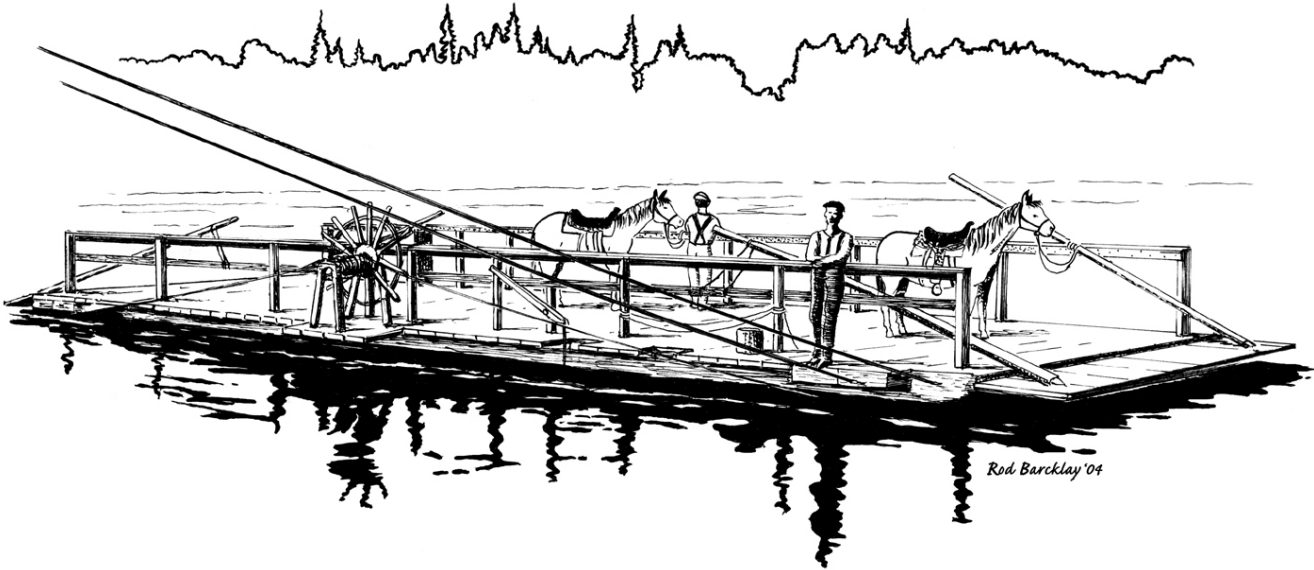


CITY OF BONNERS FERRY 2006 COMPREHENSIVE PLAN UPDATE



CITY OF BONNERS FERRY COMPREHENSIVE PLAN OF 2001

PREAMBLE

Pursuant to the authority of Chapter 65 of Title 67 Idaho Code, the city of Bonners Ferry has hereby established the following Comprehensive Plan to serve as a guide for the future development of the city and its area of impact. It is the intent and purpose in the adoption of this plan that it shall be a living document, changing as necessary, to meet the changing needs and conditions in the community. It shall serve as a guide to facilitate the orderly development of the city and shall not be interpreted or applied to limit or restrict such.

1.0 INTRODUCTION

Planning is a part of everyone's life. We make plans for our careers, vacations, families, and housing. Without plans, we end up reacting to one situation after another. For similar reasons, communities make plans. The city is a place where people have many varied needs, a place where citizens live, work, shop, and play. It is, therefore, a place where material goods, police and fire protection, sewers, water, transportation, recreation, and many other services must be provided. Comprehensive Plan is the name given to identify the community's long-range plan for growth. It is comprehensive because it provides guidance for all aspects of the city's growth and development over a long period, typically twenty-years - an entire generation. The plan is a set of goals, policies, maps, illustrations, and implementation strategies that state how the city should grow physically, socially, and economically.

The Comprehensive Plan provides the city's overall concept of development - the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. This plan establishes the framework for all other planning activities and documents. Decision-makers and managers in city government should follow the direction of the Comprehensive Plan. In its operation, the Comprehensive Plan provides the following directions to city-elected officials and staff:

- Locations where growth should occur.
- Quantities and types of housing to shelter existing and future population.
- Transportation, public improvements, and public services that are desired.
- Ways to help create a healthy economic environment.
- Actions to protect the natural environment.
- Development patterns to provide cost-effective delivery of public services.
- Timing and conditions for annexation.

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

The Comprehensive Plan, hereafter referred to as the "Plan", reflects the general goals of the community and sets forth policies to attain these goals, 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 meeting goals, applying policies and following up on an action agenda reflecting specific methods for implementation.

The Plan provides a guideline to assure future land use decisions (subdivision reviews, rezoning considerations, potential annexations, etc.) reflect the recognized vision for the community, as identified in the Plan. The Plan should be:

1. Generalized: Provides general guidance and direction for City growth and development.
2. Comprehensive: Addresses all the elements or components felt to be important in affecting the physical, economic and social concerns of the City.
3. Long Range: Presents a long-term vision for the community.
4. Not Stagnant: Should evolve through time through review and updating.
5. Not a Zoning Ordinance: Goals, policies, and the projected land use map, as set forth in the Plan, serve as the basis for decision making in the development of future updates to the City's Zoning Ordinances and Zoning Map.

This document is intended for guidance and is not intended to supercede any state laws herein applicable. In using and reviewing this comprehensive plan, it is intended that all decisions of the City Council or City officials be in compliance with all applicable federal and state regulations.

1.1 PLANNING GOALS AND POLICIES

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

- **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.

These goals and policies, as set forth most sections of the Plan, aim to preserve and build upon the city's unique sense of community and the long-term vision for the community. The Plan addresses all land within the local jurisdiction, including the area of impact, taking into consideration past and current conditions. The Plan addresses fourteen components or elements, as identified in Idaho Code 67- 6508, setting forth goals describing desirable future situations. The various components or elements of the plan are listed below:

1. Population
2. Land Use
3. Natural Resources
4. Hazardous Areas
5. Public Services, Facilities, and Utilities

6. Transportation
7. Housing
8. School Facilities
9. Recreation
10. Economic Development
11. Community Design
12. Special Areas or Sites
13. Implementation
14. Property Rights

1.2 PLAN IMPLEMENTATION

A plan means nothing if it is not carried out. The Comprehensive Plan, as a communitywide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the plan's policies reflect this shared responsibility for community action. City government has the primary responsibility to implement the plan. The city's two main implementation activities are managing development by land use regulations and spending public funds on physical improvements. Zoning regulations should be consistent with the Comprehensive Plan, with capital budgeting and spending in conformance with the Comprehensive Plan.

1.2.1 Consistent Regulations

The city should maintain regulations that ensure that development occurs consistently with our community' goals and objectives. These include zoning and subdivision ordinances, environmental laws, building codes, historic preservation laws, and design review procedures.

1.2.2 Zoning

The zoning code controls the way land can be used, meaning the type of activity and intensity of development. Zoning restricts where residences, stores, industry, and other land uses are located, along with urban building height, and the amount of landscaping and parking that must be provided. Zoning can establish districts, such as single -family residential or light industrial, to keep land uses separated, but it also can set rules for combining many types of uses to create a "mixed-use" project or district.

The zoning code consists of definitions, descriptions of zoning classifications and the uses allowed in each, dimensional standards for development, and maps that show how the zone classifications divide the entire city into land use types. Since zoning is a device to implement the plan, its rules must be consistent with the plan. The decisions about land development are made when the plan is prepared or amended. The zoning code puts these decisions into operation as enforceable rules.

1.2.3 Subdivision

The manner in which parcels of land are divided into smaller parcels, or platting, is specified in the subdivision ordinance. Subdivision provisions relate primarily to procedures for dividing land. These procedures include review by public agencies to insure that zoning standards (e.g., setbacks), street access, public facilities, and other urban service requirements are provided. Subdivision proposals should provide for adequate open spaces, drainage ways, streets or roads, alleys, accesses, potable water supplies, fire flows, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and other relevant features as part of required design.

1.2.4 Design Review and Design Guidelines

One of the biggest concerns of the community is how the pieces of our urban environment fit together. Design Review addresses the “fit” and compatibility of a development within the context of its surrounding environment both visually and in terms of how well a project will function as a neighbor. Review of projects is to be based on requirements found in City policies, Codes, and the Comprehensive Plan. Design guidelines are a primary tool in plan implementation to insure that proposals are compatible in character with adjacent development.

1.2.5 Building Codes

Building codes help insure that development is safe and not a threat to public and personal health. These rules are applied when a property owner or tenant applies to the city for a building permit to gain approval to develop property including structures. During the permitting process, city codes and zoning regulations are checked for compliance.

1.2.6 Future Master Planning Efforts

As communities grow, new schools, libraries, streets, water and sewer lines, and similar urban facilities are needed to serve the expanding population. Transportation, electric, water, wastewater, and fire facilities are, or should be planned in greater detail in their respective master plans for growth. The master plans should be developed to list the specific physical improvements, specify times for construction, identify opinions of cost, and the anticipated source of funds to pay for the projects. In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan. Master planning for each utility should outline the city’s capital budgets and include projects needed to realize the proposals in the plan. At the time of this 2006 Plan revision, not all capital improvement planning is completed for all city services provided. However, it is the city’s

goal to develop master plans for most critical city services that require concentrated capital improvement efforts.

1.2.7 New Growth

New growth should pay its way without placing additional financial burden on existing citizens or future generations, and growth should not reduce the quality or types of urban services that current residents enjoy. At the project review level, developments generating new service demands can only be approved if adequate public facilities and services are available to meet the needs of the development, or are funded by the developer.

1.2.8 City Planning Principals:

1. The city should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
2. Businesses within the community should provide a range of job types for the community's residents.
3. The community should contain an ample supply of open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
4. Streets, pedestrian paths and bicycle paths should contribute to a system of fully connected routes to most destinations within the city.
5. The community design should help conserve resources and minimize waste.
6. Communities should provide for the efficient use of water through the use of natural drainage.

Regional Principles:

1. Boundary County and the City of Bonners Ferry should work cooperatively to provide safe and efficient transportation systems, and both entities should continually coordinate their planning efforts to provide the best community possible to its citizens.

Implementation Principles:

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
3. Prior to any development, a specific plan should be prepared based on these planning principles.
4. Plans for growth and expansion should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

2.0 PROPERTY RIGHTS

Governmental respect for private property rights is a key component of any effective community planning effort. The City of Bonners Ferry 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. 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 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, land use regulations will be applied in ways that respect public needs, which 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.

GOAL 1: To ensure that ordinances and policies do not violate private property rights, adversely impact property values or create unnecessary limitations on land use

POLICIES:

1. To draft and apply ordinances recognizing that private property ownership is a basic constitutional right, worthy of protection and vigilant oversight.
2. To comply with state law regarding regulatory takings.
3. To administer ordinances including provisions such as variances or special exceptions to allow reasonable use of private lands consistent with maintenance of public health, safety and general welfare.

3.0 POPULATION

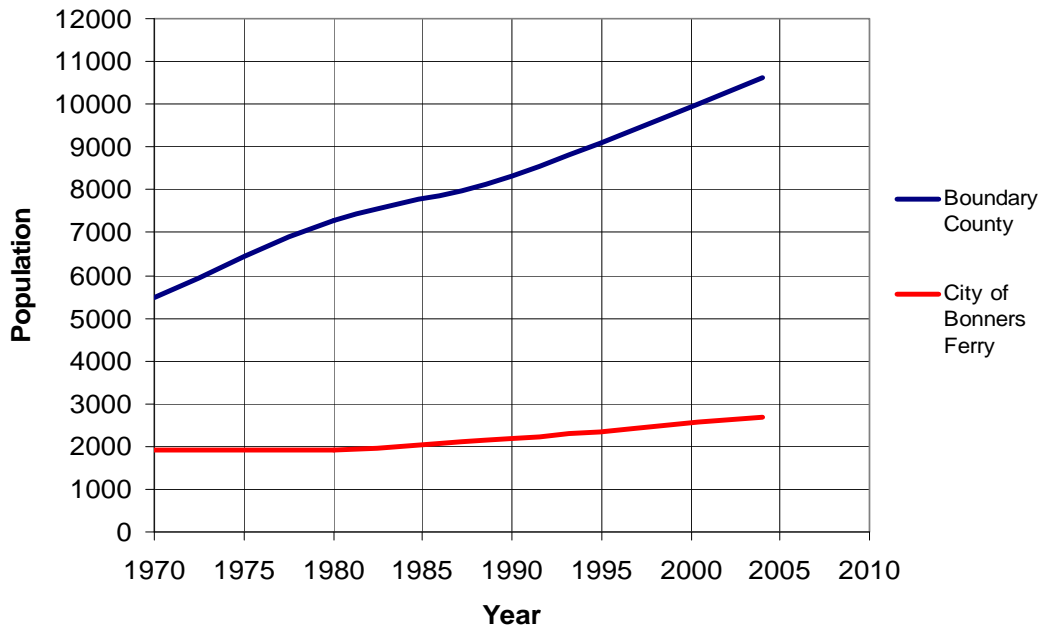
Official population statistics obtained from the Idaho Department of Commerce for the period of 1969 - 2000 are attached hereto marked as Appendix B- Population.

Reasonable population growth projections for communities experiencing high growth rates such as Bonners Ferry are extremely difficult due to the many variables affecting growth. The economic health of the area, future annexation, and the direction the City provides concerning future development are key elements determining future population levels within the City.

3.1 Population Growth

Figure 3.1 shows data from Idaho Commerce and Labor that reflects the growth rates of the City of Bonners Ferry and Boundary County. The graph shows how County growth has historically increased at a greater rate than the City.

Figure 3.1 - Population Growth - City of Bonners Ferry and Boundary County



It is expected that the City and Boundary County will continue to experience growth, creating the need for expanded infrastructure. Land is currently available for future development through infill of currently annexed property,

area within the Area of City Impact (ACI), and the County. The rate of growth and character of the community in the future is dependent on the economy and direction provided in the current and future comprehensive plans.

3.2 Area of City Impact

Areas of City Impact are those unincorporated areas adjacent to and surrounding the City that have the potential for future development that could affect the provision of public services or the quality of life in Bonners Ferry. The current impact area was defined and adopted to assist in future planning efforts of both the City and 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.

An ACI has been established under Idaho Code 67-6526 in the unincorporated area of Boundary County, directly surrounding and adjoining the City of Bonners Ferry. The area's bounds were developed and adopted in coordination with Boundary County and other local communities potentially affected by the area.

Goal 1 : Maintain a moderate and stable rate of long-range population growth with orderly and well-planned development.

4.0 SCHOOL FACILITIES AND TRANSPORTATION

The city and the entire county are served by a single school district, Boundary County School District #101. The district operates schools both within and outside the city. Statistical data obtained from the school district is attached and designated as Appendix C - Schools.

For planning purposes the district has adequate land within the city limits, which is properly zoned and has adequate access, utility services, as well as fire and police protection, to meet the requirements of any new structures. The location of these school facilities and the land owned by the district predates the Local Land Planning Act of 1975. The neighborhoods have developed consistent with their proximity to these schools. In part, these neighborhoods are suited to schools because they have developed around these school properties. Existing city ordinances restrict the sale of alcoholic beverages within three hundred feet of schools.

The district maintains a fleet of buses that meet state safety requirements for the transportation of students as required by the state.

Goals:

1. In the future zoning and the development of the streets, water, sewer, electric and other utilities, the city needs to keep in mind the need for the district to expand existing facilities and construct additional facilities on the district's existing property to accommodate increased enrollment as the area grows.
2. The City should cooperate and coordinate public functions, whenever possible, to assist the school district in their mission of public education.
3. The City should pursue grant funding to help develop safe pedestrian and bicycle routes to each of the schools located within the City.

5.0 ECONOMIC DEVELOPMENT

The City of Bonners Ferry has historically been dependent on the timber and agricultural industries. Reliance on these industries has meant that the economy of Bonners Ferry has experienced fluctuations coinciding with fluctuations in those industries. Maintenance of that basic industrial core is of vital importance to the community. At the same time, community leaders must recognize the need to welcome additional industrial development of an appropriate type and kind. At present, the primary source of real income in the community is the natural resource income from the land surrounding the community and the retail trade that activity generates. Community leaders should remain vigilant in their protection of this fundamental economic base.

Additionally, studies have been conducted and plans developed to beautify the central business district for the purposes of increasing existing business and attracting new business to the community.

The City of Bonners Ferry should encourage economic development that will enhance the overall economic stability of the Bonners Ferry area by emphasizing existing industrial and retail activity while encouraging new development which complements the existing base.

Goal 1: Encourage the development of business and industry to create jobs for City residents and tax revenues for the City.

Policies:

1. Encourage new businesses to locate in Bonners Ferry that will expand job opportunities for the community at large that would further utilize the City's current and future labor work forces.
2. Zone areas that have potential for business development in such a manner that they can be used for commercial and industrial development while maintaining adjoining land use interests. Show the locations of future commercial and industrial areas on the future land use map, thereby indicating to potential developers where the City envisions those features to be.
3. Encourage business establishments that will promote the City of Bonners Ferry and the surrounding area.
4. Work for the expansion and growth of existing businesses to enhance employment and property values to provide better support for existing public services.

5. Support emphasis in manufacturing and processing of local materials and crops.
6. Tourism should be promoted as a stimulus to economic development and employment.
7. Encourage and support the development and implementation of work force skill enhancement programs.
8. Encourage non-polluting and diversified industries to expand the City's present employment base.
9. Implement as many of those recommendations of the Tom Hudson Company strategic plan study conducted in 2000 - 2001 as the community determines to be appropriate to enhance the transportation and economic health of the community. A copy of this study is attached hereto marked Appendix D. Of particular applicability are chapters 3 and 4.

Goal 2: Maintain zoning and future land use mapping that ensures that the community's goals and policies for industrial development are met in coordination with economic development plans.

Policies:

1. Develop design standards for light industrial development and activity. Include standards to assure impact from light industrial activity on adjacent areas is minimized through zoning, buffering mechanisms or other means.
2. Develop definitions for types of activities and uses allowed, disallowed and allowed under conditional approval in various industrial zones.
3. Administer zoning ordinance in a user-friendly manner. Provide information early to the community and those affected by potential changes in ordinance. Maintain ongoing communication with the community concerning amendments, administration and enforcement of ordinances and administrative procedures.
4. Explore and adopt alternative mechanisms addressing the phasing out and/or accommodation of light industrial activity currently located in inappropriate areas of the community.

GOAL 3: Develop and maintain infrastructure development plans and capital improvement programming to provide necessary infrastructure in support of industrial development. Balance infrastructure development with projected demand for light industrial activity in future capital improvement plans.

Policies:

1. Use the Transportation Plan to address future road networks and structures to support light industrial development in designated areas, as set forth on the future land use map.
2. Incorporate plans for the improvement and development of infrastructure necessary to support projected light industrial development.
3. Promote the development of light industrial uses in areas where supporting infrastructure exists.
4. Provide necessary infrastructure for the development of light industrial uses in a timely and equitable manner.
5. Construct roads servicing light industrial areas at specifications that will support projected traffic and loads. Coordinate with service providers to schedule the placement of underground utilities in a timely manner when roads are constructed or improved.
6. Coordinate with the Idaho Department of Transportation in planning and development of signalized intersections and access requirements or restrictions along Highway 95. Integrate light industrial access requirements in any future transportation planning on the local and regional levels
7. Explore alternative funding sources and mechanisms to support the construction and maintenance of infrastructure necessary to support light industrial activity. Consider and adopt alternative funding mechanisms to address equitable sharing of costs to develop infrastructure by initial and future users.

6.0 LAND USE

Land use patterns in Bonners Ferry are not unusual for a community its size. The contour of the land creates two distinct districts with the South Hill at much higher elevation than the valley locations adjacent to the primary Central Business District (CBD) and the Kootenai River. Commercial land uses in the City are generally located in the downtown CBD and along State Highway U.S. 95/U.S. 2 corridor. Industrial uses have traditionally been located west of the downtown core and on annexed territory southeast of the downtown area. Residential uses adjoin all commercial areas and there are a few distinct intermediate uses between those. A mix of land uses adjoins the primary U.S. Highway on both the north and south hills.

Within the area of impact, there are existing farmlands interspersed with residential areas. The town is divided by the Kootenai River and immediately south of the River and west of the Central Business District is the fairgrounds and beyond it to the west and south an area of light and heavy industrial activity.

North of the Kootenai River and West of U.S. 95 is predominately residential with an approximate six to eight block area developed as a regional health care center including the hospital, nursing home, restorium, doctors' offices, and other health care support facilities.

It is the intent of the Plan to provide general guidance respecting the relationship between proposed land uses and existing land uses, available public services, and public responsibilities assigned to the City of Bonners Ferry. It is not the intention of this Plan to become a super-restrictive covenant, but it is to provide a vehicle for resolving all differences among neighboring land uses resulting in a natural progression from one use to the next. The civil courts remain the appropriate remedy for resolving disputes concerning appropriate activities. Nothing in the Plan should be construed as establishing an obligation for the city to provide additional public services and it should not be considered, in any way, to prohibit the allocation of public funds as a result of development activity.

Goal 1: To meet Federal and State standards for the protection of human health and safety, while maintaining the vitality of the local economy through preservation of the quality of land, air and water within the city.

Policies:

The long-term capability of land, air, and water resources to sustain human activity should be a significant factor in land use decisions. Decisions which threaten the quality of water or which impede air quality where human

habitation is expected should be carefully monitored and impacts minimized in order to protect the public health and well-being.

Goal 2: Land use decisions should consider the availability of utility services. Developments in areas not presently served by sewage treatment should be required to install dry sewer systems to facilitate later hook-ups to the municipal system. Developers may also be called upon to install lift stations or other methods of conveyance of sewage to allow water quality to be preserved. Sewer hook-up policies should reflect the long-term cost to the City and may include hook-up fees and cost allocation methods to minimize the burdens of growth on existing city residents.

Goal 3: Land use in areas subject to perennial seasonal high water should be limited to agricultural use or public recreation. Recognition should be given to flood plain mapping, completed by the United States Department of Housing and Urban Development. Individuals wishing to contest the mapping for the flood plains should be allowed to do so with competent engineering information. Nothing in this plan should be construed to limit the rights of owners to develop their land in accordance with sound engineering principles so long as development plans do not compromise flood protection for the community or increase the likelihood of flood conditions on other private lands. The burden of proving so rests with the developer.

Goal 4: Safe domestic water supply should be made available to all residents of the City of Bonners Ferry, with users responsible for paying for the extension of and other system improvements necessary to serve their use. General rate payers should not bear the obligation to provide service to new users in areas not currently served by the City system. Federally mandated drinking water quality standards can best be met by universal public water system availability. Propriety of proposed land uses should be influenced by the ready availability of public water supply.

Goal 5: Buffers between uses that generate noises, odor, dust, light, etc., and other incompatible uses should be provided through both zoning and subdivision ordinances. Special use permits should be used appropriately and as necessary to create a soft transition and blend from one zone to another. Policies that apply judgment to the manner and location of development of special uses that may have particularly significant consequences should be consistently applied.

Goal 6: Area of City Impact authority which is provided by 67-6526 of the Idaho Code has been negotiated with Boundary County to assure City involvement in matters that may directly affect both the City's development and use of the City's utility systems. The regulations of such areas should be agreed upon between the two jurisdictions, and should consider possible annexation by the City in the future and upon any necessary measures to

protect the health and safety of the City residents as a result of development on the City's fringe. Particular attention should be paid to emergency services and the transportation system, as traffic from outlying areas feeds into the city for commerce and other activities.

Goal 7: Policies and dealings with individual development requests should reflect the long-term well-being of the utility capacity and budget availability of the City. Particular attention should be paid to maintaining adequate capital for utility replacement and for expansion where appropriate. This Plan recommends that additional costs engendered by new developments should be born by those most directly benefited.

Goal 8: The City of Bonners Ferry should encourage, but not be limited to, development of land within corporate limits prior to annexation of undeveloped fringe areas. Lands developed on the fringe for eventual annexation should meet City development standards from the outset. There should not be a significant advantage to developing outside the City. Cooperation with Boundary County should be undertaken to achieve this balance.

Policies:

1. Areas proposed for annexation should be considered only if they are contiguous to the corporate limits of the City of Bonner Ferry and meet all other legal criteria set forth in Idaho statutes.
2. Annexation should occur after determination has been made that the City can provide those public services necessary to promote the health, safety, and general welfare of the citizens of Bonners Ferry and of the citizens in the newly annexed area. Consideration of fiscal impacts and effects on services should be evaluated at the time annexation is requested. Any possible deficits in service provision or substantial costs may be factored into any approval of an annexation request. Annexation agreements and impact fees should be a method for mitigating the effects of growth by annexation.
3. Development standards adjacent to the municipality's corporate limits should conform to City regulations to assure that the physical plans developed will properly integrate with the City.
4. The area of impact should be analyzed as to the existing and probable suitable uses. This conclusion should be embodied in a report to serve as a guide to staff and property owners in considering probable zone classifications to be assigned in the event of annexation.
5. Areas to be annexed into the City should have a land use plan and proposed zoning designation concurrent with annexation.

6. The City should judiciously evaluate the opportunity to provide sewer, water and other services within the corporate limits and the planned future extension of these services outside the existing corporate limits of the City of Bonners Ferry.
7. Direct the pattern of commercial development promoting the development of available land within the city through flexible and adaptable zoning ordinance.

Goal 9: The physical development of the City of Bonners Ferry should be accomplished in an orderly fashion by judicious land use decisions.

Policies:

1. The Comprehensive Plan should serve as a guide for development
2. The Comprehensive Plan should be maintained as a living document, and land use regulations should be monitored continually and updated as necessary to reflect the current community vision.
3. Input from citizens shall be encouraged at every level of land use decision-making.
4. The protection and enhancement of the general public safety, health, and welfare should be tantamount to all other factors guiding land use decisions.
5. The City should ensure that all new development is compatible with the land use plan.
6. The City should evaluate the community-wide impact of each significant development as determined by the City, on the need for public facilities and services, the circulation and housing impacts from the project, and the effects on the City's identified resources.
7. Land use decisions should consider the preservation and enhancement of natural resources.

Goal 10: Consider the impact of land use decisions on the transportation system.

Policies:

1. New development should be reviewed to determine its effect on existing streets and natural resources.

2. The City should assess the cost of impact on the local transportation system by new residential and business development.
3. City approval for new development, both residential and business, should occur only after sufficient planning for rights-of-way, improvements and access have been evaluated accommodating the increase in traffic volume.
4. Plans for proposed subdivisions and other large projects, as determined by the city, should include traffic impact studies to determine the compatibility and conformance with existing and proposed transportation systems. The studies should consider all existing and proposed contribution to the transportation.
5. Developers should be required to provide adequate off-street parking in areas where on-street parking could create safety hazards and circulation disruption.
6. Careful consideration of the use of traffic controls and regulations should be made to assure the safety of all motorists, bicyclists, and pedestrians.

7.0 NATURAL RESOURCES

As its name “Bonners Ferry” suggests, the city originates as a river crossing location for the early north/south trade routes. The city is divided by the Kootenai River, but is joined by a four-lane state highway bridge. The river provides scenic beauty and recreational opportunities. The Tom Hudson Company 2000 - 2001 study considered the enhancement of the appearance of the city and recommended the development of shoreline walkways and a pedestrian bridge across the river.

The river is an asset that the city should preserve and develop to enhance the natural attractiveness of the city. Land outside the city’s jurisdiction in the surrounding area is a combination of mountains, streams, and rich farmland. These resources lend themselves to both recreational, agricultural and timber opportunities. These areas are abundantly populated with birds, fish and wild game that create ample recreational opportunities for the residents of the city and surrounding region.

The area surrounding the city provides a home to an extraordinarily high number of species listed as endangered or other classifications which are protected under federal law. Although this creates an attractive environment to visit, it creates conflict with the natural and historical economic opportunities of the timber and agricultural industries.

Goal 1: The city should exercise its authority and seek funding as available to maximize the natural beauty and opportunities provided by the river within the city.

Goal 2: The city needs to exercise its influence with the appropriate federal, state, county, and tribal agencies to preserve, maintain, and develop the economic and recreational opportunities these natural resources provide the area.

Goal 3: In both the areas of city jurisdiction and the adjoining region outside the city’s jurisdiction, the city will need to maintain a healthy economy to sustain the local farming and timber industries and at the same time maintain the quality of life and environment for which the region is naturally suited.

Goal 4: Preserve, enhance and develop the quality of the land, air, water and natural environment in the City of Bonners Ferry.

Policies:

1. Plans for proposed subdivisions and other large sites should include provisions to protect the natural drainage system and incorporate drainage facilities as

appropriate or necessary. Where the natural system is not adequate, supplemental drainage facilities should be required.

2. The City should work cooperatively with the Idaho Department of Health and the Idaho Department of Environmental Quality to amend, supplement and enforce standards for air quality, noise, and odors, as found appropriate.
3. The City should develop standards for the establishment of buffers between noise-generating and odor-generating uses and adjacent uses.
4. In order to protect groundwater quality, the City, should base residential development and density decisions on the availability of adequate water supply and sewage treatment capacity.

Goal 5: Promote the consideration of environmental impacts associated with development projects during the permit review process.

Policy:

1. Proposed development (residential, commercial, industrial or governmental) should be evaluated for potential environmental impacts in accordance with City policy and mitigation measures should be implemented, as feasible and appropriate.

Goal 6: Ensure a balanced environment where physical development may occur with minimal adverse effect to the natural amenities of the area.

Policies:

1. The City should identify natural amenities including, but not limited to, open space, scenic vistas, air quality, surface and ground water quality, existing native landscaping and ambient noise levels. Procedures and standards should be adopted for designation, enhancement and maintenance to protect the integrity of such natural amenities, as identified through time.
2. For all proposed developments, the City should require developers to conserve natural amenities, i.e. streams, wooded areas, scenic vistas and corridors, and incorporate these natural features into the development plan as open spaces and/or buffer areas.
3. The surface and groundwater quality of the City should not be degraded.

8.0 HAZARDOUS AREAS

The city has some areas of risk. First, that portion of the city at the river level which is within the floodplain and is protected by dikes which are more particularly discussed in Chapter 6 preceding.

Goal 1: To develop emergency evacuation procedures and contingencies in the unlikely event of a failure of the dikes. The entrance and exit from both the north and south of the city and the central business district within the city by U.S. 95 are along cuts into the side of the mountains. The soils are unstable and in the past mudslides have obstructed the highway. The north hill was reconstructed in 1999 - 2000 to hopefully eliminate this problem, but the two areas to the south are still at risk. Future ordinances should address the issues associated with building on unstable slopes.

Goal 2: To develop alternate transportation routes to by-pass the at risk areas until more effective corrections can be made to protect this transportation route from obstruction.

Goal 3: The city has a manmade hazard in that two railroads, the Union Pacific and the Santa Fe Burlington Northern, pass through the city. Also, U.S. 95, a primary highway for commerce between Canada, western Montana, and points south, is the main street of the south hill business district. These transportation routes serve to move commerce including the transport of hazardous materials.

Goal 4: These risks need to be addressed by maintenance of adequate contingency plans in the event of an emergency and continuation of training of personnel to deal with emergencies arising from such risk.

Goal 5: To protect lives and property from unacceptable risks resulting from natural and man-made hazards.

Policies:

1. The City should cooperate with the Panhandle Health District to identify all hazardous areas in the City and the Area of City Impact.
2. The City should coordinate with the County and local emergency service providers in educating the community on the emergency response plan which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications.

3. Residential, commercial or industrial structures and activities should not be developed or occur in slide or hazard areas unless adverse impacts can be mitigated.
4. Continue to enforce guidelines and ordinances to mitigate erosion, landslides, and other hazards that may result from land development.
5. Existing emergency management systems within the City and County should be adhered to during emergency events, including the Emergency Management Plan developed for the Moyie Dam.

9.0 PUBLIC SERVICES, FACILITIES, AND UTILITIES

The city is a full service city providing water, sewer and solid waste disposal service, fire and police protection, and owns and operates a hydroelectric power plant and distribution system.

9.1 WATER

The water system originates at a diversion facility on U.S. Forest Service land west of the city. The water system is also served by an alternate source that provides water from Kootenai River to the City's water treatment plant. The city has adopted an ordinance that establishes a systematic plan to limit or allocate water in times of shortage.

Goal 1: The water system is reaching capacity and with the completion of a comprehensive study, capital improvements need to be planned for to ensure that our existing and future citizens are provided with a safe and ample supply of water.

Goal 2: To implement the revised water rate structure in a fair manner once the north and south water districts have been consolidated and are under the full jurisdiction of the City.

9.2 SEWER

The city's sewer system roughly corresponds to and parallels the city's water system. The sewer system has approximately 25% capacity left, however, the same limitations, studies, plans, goals and policies stated as to the water should be applied to the sewer.

In areas where public sewage disposal is not available, a dry system or other collection system which would eventually connect to the public system should be provided by developers in order to ease future connection to a public system. Developers of projects may be called upon to provide either installation of necessary improvements, or payment of funds in lieu of such installation in order to facilitate future connection. Any individual systems allowed within the community should be installed in such a manner that eventual public sewage service can be provided with minimal cost to the city and impact upon the homeowners to meet performance standards set by the ordinance may be conditionally allowed, where the zoning district allows conditional use applications.

9.3 DRAINAGE

Excepting the portion of the city within the floodplain of the river, drainage is adequately provided for by gravity. Both through town and extending for some distance in both directions, the city is protected from river flooding by dikes along the shore. These dikes were constructed in the period of 1917 through the 1940's to restrict the natural flooding of the region by the river during the flood season. This artificial restriction of the river's historic flood pattern does create some potential risk and a difficulty in providing drainage in some areas. During the wet seasons, usually late winter, early spring, some areas within the city and in the designated areas of impact are flooded by a rising water table. To a great extent this flooding is controlled by the Libby Dam located upstream from Bonners Ferry.

Goal 1: Identify and properly zone low lying ground for uses compatible with high water table and periodic flooding.

9.4 POWER PLANT SITES AND UTILITY TRANSMISSION CORRIDORS

The City owns and operates a hydroelectric plant on the Moyie River northeast of the City. The plant produces the electrical power and the city supplements this source of power by the purchase of power from Bonneville Power Administration. This system provides affordable low cost electric power to the residences and industry within the city's service area. The electric power system consists of an overhead transmission line and a distribution system consisting of overhead and underground lines.

9.5 Other Utilities

Additionally, Avista provides natural gas service to the city by an underground distribution system. Time Warner Cable, using an underground and overhead system, provides cable T.V. service. Verizon, using an underground and overhead distribution system, provides telephone service. These utilities are covered by franchise agreements to serve the city and for the use of city right of ways and/or a lease or rental agreement allowing them to attach to city electric department poles.

Goal 1: It is the goal of the city to own or enable utilities that provide the best benefit to its citizens, safely and at an affordable cost.

9.6 FIRE STATION AND FIREFIGHTING EQUIPMENT

The city has a relatively modern fire station with a good quality, but aging, fleet of fire trucks. The department is operated by a well trained volunteer

department and the less expensive items of equipment have been periodically updated.

Goal 1: Develop a plan to fund and acquire new trucks, additional fire hall space, or other major capital investments as necessary to maintain or improve the current rating of the city by the Insurance Underwriters' Association.

9.7 HEALTH AND WELFARE FACILITIES, LIBRARIES, WASTE DISPOSAL SITES, PUBLIC SAFETY FACILITIES AND RELATED SERVICES

The city is the county seat for Boundary County and as such many of the state and county facilities are located in the city.

County facilities located in the city are as follows: County hospital, nursing home and restorium, the courthouse, jail, and Sheriff's Office. Although the city police department maintains staffing sufficient to provide round the clock, seven day a week police protection, and has its own administrative facilities located in the City Hall, radio dispatch of officers is by the county Sheriff's Office pursuant to a joint agreement between the city and county. The State of Idaho maintains an office for the Department of Health and Welfare in the city and the county has established a Board of Guardians at the hospital as provided for by law. The county library, a modern facility, is situated at the entrance to the central business district. The fire and police departments have training appropriate to the area including the handling of hazardous materials.

Goal 1: All of the herein referenced facilities are adequate to meet present needs and some expansion. In all decisions the city will need to keep in mind the need to expand the facilities for necessary services as the community grows.

9.8 SOLID WASTE

The city's solid waste is collected and transported to the county solid waste facility by a contractor.

10.0 Transportation

The condition and efficiency of the transportation network servicing the city has significant impact on the health and vitality of the local economy and the community as a whole. Growth within the City of Bonners Ferry, as well as Boundary County, is placing increasing demands on the local road network and its ability to service the current population in a safe and convenient manner. The high cost of improving roadways, and limited right of way widths in some areas of the city, are some challenges currently facing the City in scheduling desired improvements to the existing road network.

The city is divided in a north/south direction by U.S. 95 and two major railroads - the Union Pacific and the Burlington Northern Santa Fe. (This issue is also addressed in several preceding sections including Chapter 8.) The highway is subject to the control of the Idaho State Department of Transportation, which is responsible for maintaining traffic control devices and speed limits. This imposes a severe limitation on the city's authority to manage traffic within the city. The Tom Hudson Company 2000 - 2001 strategic plan prepared for city, county and Kootenai tribe recommend that the two lane section of U.S. 95 on the south hill will need to be widened to accommodate four lane traffic (Two lanes each direction.) making it necessary to acquire fourteen feet of right of way on each side of the existing right of way if the highway is not re-routed around the city. City business and public leadership is opposed to a highway bypass.

Likewise, railroad lines bisecting the city are controlled by railroad companies and federal regulation. Again, like the highway, although they benefit the community for the transportation of goods and creation of jobs, they are disruptive to the street and utility systems within the city.

Finally, no comprehensive map or system of maps of the city's streets, right of ways and utility infrastructure exists. At this time the City is in the process of procuring an engineering consultant to provide a comprehensive transportation plan for the City that is integrated with County's planning efforts.

Goal 1: Plan for the acquisition of additional right of ways adjacent to U.S. 95 on the south hill.

Policy:

A 54 foot setback of construction was established by Ordinance 234 in 1969 which will help minimize disruption resulting from the widening of U.S. 95 highway, at least as to construction that occurred after 1969.

Goal 2: Plan for future railroad crossing requirements, i.e. traffic and utilities.

Policy:

With the acquisition of each railroad crossing, it should be the policy of the city to engineer it for as many uses and as expanded use as is foreseeably reasonable.

Goal 3: Development of alternative routes to avoid the obstruction of transportation and resulting economic loss and safety concerns.

Policy:

Review and prioritize the development of alternative routes in conjunction with local county authorities as necessary.

Goal 4: Develop a comprehensive inventory and map of all rights of way and infrastructure.

Policies:

1. Establish first a priority to develop such for these facilities as they now exist, and when completed, periodically review and update as necessary.
2. Periodically review and update zoning ordinances and set back requirements to meet new and changing circumstances.
3. maintain mapping and inventory of existing streets

Goal 5: Procure engineering services to help the City produce a comprehensive transportation plan that will be used to identify weaknesses with our transportation system and develop effective solutions to mitigate those weaknesses.

Goal 6: Provide an efficient transportation system in the City of Bonners Ferry coordinated with the County and ITD.

Policies:

1. All components of the City transportation system should be coordinated with neighboring jurisdictions and with county, state, and federal programs.
2. The City should discourage private streets that serve developments, particularly residential areas, except where warranted by site limitations.

Goal 7: Enhance intersections where local east-west arterials and collectors cross Highway 95 to assure safe and user friendly pedestrian and vehicular access to, from and across Highway 95.

Policies:

1. Explore, select and implement traffic control options to address local traffic requirements at individual intersections. Options to be considered at individual intersections, in the context of existing development, present and future traffic volumes, future land uses, topography, etc., may include:
 - a) Improved traffic control measures directing traffic through intersections.
 - b) Enhanced signage identifying major intersections along Highway 95.
 - c) Improved signalization to provide efficient and safe traffic flows.
 - d) On and off ramp approaches to and from Highway 95 accessing the local arterial system.
 - e) Added signalization at select intersections within the City, where deemed necessary to facilitate the safe and efficient movement of traffic.
2. Address the widening of east-west arterials and arterials in areas adjacent to Highway 95.
3. Explore and select options facilitating non-vehicular traffic access across Highway 95, including, but not limited to:
 - a) Pedestrian ramps over or under Highway 95 at key intersections.
 - b) Improved signage at intersections directing non-vehicular traffic.
 - c) Aesthetic lighting options to enhance visibility and safety.
 - d) Public information concerning available non-vehicular traffic options to promote awareness.
 - e) Improvements to pedestrian controlled signals at key intersections.
4. Develop and implement traffic control projects demonstrating potentially viable options.
5. Coordinate with the State of Idaho, Idaho Transportation Department, Boundary County, and other agencies and local communities in the planning, development and funding of future short-term and long-term projects.
6. Work with the State legislature to increase awareness of local transportation needs and garner financial support to implement selected solutions.
7. Explore funding options to support development of future transportation options, including, but not limited to:
 - a) State and federal funding sources.
 - b) Local improvement districts.
 - c) Development Impact Fees.
 - d) Urban Renewal Districts.
 - e) Other financial options tied to local community development.

Goal 8: Develop a Strategic Transportation Plan for the City, to update the functional classification of roads within the system, as may be appropriate based upon present and future traffic patterns and volumes, and to define and prioritize improvements to existing collectors and minor arterials, and identify future streets to provide connectivity and service in areas of “infill” development.

Policies:

1. Incorporate existing patterns of traffic and road improvements into future transportation plan.
2. Do not allow private roads where location and configuration negatively affect the transportation network’s traffic flow pattern.
3. Strengthen coordination efforts in the planning of the transportation network with other local and regional entities.
4. Amend zoning and subdivision ordinances to address the impact of future development on the existing road network.

Goal 9: Minimize financial and operational impacts resulting from road improvement projects and maintenance.

Policies:

1. Develop and maintain a transportation capital improvement plan specifically designed to meet the City of Bonners Ferry’s needs in coordination with other local capital improvement plans addressing other infrastructure needs of the community.
2. Coordinate construction and improvements of other infrastructure, including, but not limited to, non-vehicular pathways, sewer, water and other utilities, with road improvement projects.
3. Amend applicable fee structures to address the financial impact of road improvements needed to support future development.
4. Coordinate future funding of the transportation system directly with adjacent communities and local entities, where appropriate.
5. Explore financial and procurement options for the acquisition of necessary right of way and road improvements.
6. Explore alternative funding sources to support improvement and development of road infrastructure with other local and regional entities.

11.0 RECREATION

The city is located in an area rich in recreational opportunities. Within a thirty mile radius opportunities abound for fishing, hunting, water sports, camping, snowmobiling, skiing, and many other outdoor activities. Within the jurisdiction of the city is the city owned nine hole golf course and swimming pool. The latter is available without charge to the public. Unique to the city is a small, attractive park in the central business district. Several ball fields and two tennis courts also exist within the City. And yet to be developed is the Kootenai River shoreline, which presents a tremendous potential as an attractive centerpiece for strolling, fishing and relaxation, if properly developed. The public schools have track, and field facilities, and land available as funds become available to develop additional facilities. The County provides scheduled recreational programs throughout the year.

Goal 1: To maintain existing facilities within the city at their optimum condition and their availability to as broad a cross section of the population and visitors as possible.

Goal 2: To be mindful of the potential of the natural characteristics of the public land within the city for development for recreational purposes.

Policy 1

It is the policy of the city to recognize and develop both the natural and manmade recreational opportunities within its authority. Recognizing that in doing so, it has contributed to the physical, mental and economic well-being of the citizens. Further recognizing that by virtue of its natural surrounding and recreational opportunities, the city has a competitive advantage to attract economic activity.

Policy 2

By its zoning, the City should encourage the development of private recreational facilities.

Goal 3: Develop and implement a long term strategic parks and recreation plan based on input from, and communication with the community, to meet the needs of all segments of the population of the City of Bonners Ferry.

Park and Recreation Concepts to Consider:

- Development of adequate parking adjacent to park facilities to accommodate demand during high activity periods.

- Interconnectivity of parks with residential areas and other activity centers within the community through a network of bike and pedestrian paths.
- Development of a variety of park facilities to locally service all areas of the community.
- Involvement of senior members of the community in the development of, and participation in, recreational activities and programs designed to meet their needs.
- Development of a community center, interrelating activities in the center with other park programs.
- Provision of recreation programs to service all elements of the community.
- Incorporation of aesthetic features in existing and future parks. Integrate historic, social and cultural themes in various parks in the park system.
- Create small aesthetic “pocket parks” in various areas of the community.
- Dedicate green space throughout various parts of community to enhance pathways, and provide connectivity and open space for future generations.
- Develop and maintain a community wide park environment, while promoting a sense of community ownership.

Policies:

1. Identify strategies for the development and or expansion of recreational facilities, including possible locations and/or sites, cost of development, financing strategies and potential partners to aid in the development, implementation and financing of facilities identified.
2. Identify strategies for the development and implementation of recreational programs, including possible sites, staffing and funding requirements, financing strategies and potential partners to aid in the development, implementation and maintenance of programs identified.
3. Incorporate and build upon private and regional recreational resources in planning efforts, where feasible and appropriate.

4. Coordinate planning and implementation efforts with other municipalities, and local and regional recreational interest groups to avoid duplication of services and maximize the recreational opportunities available to the residents of the City.

Goal 4: Promote the development of a City Parks & Recreation Programs, as needed to keep pace with the needs of a growing population with changing demographics.

Policies:

1. Promote and encourage the development of public/private and inter-municipal partnerships, where feasible, in the implementation, operation, and funding of recreational programs and activities serving the residents of the City of Bonners Ferry.
2. Coordinate with Boundary County in the development of future parks and recreation facilities within the community that benefit both City and County residents.
3. Create and maintain a Parks and Recreation Department within the City of Bonners Ferry to coordinate the future development and maintenance of current and future parks and recreation programs.
4. Maintain sufficient staffing to assure acceptable levels of maintenance and support of park facilities and recreation programs are maintained.
5. Explore funding options for the implementation, operation, and maintenance of parks and recreation programs, including, but not limited to:
 - a. State and federal funding sources;
 - b. Private endowments, donations, grants and funding opportunities;
 - c. Creation of a recreation district;
 - d. User fees, and other alternative revenue sources; and,
 - e. Other financial options tied to local community development.

Goal 5: Explore and implement alternative methods of acquiring property and resources for the purpose of providing park facilities and recreational programs to service existing and future community needs.

Acquisition Concepts: Explore the following concepts in the future planning and development of park facilities and programs and other City planning efforts, as applicable:

1. Dedication of land and/or resources for park development by landowners when subdivisions are platted.
2. Dedication of right of way and/or easements for use as bicycle and pedestrian pathways to interlink park system as requirement in platting process.
3. Develop and implement a Capital Improvement Plan for Parks & Recreation Facilities, identifying the cost, the year planned for development, and funding source(s).

12.0 SPECIAL AREAS OR SITES

As with recreation, the city, both within its boundaries and the adjoining region, is rich in special areas and sites. This natural characteristic of location lends itself to cooperative ventures with regional organizations and entities to maximize the quality of life and economic benefits.

The city has associated itself with the Selkirk Loop, a regional association including government and private enterprise on both sides of the international boundary. This Selkirk Loop's specific purpose is to promote the regions special areas and sites. (A copy of that organization's 2001 travel guide is attached as Appendix K, Pages 11 - 15 feature Bonners Ferry specifically.)

As has been noted elsewhere in this plan, the city was founded at the site of a river crossing for international and regional trade routes. In 2000/2001, the city, in conjunction with Boundary County and the Kootenai Tribe of Idaho, commissioned Tom Hudson Company to conduct a study to prepare a strategic plan for the local area. This plan is incorporated into this plan (A copy is attached as Appendix D.) both for its description and recommendations and as a guideline and goal subject to modification as changing circumstance and conditions may require.

Of particular significance is the existence of a major wildlife refuge. The adjacent area within the county is home to a high number of federally protected species of wildlife and migratory waterfowl. The existence and potential expansion of these areas are often in conflict with the traditional economic and recreational base of the region's timber, hunting, and snowmobiling. By and large, the city has no direct control over these areas, but is limited to its power of persuasion through the political process.

Goals and Policies: Concerning special areas and sites, the applicable facts, goals and purposes are similar to those in Chapter 11 - Recreation.

Recognizing the authority of the city is limited regarding the special areas and sites. The city must influence state and federal agencies to follow a course that will help to maintain a sound economy and quality of life to benefit the residents of the city. The city must recognize and encourage the development and use of these special areas or sites for the economic benefit and enjoyment of its residents.

13.0 HOUSING

The city celebrated its centennial anniversary in 1999. Considering the longevity of the city and its modest, but steady, growth rate, it encompasses all types and kinds of housing and housing areas. Ordinances have been updated to accommodate recent legislation for mobile homes. There is a growing need for areas for new middle and upper middle class housing. The undeveloped areas most conducive to such are in the area of impact surrounding the city.

GENERAL POLICIES:

1. Clean, safe and sanitary housing with a suitable living environment should be available to all citizens through a combination of protection of private property rights by private landowners and a measure of public support for the community interest through zoning ordinance provisions and related land use regulations.
2. The city should cooperate with and encourage private efforts to provide adequate housing. This can best be accomplished by avoiding the erection of barriers to providing housing and development of land for all types of housing.
3. Developers should assist the community with development of public facilities or providing significant buffering from incompatible uses to minimize the cost impact upon public funds.
4. When extension of utilities is required to serve new housing developments, the cost and installation of those extensions should be the responsibility of the developer. General public support should only be provided when a definable public benefit can be achieved.
5. Sewage disposal should be provided for in accordance with standards set by the city in conjunction with the Panhandle Health District and the Idaho Department of Environmental Quality.
6. It is the policy of the community to recognize that manufactured housing has a place in today's housing market as a source of decent and safe shelter. At the same time, the community requires that housing of this type conform to acceptable community design standards so that it will be compatible with its surroundings and help sustain property values of conventional site-built homes.

Goal 1: Maintain and/ or improve the quality of housing and residential development.

Policies:

1. Housing policies should be developed to assure that the upgrading and rehabilitation of homes is encouraged rather than discouraged.
2. Assure safe and long lasting housing construction by utilizing building, zoning, and housing regulations.
3. Cooperate with and encourage private sector entities to provide adequate housing.

Goal 2: Encourage well-planned residential development.

Policies:

1. Developers should be encouraged to maximize the variety of attractive neighborhood settings in terms of price range, amenities, natural settings, and proximity to other areas of activity.
2. Adequate public access should be provided to all lots.
3. Streets should be designed and constructed in compliance with applicable adopted standards.
4. The City should develop and enforce standards regarding the provision of adequate water supply for domestic and fire code emergency uses, and for other utilities such as power, gas, telephone, street lights.
5. Sewage disposal should be provided in accordance with the standards of the adopted City sewer policy and in accordance with policies of this comprehensive Plan.
6. Residential areas should be buffered from adjacent non-residential uses.
7. For all new development, the City should require developers to provide funding for extension, and/ or expansion of municipal services and facilities.
8. Land use regulations, zoning and subdivision ordinances, should be updated and revised to assure responsible, well-planned development in accord with the comprehensive plan.

Goal 3: Accommodate the enhancement of current housing and development of future housing to assure housing is available in an affordable manner for all members of the community.

Policies:

1. Explore, develop and promote a variety of options and solutions to best assure the provision of future affordable housing throughout the community.

Some options to explore include:

- Enhancement and rehabilitation of currently available housing.
- Flexible zoning that allows for a balance of smaller lots and assimilation of affordable housing in future housing developments.
- Allowance and promotion of mixed-uses in various zones. Some options to explore include apartments in commercial areas and apartments adjacent to and/or mixed lightly with single family residential.
- Incorporation of development incentives in the zoning and other administrative ordinance.
- Promotion of community partnerships in the development of affordable housing.
- Alternative funding sources.
- Education and promotion of funding sources available to private and not-for-profit developers for the development of affordable housing.
- Encouragement of housing improvement and development programs by non-profit social organizations.

2. Consider the following in the exploration, development and implementation of any option addressing the goal:

- Definition of the local need for affordable housing and what is affordable locally.
- Incentives for long-term maintenance of all housing.
- Future housing kept in balance with other development and activity in the area.

14.0 COMMUNITY DESIGN

In 2000/2001 the city was included in the Tom Hudson Company 2000 - 2001 strategic plan (See copy attached as Appendix D). Pages 119 - 160 provided specific recommendation and proposals to accomplish this result.

15.0 IMPLEMENTATION

The various chapters of this plan establish goals and policies to follow as a guideline to accomplish the goals and purposes stated. Zoning ordinances need to be periodically reviewed and amended to meet changing needs and conditions. The Planning and Zoning Commission, at its regular meetings, should also establish priority projects to meet the goal stated herein.

It is specifically intended that this plan be interpreted to be consistent with presently existing land use regulations and the ordinances of the city. However, it has been repeated throughout the plan that this is a guide, and it is the intent purpose of the city in the adoption of this plan that both the plan and the ordinances of the city of Bonners Ferry are living instruments ever changing to meet changing needs and circumstances.

15.1 Ordinance Updates

The City of Bonners Ferry will need to update its ordinances, including its zoning ordinance and zoning map, subdivision ordinance, annexation ordinance, and other miscellaneous ordinances, in order to reflect land use, residential densities, community design, natural resources, and other relevant goals and policies, as set forth in this document. Once revisions are complete, the City ordinances should continue to be reviewed, updated, and maintained on an on-going basis. Revisions, updates and additions should occur as may be necessary to address changing circumstances and conditions, and in order to address new issues as they may arise in the future. In addition, the City will need to review and update its standards and policies on an on-going basis, as necessary and appropriate, based upon ordinance revisions, changing conditions, and new issues.

15.2 Capital Improvement Planning

A Capital Improvement Plan is a particular type of strategic plan that specifically identifies a financial strategy for projects requiring capital investment on the part of the City. With a myriad of important projects competing for limited funds, a capital improvement plan allows the City to identify capital projects necessary to implement the goals and policies contained herein, prioritize them, identify funding streams and financing strategies, as well as to provide a schedule to include the timing for securing funds, acquisition, completion of design work, and actual construction activities to occur. Such a plan allows the City to allocate funds in accordance with its identified priorities, secure outside financing as may be appropriate, and budget according to the cost and timing of future projects, as well as providing a work plan for City staff in the implementation of the identified priority projects.

The Capital Improvement Plan should include identified transportation improvement projects, parks & recreation facility acquisition and improvements, sewer & water infrastructure projects, facilities projects (both acquisition and renovation projects), planning in support of these projects, and other capital projects as may be identified by City Council.

In addition to the bi-annual updates, upon completion and adoption of detailed strategic plans related to transportation, infrastructure, and parks and recreation, the specific goals, policies, and planning maps identified in those plans should be incorporated into this document through amendment. Capital improvement plans are generally scheduled on a five-, seven- or even ten-year cycle, but they require annual updates, as part of or prior to setting of the City's annual operating budget. Many communities identify a threshold dollar amount, for capital project inclusion in its capital improvement program (projects below the threshold dollar value would otherwise be included in the regular operating budget). The City should target completion of its first Capital Improvement Plan for inclusion in the fiscal year 2007-2008 budget.

Once the Capital Improvement Plan is complete, the City needs to develop an Impact Fee Study, and amend its impact fees accordingly, as based upon this document and the strategic transportation plan (as identified above).

15.3 Comprehensive Plan Map

A future land use map, delineating a proposed general pattern of land use activity should be developed in conjunction with this document that reflects the communities' vision statement and goals and policies presented in this Plan. This map should provide a general guide for future land use decisions, outlining a general pattern of desired development.

The future land use map should be developed and used in accordance with goals and policies, and shall be considered in making decisions concerning future land use ordinances, amendment of the current zoning ordinance and map, requested zones changes and other land use issues. The boundaries delineating types of uses are not finite but outline a general area for designated activities. Boundary lines for types of use are generally within three hundred feet (300) feet of delineating the proposed area. This generality shall be taken into consideration when determining future zoning and land use decisions in areas adjacent to any boundary, as set forth on the maps. Appendix E includes a copy of the future land use map.