ACI) Agreement with County.

POLICIES:

1. ACI should continue to include old Kootenai (south of BSNF/Montana Rail Link) and Ponder Point, along lake to the end of Whiskey Jack, to include the western half of Kootenai Point.
2. ACI Agreement should limit subdivisions to densities consistent with City’s future land use map.

3. ACI Agreement should require infrastructure improvements consistent with City of Kootenai's infrastructure standards.
4. ACI Agreement should provide Kootenai's city engineer the opportunity to review and comment on stormwater plans required for all construction & subdivision with Kootenai's ACI.

III- C: Natural Resources

GOAL 1: Protect existing natural resources to assure long-term preservation to benefit the community through time.

POLICIES:

1. Adopt standards for the preservation, protection and enhancement of water quality in Lake Pend d'Oreille.
2. ~~Develop~~ and enforce effective **AND REVIEW** stormwater treatment regulations to minimize impacts to Lake Pend d'Oreille and surrounding property owners.
3. Provide public information promoting public awareness concerning protection of the community's natural resources.
4. Develop and enforce land use ordinances addressing impacts of current and future development on the natural environment.
5. Require all existing and future development to hook up to sewer and water service where available. Explore expansion of water and sewer service where currently unavailable in coordination with the City of Sandpoint and Kootenai-Ponderay Sewer District. **MOVE PART TO PUBLIC SERVICES.**
6. Support efforts of the City of Sandpoint and Kootenai-Ponderay to protect water sources and to provide efficient and environmentally sound service.
7. Develop zoning regulations that allow for small wind energy systems on appropriately sized lots, and large-scale wind energy systems in appropriate areas, to encourage **&** support sustainable energy practices

III-D: Hazardous Areas **WHERE IS HAZARDOUS AREAS ANALYSIS? HIGHWAY/RAIL HAZARDS**

GOAL 1: Guide development to protect community from current and potential environmental hazards.

POLICIES:

1. Ensure all new development provides adequate and appropriate stormwater treatment facilities design to prevent conveyance of stormwater runoff to adjacent properties and to protect the water quality of Lake Pend d'Oreille.
2. Restrict activities that have the potential to cause natural hazards or environmental problems.
3. Develop and maintain land use ordinances address development activity along the shoreline and in other areas of concern to minimize impact on natural environment.
4. Develop appropriate regulations for roof design load requirements to address potential life-safety hazard associated with a ground snow load of 111 lb/sq. ft., to ensure preservation of life and protection of property
5. Discourage the location of business and industry that store hazardous materials and/or that create negative impacts to residents and existing businesses within the City.
6. Continue participation in mitigation planning with Bonner County Emergency Management to ensure an adequate response plan is in place for handling of hazardous materials incidents, as may potentially occur with material transport through Kootenai via SH200, and/or via rail transport. **AND COORDINATE WITH BC ALL-HAZARDS MITIGATION PLAN. HAVE RAIL AND HIGHWAY EMERGENCY PLAN IN PLACE – AND PRACTICE.**

III- E: Public Services

GOAL 1: Ensure convenient, efficient and economical public services, facilities and utilities are provided throughout the community in to meet local demand in an environmentally sound manner.

POLICIES:

1. Coordinate with outside service providers to assure the community is provided all necessary services in an efficient and economical manner. **ANALYSIS: WHAT ARE CITY WATER SERVICE AND KOOTENAI-PONDERAY BOUNDARIES. WHAT ARE CURRENT AND PROJECTED CAPACITIES AND GROWTH POTENTIALS? WHAT ARE THE ALTERNATIVES?**
2. Continue to provide city services in an efficient and economical manner. Explore the expansion of City services where viable.
3. Assist in the coordination of orderly expansion and improvement of public utilities and services.

4. Explore and acquire alternative funding sources for the improvement, expansion, development and maintenance of local infrastructure in coordination with service providers.
5. Require all new development to connect to public water & sewer service.
6. Explore and evaluate the potential formation of a regional water district.
7. Continue to work with Kootenai-Ponderay Sewer District for safe and quality sewer service to Kootenai residents and businesses.
8. Explore and evaluate the potential for creation of a City police force and/or contracting with another local police agency, such as Ponderay, to increase local police patrols and improve police responsiveness in the future.
9. Continue to work with and support Northside Fire District in the provision of efficient and effective fire protection services to the Kootenai residents & businesses.
10. Continue to work with and support Bonner County EMS in the provision of efficient and effective emergency medical services Kootenai residents and businesses

GOAL 2: Minimize negative impacts of public service structures and facilities on the community.

POLICIES:

1. Develop and maintain land use ordinances to promote the quality and character of public service structures and facilities, minimizing impact on the community.

GOAL 3: Maintain a cooperative, efficient and effective City government structure and character.

POLICIES:

1. Maintain friendly, efficient, and helpful staff.
2. Maintain the City administration at levels sufficient to provide necessary services with minimal bureaucratic intervention and interference.
3. Continue to grow & maintain positive working relationships with Ponderay, Sandpoint, Dover & Bonner County officials
4. Coordinate with other utilities to provide services to new development as needed.

5. Establish a means to enforce City codes when needed to assure and protect quality of life for all residents.
6. Recognize and respect the property rights of all members of the community in the administration of local government.

III- F: Transportation

GOAL 1: Maintain an efficient and safe transportation system providing vehicular, pedestrian & bicycle connectivity within the existing city boundaries, to Ponderay, Ponder Point & Whiskey Jack, and within all new development.

POLICIES:

1. Coordinate all components of the city transportation system with neighboring jurisdictions including, not limited to the State of Idaho, Bonner County, the Cities of Sandpoint, Dover, and Ponderay, the Independent Highway District, and railroads. **WHAT IS STATUS OF NEW WEST MOBILITY/ QUAD CITY PLAN WITH RESPECT TO CITY REVIEW AND/OR ENDORSEMENT? URBAN AREA TRANSPORTATION PLAN IS OUTDATED. SHOULD GOALS INCLUDE NEW PLAN? ARE OTHER CITIES READY FOR THAT?**
2. Assess current and potential traffic controls and regulations to assure the safety of all vehicular and pedestrian traffic.
3. Enforce traffic and roadway regulations in coordination with Bonner County, the State of Idaho, the City of Ponderay and other applicable entities.
4. Maintain transportation system capacity to ensure efficient traffic flows through out Kootenai, onto the state highway, into Ponderay and into the county.
5. Allow for safety and adequate capacity in the transportation network around Kootenai Elementary School.
6. Complete and adopt SH200 corridor study, and construct improvements to SH200 to address safety and capacity issues. **BE INVOLVED W/ STATE HIGHWAY IN PLANS TO IMPROVE CORRIDOR.**
7. Construct improvements to McGhee Road, as identified in the UATP.
8. Encourage the **development of a bus connection** to Ponderay, Dover & Sandpoint. **UPDATE**

GOAL 2: Maintain a high quality street structure assuring safe and accessible local access throughout the community.

POLICIES:

1. Review proposed development to determine its impact on existing streets.
2. Require roads within new developments to be constructed at standards that provide a safe and durable road structure.
3. Continue to work with the Independent Highway District to effectively maintain and improve roadways within the City.
4. Annex adjacent subdivisions in the unincorporated County to improve road maintenance and provide better connectivity. **HOW?**
5. Plan for financial capacity to maintain paved streets through chip and crack sealing as needed.

GOAL 3: Provide infrastructure to ensure pedestrian and bicycle safety and connectivity throughout the community.

POLICIES:

1. Construct sidewalks for pedestrian safety, particularly on N. Main Street, and in and around Kootenai Elementary School.
2. Design and develop a safe and convenient pedestrian corridor linking the north and south sides of the community in coordination with Idaho Department of Transportation and the Union Pacific Railroad.
3. Expand Railroad Avenue for bicycle-pedestrian connectivity from Ponder Point and the Seven Sisters area.
4. Develop visible crosswalks in key areas throughout the City.
5. Provide opportunities for development of off-street bicycle and pedestrian paths.
6. Require development of pedestrian and bicycle paths through new development.
7. Incorporate traffic calming features in new street design to discourage speeding.
8. Collaborate with adjacent jurisdictions and community groups in support of the development of the Pend d'Oreille Bay Trail.
9. Obtain right-of-way from Keegan Acres to Helena Street, from Seven Sisters to Kootenai Meadows Loop, and from **Jeffries** Street to Humbird **street** for bicycle/pedestrian access and connectivity.

GOAL 4: Develop and implement solutions to address existing transportation system safety concerns.

POLICIES:

1. Work with Idaho Transportation Department (ITD) to establish safe and convenient bicycle and pedestrian crossings on SH200.
2. Work with railroad and ITD to address railroad crossing danger on Kootenai Bay Road in the vicinity of Whiskey Jack.
3. Work with railroad to improve existing railroad crossings on N. Kootenai Road and McGhee Road by installing 'arms', signals and/or other safety measures with annexation and build out in those areas.
4. Work with railroad to provide another at grade or underpass railroad crossing into the Whiskey Jack area, east of the current crossing.
5. Consider establishment of a truck route along McGhee Road and/or load limits to limit the number of large trucks traveling on N. Main St

III-G: Housing

GOAL 1: Encourage and promote the provision of safe, sanitary and affordable housing in appropriate areas of the community for all socio-economic groups.

POLICIES:

1. Explore and adopt appropriate enforcement policies and ordinance concerning building codes and/or regulations as might be required to assure that housing is constructed and maintained in a safe and sanitary manner.
2. Encourage the rehabilitation of substandard housing.
3. Provide adequate infrastructure to assure safe and healthy housing.

GOAL 2: Designate appropriate areas for housing that will meet the needs of a broad range of household incomes. **ADUS? ARE VACATION RENTALS AN ISSUE?**

POLICIES:

1. Protect the continuity and character of existing residential areas in any future planning and zoning decisions.
2. Preserve areas with a larger minimum lot size for family housing

3. Develop zoning code that encourages and supports the development of quality rental housing and affordable housing of all types
4. Develop regulations that allow for manufactured/mobile homes, while providing standards to assure safety and preserve and enhance the existing character of the community.

III-H: School Facilities

GOAL 1: Involve the local school district in the planning process concerning future development or improvements whenever local school operations might be directly affected.

POLICIES:

1. Inform local school district of growth and development plans early in the process, requesting input and coordination efforts.
2. Coordinate community activities with local schools.

GOAL 2: Continue to collaborate and cooperate with Lake Pend d'Oreille School District #84 School Board in support of Kootenai Elementary School

1. Develop infrastructure to ensure that Kootenai is a safe place for children to walk and bike to and from Kootenai Elementary.
2. Continue to work with school district to maintain and expand multi-use of facility for adult, teen and youth activities year-round.

III-I: Recreation

GOAL 1: Maintain and improve recreational areas and opportunities within the community.

POLICIES:

1. Encourage recreational activities in coordination with local agencies and the school district. **WHAT TYPES?**
2. Explore alternative funding sources for the development and improvement of park and recreation facilities in coordination with local service groups and various entities.
3. Support the development of park facilities by local service groups providing administrative and staff assistance wherever affordable and possible.

GOAL 2: Provide for the protection of sustainable open space and development of pocket parks and recreational facilities throughout the City of Kootenai.

POLICIES:

1. Explore the establishment of a larger city hall or other community meeting hall to allow for community functions.
2. Explore the establishment of a Parks and Recreation Center.
3. Seek to develop or support the development of local sports/recreational fields.
4. Explore the development of a dog park.
5. Evaluate opportunities for the provision of a community garden.
6. Require development of parks within new residential subdivisions
7. Maintain positive, cohesive working relationship with the cities of Ponderay and Sandpoint, and involved community groups in the development of the Pend d'Oreille Bay Trail.
8. Support the development of public lake access from Kootenai to Ponderay's Black Rock, and Sandpoint City Park via the Pend d'Oreille Bay Trail, and evaluate opportunities to provide public lake access at Ponder Point.
9. Plan for development of future expanded city hall park.
10. Create a City Park Committee/Commission that would help plan and facilitate development of park facilities and recreation opportunities for residents of Kootenai. **FUNDING?**

GOAL 3: Develop a Parks and Recreation Strategic Plan to guide the development of parks and the creation of recreational opportunities within the City.

POLICIES:

1. Identify potential sites for future parks & recreational facilities within the City.
2. Develop park design standards to guide future parks development.
3. Develop a capital improvement plan for parks, to serve as a basis for possible future grants and/or parks impact fees.

4. Explore and evaluate the potential for implementing Parks Impact Fees as a means to ensure provision of adequate parks facilities to serve new development.

III-J: Economic Development

GOAL 1: Maintain, promote and enhance a healthy business environment to attract a variety of new businesses, while minimizing the number of vacant commercial structures.

POLICIES:

1. Encourage development of business providing services to the local community.
2. Become a member of **North Idaho Chamber of Commerce** for more positive visibility.

GOAL 2: Encourage the development of diversified and environmentally sound commercial and light industrial activities in locations where supportive infrastructure is available, while protecting the integrity of residential neighborhoods and the community.

POLICIES:

1. Promote and coordinate the improvement, development and maintenance of local infrastructure necessary to enhance the current business environment and attract a variety of new commercial and light industrial development.
2. Create opportunities within land development regulations for the creation of more visible and accessible retail and service establishments.
3. Encourage and promote the location of more quality, visible commercial retail and service business that would be central to residential areas and enhance the quality of life for City residents, including but not limited such businesses as:
 - Coffee Shop;
 - Small, Neighborhood Grocery Store;
 - Locally –owned Restaurant;
 - Neighborhood Taverns;
4. Support and encourage the filling of existing, vacant commercial/industrial buildings with appropriate uses.
5. Create provisions in land development regulations that allow for commercial-residential uses, with living quarters over commercial businesses for owner and/or employees.

6. Support and encourage the development of new light industrial uses that do not create noise, fumes, dust, and protect against impacts to water or air quality.
7. Develop land use regulations that discourage the location of business and industry that store hazardous materials and/or that create negative impacts to residents and existing businesses within the City.
8. Explore and acquire alternative funding sources for the improvement, expansion, development and maintenance of local infrastructure in coordination with service providers.

III-K: Community Design

GOAL 1: Develop land use regulations and development standards that preserve and promote a community design that **preserves** community values and enhances the **community's** image, living environment, and quality of life.

POLICIES:

1. Incorporate street trees and sidewalks in all new development, and in transportation system improvement projects. **WORKING WELL?**
2. Encourage, promote and develop bicycle, pedestrian and vehicular interconnectivity throughout the community.
3. Ensure that all development adequately treats stormwater on site.
4. Develop an expanded city hall or encourage and support the development of a community meeting place.
5. Establish community gardens, particularly in areas where higher residential densities may be allowed.
6. Maintain Kootenai's "small town feel" and "rural quality of life".
7. Ensure provision of adequate buffering between residential and commercial/industrial uses.
8. Promote a positive local identity.
9. Maintain a "soft" edge to the City, with ACI to the north and east providing residential development on 5 acres, outer edges 10 or 20 acres where small horse ranches and established agriculture be allowed.

III-L: Special Areas or Sites

GOAL 1: Preserve and enhance existing natural assets and special sites, areas and structures in the community for the use and enjoyment of future generations.

POLICIES:

1. Promote the protection and preservation of architectural and historical structures and sites.
2. Minimize the impact of current and future development activity on environmentally sensitive areas.
3. Collaborate with adjacent jurisdictions and community groups in support of the development of the Pend d'Oreille Bay Trail, and the proposed trail head in City of Kootenai.
4. Coordinate and cooperate with Bonner County Historical Society in support of the establishment of a local museum with a parking lot at proposed Pend d'Oreille Bay Trailhead in Kootenai.
5. Create historical markers and/or centralized historical map with way-finding information.
6. Encourage the preservation of old mill company houses and the historic Kootenai Community Church building.

III-M: Agriculture

GOAL 1: Preserve, protect and enable the continuation of agricultural uses in the area of City Impact.

POLICIES:

1. Maintain minimum lot sizes of 10 to 20 acres in the northern most area of city impact, where small **horse** ranches and established agriculture will be allowed.
2. Provide a buffer between residential densities within the city and agricultural uses to the north, in the current area of city impact directly to the north and east by providing an area where residential development will be allowed on minimum lot sizes of 5 acres.

SECTION IV: MAKING IT WORK

IV-A: Comprehensive Plan Map **UPDATE SECTION AFTER MAP REVIEW COMPLETE**

The Projected Land Use Map (Figure IV-A) outlines a general pattern of land use reflecting the community's vision statement, goals and policies. The projected land use map is a general guide to the future, outlining a pattern of desired development **USES, AND DENSITIES** and preservation. The map is not a zoning map, but is intended as a reference when making decisions concerning future land use ordinances, proposed development, amendment of the current zoning map, requested zone changes and other land use issues.

The following are categories of use set forth on the Projected Land Use Map:

Agricultural: Small ranches, agricultural/forestry uses and rural residential uses are permitted, with minimum lot sizes of 10 acres.

Recreational: Housing types that are accessory and complementary to recreational uses are permitted, and commercial and private resorts that provide a range of recreational activities and that utilize conservation development designs that create permanent open space, protect sensitive environmental features, reduce infrastructure costs and/or enhance recreational opportunities are allowed through **conditional use permit**.

Rural: Small agricultural uses and residential uses are permitted, with minimum lot sizes of 5 acres.

Rural-Suburban Transition: Serves a transition between rural and more urbanized residential densities, with large lot residential uses are permitted on minimum lot sizes of 1 acre.

Single Family Residential: Single family and duplex housing permitted on minimum lot sizes of 10,650 sq. ft.

Multi-Family Residential: Single family, duplex and triplex housing are permitted uses, with apartment buildings, townhouses, **MULTI-FAMILY HOUSING condominiums** and other structures providing housing for a number of households or families, are allowed by conditional use permit, with adequate buffering between single family residential zones.

Commercial: Structures or facilities housing commercial activities **directly VERY LIMITING TERM** servicing the public. Includes, but not limited to, retail stores, service shops, restaurants, bars and entertainment centers. **KOOTENAI ALLOWS HOUSING IN THE COMMERCIAL DISTRICT. THIS SECTION SHOULD REFLECT THIS.**

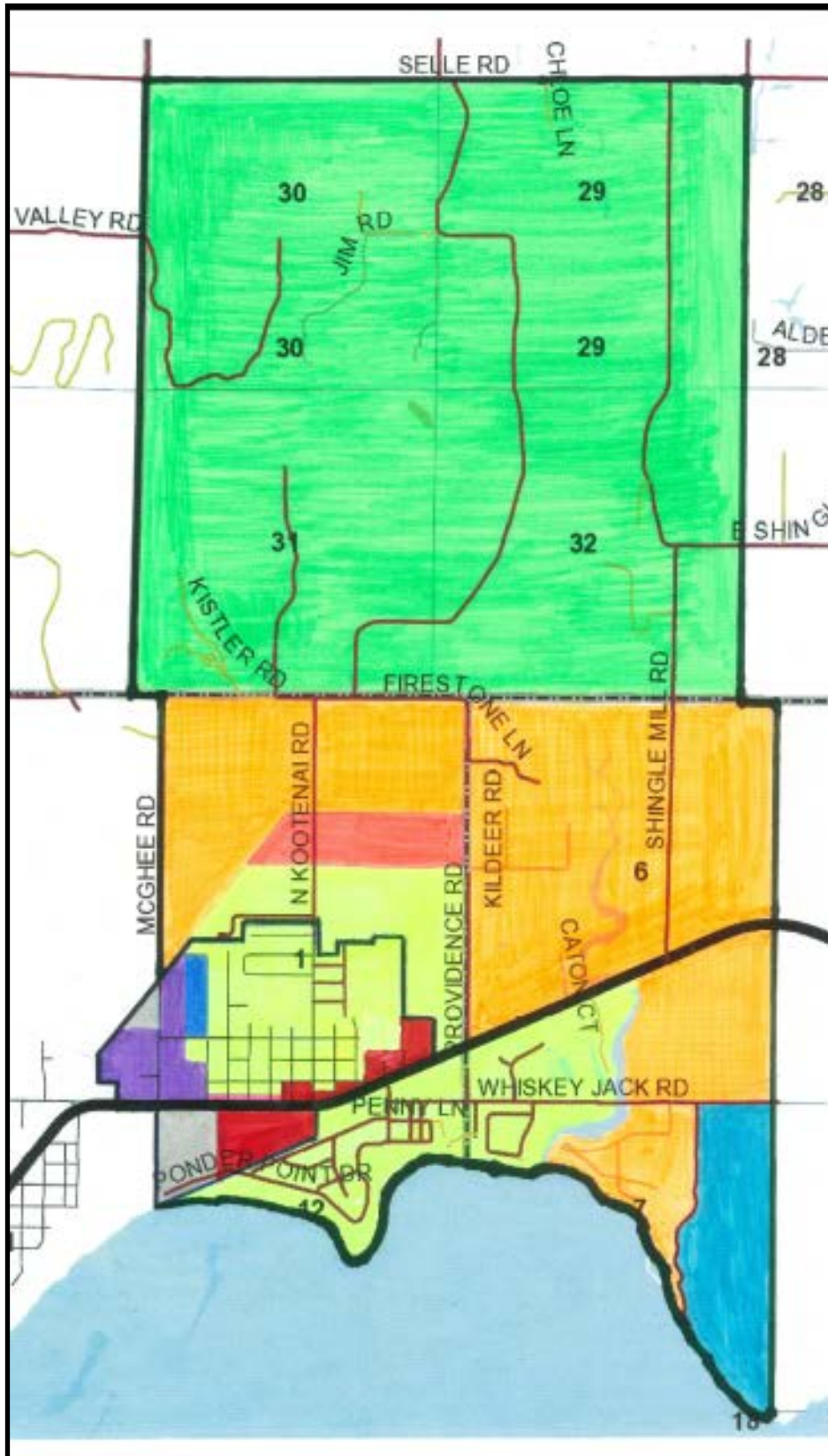
Residential/Neighborhood Office: Single family residential is permitted, with low impact neighborhood offices allowed by conditional use permit.

Commercial/Light Industrial: A mixture of low- impact manufacturing and assembly operations, service businesses, and wholesale/retail businesses. **RESIDENTIAL USES ALLOWED BY ZONING. NEED TO ADDRESS HERE.**





Industrial: Structures or facilities involved with the **ASSEMBLY?** production or manufacture of products. Activities in these areas do not generally provide services directly to the public. **DISCUSS ALLOWANCES FOR BROADER RANGE, SUCH AS CAFES, COFFEE SHOPS, OTHER FOOD/SERVICE USES IN INDUSTRIAL (CAR SERVICES, POSSIBLY?)**

The area of impact was considered in the development of the Plan. While the area of impact is currently zoned by Bonner County, the land uses depicted on the Future Land Use Map reflect the City's vision of appropriate future land use development in these areas. **AND IN THE EVENT OF ANNEXATION, REFLECT DESIRED FUTURE ZONING...**

FIGURE IV-A-1: FUTURE LAND USE MAP REPLACE MAP, SHOW BOUNDARIES



FUTURE LAND USE MAP KEY

Agricultural	
Recreational	
Rural	
Rural/Suburban Transition	
Single-Family Residential	
Multi-Family	
Neighborhood Office	
Commercial	
Commercial/Light Industrial	
Industrial	

Note: The future land use designations are intended to represent a generalized pattern of land use, with the location of mapped land use categories considered to be approximate.

IV-B: Protection of Private Property Rights

Governmental respect for private property rights is a key component of any effective community planning effort. The City of Kootenai recognizes that its commonly held goals can be achieved only when proper respect is shown for private property rights that are protected by both the 5th and the 14th amendments to the U.S. Constitution and Article I, Sections 1 and 13 of the Idaho Constitution. Toward that end, the City through its comprehensive plan, and ordinances adopted pursuant thereto, hereby acknowledges the essential role that private property interests play in the City's economy. At the same time, the City recognizes that no land exists solely unto itself, depending in substantial degree upon public facilities and its relationship to other privately held lands for value and utility.

The City of Kootenai believes that policy choices should be made in order to maximize the options available to private property owners while protecting the public interest in clean air and water and avoidance of nuisance factors that diminish the quality of life. Accordingly, zoning districts will be applied in ways that respect public needs that endeavor to minimize conflicts with nearby land uses and to protect the private property rights of other landowners. Inherently, any such practice requires weighing the interests of all private property owners along with the public interest.

In recent years, the Idaho Legislature has adopted statutory amendments that trigger the responsibility of local governments to perform regulatory takings analyses whenever any action affects private property rights when a property owner requests such an analysis. It is a policy of the City of Kootenai to follow the legislative enactments in this regard and to conform to the most recent standards approved by the legislature. Those responsible for the administration of the City's ordinances should endeavor in all respects to comply with statutory requirements and to continue to inform residents about their rights there under as required by statute.

IV-B-1: PRIVATE PROPERTY RIGHTS: GOAL AND POLICIES UPDATE TO CURRENT IDAHO CODE.

GOAL: Ensure that ordinances and policies do not violate private property rights, adversely impact property values or create unnecessary technical limitations on land use.

POLICIES:

1. Draft and apply ordinances recognizing that private property ownership is a basic constitutional right, worthy of protection and vigilant oversight.
2. Comply with state law regarding regulatory takings.

3. Administer ordinances, including provisions such as variances or special exceptions, to allow reasonable use of private lands consistent with the maintenance of public health, safety and general welfare. **REQUIRE ATTORNEY REVIEW WHERE POTENTIAL FOR TAKINGS, PER IDAHO POLICY**

IV-C: Implementation

An agenda for action aimed at working toward meeting the community vision and goals of the Plan is outlined below. The policies under the various goals, many of which are included below, also provide direction to meet the goals of the plan.

IV-C-1: AGENDA FOR ACTION **SOMEWHAT REPETITIVE. CONSIDER CONSOLIDATION. REVIEW W/ COUNCIL TO ENSURE STILL VALID**

- Maintain the City administration at levels sufficient to provide necessary services with minimal bureaucratic intervention and interference. Continue to resolve issues and generate solutions by working closely with members of the community and those directly involved. Explore the expansion of City services where viable.
- Provide support and assist in the coordination of community efforts to enhance the quality of living throughout the community.
- Update Zoning Ordinance, consistent with the goals & policies identified in Land Use & Community Design, and consistent with the Future Land Use Map
- Update Subdivision Ordinance to promote the quality and character of existing and future development and to meet the goals of the comprehensive plan.
- Establish requirements & standards for provision of parks within residential development
- Require provision of sidewalks in new residential development
- Create city standards regarding transportation infrastructure, parks, stormwater facilities, etc.
- Require all new development provide adequate stormwater treatment facilities, consistent with city standards
- Renegotiate Area of City Impact Agreement with County:

- ACI to continue to include old Kootenai (south of BSNF/Montana Rail Link) and Ponder Point, along lake to the end of Whiskey Jack, to include the western half of Kootenai Point
- Limit subdivisions to densities consistent with City's future land use map
- Require infrastructure improvements consistent with City of Kootenai's infrastructure standards
- Provide Kootenai's city engineer the opportunity to review and comment on stormwater plans required all construction & subdivision with Kootenai's ACI
- Renegotiate density requirements (e.g. "point system") with City of Sandpoint regarding extension of public water service **NOT ANALYZED IN PLAN. IMPORTANT ISSUE BEARS FURTHER DISCUSSION**
- Create a Parks & Recreation Committee/Commission to plan & facilitate the development of parks & recreational opportunities for City residents
- Develop a Parks & Recreation Strategic Plan, to include:
 - Capital Improvement Plan
 - Park design & development standards
- Evaluate the potential for implementing impact fees in support of parks facilities and transportation system improvements
- Explore and acquire alternative funding sources, including grants and donations, for the improvement, expansion, development and maintenance of parks and recreational facilities and transportation system infrastructure in coordination with other local and regional governmental agencies and community groups.
- Periodically benchmark progress in implementation, & update the Comp Plan as needed to keep the Plan a living document