

ACKNOWLEDGMENTS

MAYOR

Russell Schenck

CITY COUNCIL MEMBERS

Shari Jones

Blaine Williams

Stanley Spanski

Sharon Banning

CITY CLERKS

Amber Burgess, City Clerk

Vicki Woodward, Assistant City Clerk

CONSULTANTS

Clare Marley, AICP, Senior Planner, Ruen-Yeager & Associates, Inc.

Lisa Adair, Assistant Planner, Ruen-Yeager & Associates, Inc.

CONTRIBUTORS

Corey Vogel, photo collection

Citizen comments and workshop participation



Photos: Corey Vogel

TABLE OF CONTENTS

ACKNOWLEDGMENTS	1
TABLE OF CONTENTS	2
INTRODUCTION.....	3
PURPOSE	4
PLANNING AREA AND USE OF THE PLAN	5
PROCESS.....	6
SETTING	9
PROPERTY RIGHTS	11
POPULATION	13
SCHOOL FACILITIES & TRANSPORTATION	15
ECONOMIC DEVELOPMENT.....	16
LAND USE.....	18
NATURAL RESOURCES	22
HAZARDOUS AREAS	24
PUBLIC SERVICES, FACILITIES, & UTILITIES.....	27
TRANSPORTATION.....	31
RECREATION	33
SPECIAL AREAS OR SITES	34
HOUSING	36
COMMUNITY DESIGN	38
AGRICULTURE.....	40
IMPLEMENTATION	42
NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS.....	43
PUBLIC AIRPORT FACILITIES.....	44
REFERENCES.....	45

INTRODUCTION

The Clark Fork Comprehensive Plan is a policy document required by Idaho's Local Land Use Planning Act. The Plan sets forth the objectives of the City of Clark Fork for its future growth. The City officials intend to use the Plan as a guide in carrying out responsibilities under state law and City ordinance. With the support of Clark Fork citizens and the cooperation of other agencies, the Plan is a part of the working tools necessary for continued orderly growth and development. The Plan is also intended to provide private individuals and businesses with a more reliable way of predicting the future of various areas of the City.

The City of Clark Fork, while recognizing the rights of landowners consistent with the 5th Amendment to the United States Constitution and provisions of the Idaho Constitution and Code, also recognizes that the community has a legitimate interest in how the City is developed. Therefore, this Comprehensive Plan is developed with the intent of meeting the needs of both landowners and the community at large.

Citizens of Clark Fork have always enjoyed many community advantages. It is now proper for its citizens to consider what the City will be like for future generations. This Plan can be an important means for retaining the good things of life, which the City now affords, and for integrating new improvements and City expansion into the fabric of the community.

The City intends to guide and direct these changes so that the resulting community will retain as much as possible of its traditional benefits and advantages. At the same time, it seeks to avoid potential dangers, overcrowding, congestion, hazards to health and peace of mind, loss of a sense of community identity and neighborliness, ugliness, spoiling of natural scenery and the general deterioration of living quality which can accompany growth.

Because of the risks, uncertainties and difficulties ahead, an effective way must be established to deal with Clark Fork's future. The City cannot optimistically assume that, if left alone, the natural process of growth will somehow automatically result in benefits and advantages for all. The City officials believe that the only realistic and responsible course lies in a deliberate and consistent planning process.

Clark Fork's future growth and change provide an opportunity to act so as to assure that the end result is a "quality" environment for living. If this is done, Clark Fork will be a better, more attractive, convenient and satisfying place to live than it would otherwise have been.

The adoption of this Plan therefore demonstrates that Clark Fork has a real concern for its future, a willingness to take an active and constructive role in guiding and directing events and circumstances, and a commitment to planning based upon the faith that it can make a significant difference in the way the City develops.

PURPOSE

The Comprehensive Plan (Plan) and Projected Land Use Map (Map) for the City of Clark Fork set forth public statements of goals and policies that provide direction and guidance to the decision-making process of the City Council.

The planning process allows the City of Clark Fork to formulate the vision of what it wants to become. The Plan recognizes the wisdom of looking ahead and proacting to changes, as opposed to reacting, and to make decisions that are based on shared community objectives.

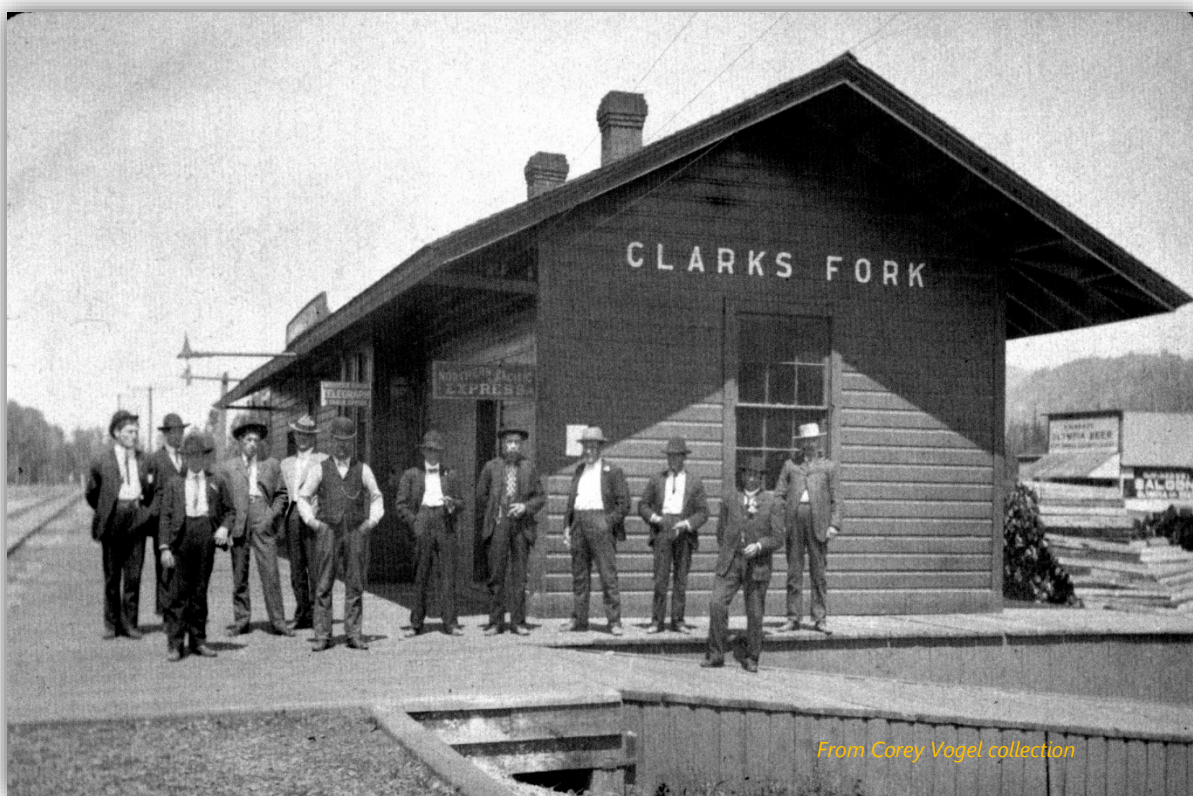
The purpose of this Plan and Map shall be to protect the health, safety, and general welfare of the residents and visitors of the City of Clark Fork. The City intends to:

1. Protect property rights and shared property values;
2. Ensure that adequate public facilities and services are provided to the people at reasonable rates;
3. Ensure that the economy of the City is protected and enhanced;
4. Avoid undue concentration of population and overcrowding of land;
5. Ensure that the development of land is commensurate with the physical characteristics of the land;
6. Protect life and property in areas subject to natural hazards and disasters;
7. Protect fish, wildlife, and recreation resources;
8. Provide efficiency in government;
9. Protect air and water quality;
10. Improve the physical environment of the community as a setting for human activity, to make it more functional, beautiful, decent, healthful, safe, interesting, and efficient;
11. Promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the community.

PLANNING AREA AND USE OF THE PLAN

The Plan shall have jurisdiction over all lands within the incorporated boundary of the City of Clark Fork. Within the designated Area of City Impact, the City has the right to provide comment to Bonner County on proposed subdivisions, zone changes, conditional use permits, variances, or code changes. The Area of City Impact has a boundary mutually agreed upon between Clark Fork and Bonner County.

The goals and policies of this Comprehensive Plan are intended to be a guide for the future development of the City of Clark Fork and the surrounding area. However, Idaho Code, Title 67, Chapter 65 requires that zoning be in accordance with the adopted Comprehensive Plan. The Plan may be amended as needed. Over time, certain changes in area growth, conditions, and governmental decisions made by the City may dictate changes be made to the Plan. The City should review its entire Comprehensive Plan every five years so that minor changes can be made without having to do a complete revision of the Plan.



PROCESS

The City of Clark Fork initiated an update to its Comprehensive Plan in the fall of 2017. The City last updated its Plan in 2005. A projected land use map (also known as the comp plan map) is also needed to meet the requirements of the Idaho Local Land Use Planning Act.

City Council began the update with a public “kick-off” meeting in November of 2017 to review with its contractor the scope of the project. The Council identified the following needs:

- The addition of the following components, required by Idaho Code §67-6508:
 - Property Rights;
 - Agriculture;
 - Public Airport Facilities;
 - National Interest Electric Transmission Corridors.
- A projected land use map;
- Updates to census, housing, economic development, and community service information to reflect the changes that have occurred since 2005;
- Inclusion of the 2017 countywide All-Hazards Mitigation Plan in the Hazardous Areas component;
- Addition of analysis missing from some sections of the current Plan;
- Review of goals and objectives to determine if community vision has changed.

The City hosted a fairly well attended open house in January of 2018 to gather community comments and obtain input on the proposed future land use map. Clark Fork citizens and those living in the outlying area attended. Attendees participated in discussions on the comp plan map and filled in comment sheets.



The City collected 22 comment sheets. Comments reflected the community interest in:

- Retaining Clark Fork's small-town character;
- Attracting more jobs;
- Encouraging a variety of housing types, including single-family, assisted or senior living opportunities, accessory dwelling units, and apartments;
- Allowing in-home businesses and farmers' markets;
- Creating more commercial opportunities;
- Having less government regulations;
- Seeing more shops for food and retail;
- Obtaining better cell phone coverage and internet service.

Not all agreed on the type of housing. Some did not want to see "major growth" because it might change the small-town feel. Affordable housing and rural living were viewed as positive aspects of the community. Concern about infrastructure was noted, but others commented that infrastructure improvements may not be affordable for the community.

Following the open house, the City Council conducted a public workshop to review the citizen comments from the mapping exercise, and to develop a draft comp plan map reflecting projected growth, future uses, and densities for the City. The land use section of this Plan outlines the map designations and the function of the projected land use map.

The Council considered the comp plan map and update to the comprehensive plan at a public hearing May 9, 2018. The meeting was noticed and conducted in accord with the noticing requirements of Idaho Code §67-6509.



SETTING

Clark Fork is the most easterly city of Bonner County, situated about 6 air miles west of the Montana border, in the narrow Panhandle of Idaho.

Settlement of the townsite occurred with the railroad construction in the early 1880's through the Bitterroot and Cabinet Mountains. The community has depended on mining, logging, sawmills, farming, Forest Service activity, fish hatcheries, dam construction, fur trapping, and education throughout its more than 100 years of existence. Clark Fork became an incorporated City in 1911.

Native Americans hunted, trapped, fished, camped, and lived in the region prior to the settlement of the Clark Fork Valley by the non-natives. Meriwether Lewis of the Lewis and Clark Expedition passed through the region during the 1806 return trip from the Pacific. The river is named for William Clark. Both the river and town were originally known as Clarks Fork, but despite the desire of community old-timers to keep the grammatical distinction, the name was apparently changed by the U.S. Post Office.

Much of Clark Fork's story over the following years had to do with crossing the river. The bridge fording the Clark Fork River provided one of the only passes to the north, and with the steamboats bringing miners making the arduous journey to the Kootenai gold rush, this was one of the only ways to travel. Before a bridge was built, Clark Fork had a ferry to make the crossing. Early ferries were nothing more than logs lashed together. Later, records indicate a ferry was operating in 1893, but this was a decade after the Northern Pacific line was put in place, so it is safe to assume there was a brisk business with ferry crossings during construction.

Most of Clark Fork's residential and business district is platted on land laid out in lots by John and Annie Nagel in 1903. John Nagel had received patent from the Federal Government in the year 1900. Early settlers who have descendants in the area are Foster, Vogel, Mead, Klug, White, Hazelroth, Brashear, Reed, Bixel, Johnson, Webb, Derr, Nagel Shields and Daugherty. A 1950 News-Bulletin article mentions Herman (Fitz) Vogel, Sr. as the longest resident of Bonner County.

Until WWI there was a lot of sawmill activity, then to a lesser degree through the 1950's. Early sawmills include McGillis and Gibbs, Lane and Potter. From the start until the late 1950's, mining operations played an important role in the community's economy. Approximately 75 men were employed in the mining and milling industry during the peak years. The Whitedelph mine and mill located near the Spring Creek fish hatchery began operation in 1926 and ceased in 1958. It yielded galena ore assaying principally in silver,

lead and zinc. There was the Lawrence mine located on Antelope Mountain near Mosquito Creek and near what was known in recent past as the University of Idaho field campus. There are numerous other prospect holes scattered all over nearby hills.

Until WWII the Clark Fork Valley supported numerous small farms which were usually homesteads staked out by early settlers. Since then, the small farms have disappeared and in their place are fewer large farms (Cork, 1991).



1.

PROPERTY RIGHTS

Requires an examination of the provisions necessary to ensure land use policies, restrictions, and conditions do not violate property rights, adversely affect property values, or create unnecessary technical limitations on use of property (I.C. §67-6508(a)).

Any city's actions to approve or deny land use permits, adopt zoning regulations, apply conditions of approval, or set design standards can affect property rights. Each city and county must address the protection of property rights in its comprehensive plan. The plan should include strategies to ensure property rights are not violated in the enactment and administration of land use laws and policies. To guide cities and counties, the State of Idaho has adopted the "Regulatory Takings Act" (I.C. Chapter 80, Title 67), and the Attorney General has created a "Regulatory Taking Checklist." This act also sets up a process for landowners to seek a written analysis if they believe an unlawful regulatory taking has occurred.

The Attorney General's Checklist and "Idaho Regulatory Takings Act Guidelines" are available on the State's website. The checklist asks decision makers a set of questions about their actions. While an affirmative answer to these questions does not necessarily mean an unlawful taking of private property has occurred, it does mean the action should be carefully reviewed with legal counsel. The checklist asks whether the pending action would:

- Result in a permanent or temporary physical occupation of private property?
- Require a property owner to dedicate a portion of property or grant an easement?
- Deprive the landowner of all economically viable use of the property?
- Result in a significant impact on landowner's economic interest?
- Deny a fundamental attribute of ownership?
- Serve the same purpose as directly prohibiting or denying the use and does a condition imposed substantially advance that purpose?

GOAL: To ensure Clark Fork land use policies and actions do not violate property rights, adversely impact property values, or create unnecessary technical limitations on use of property.

Policies:

1. Consider the basic, fundamental property rights of all parties when setting land use policies, adopting zoning laws, or making any planning and zoning decisions.

2. Inform landowners and affected parties of their rights when land use decisions are made.
3. Evaluate proposed land use actions to ensure they will not result in a taking of private property without due process.

Implementation:

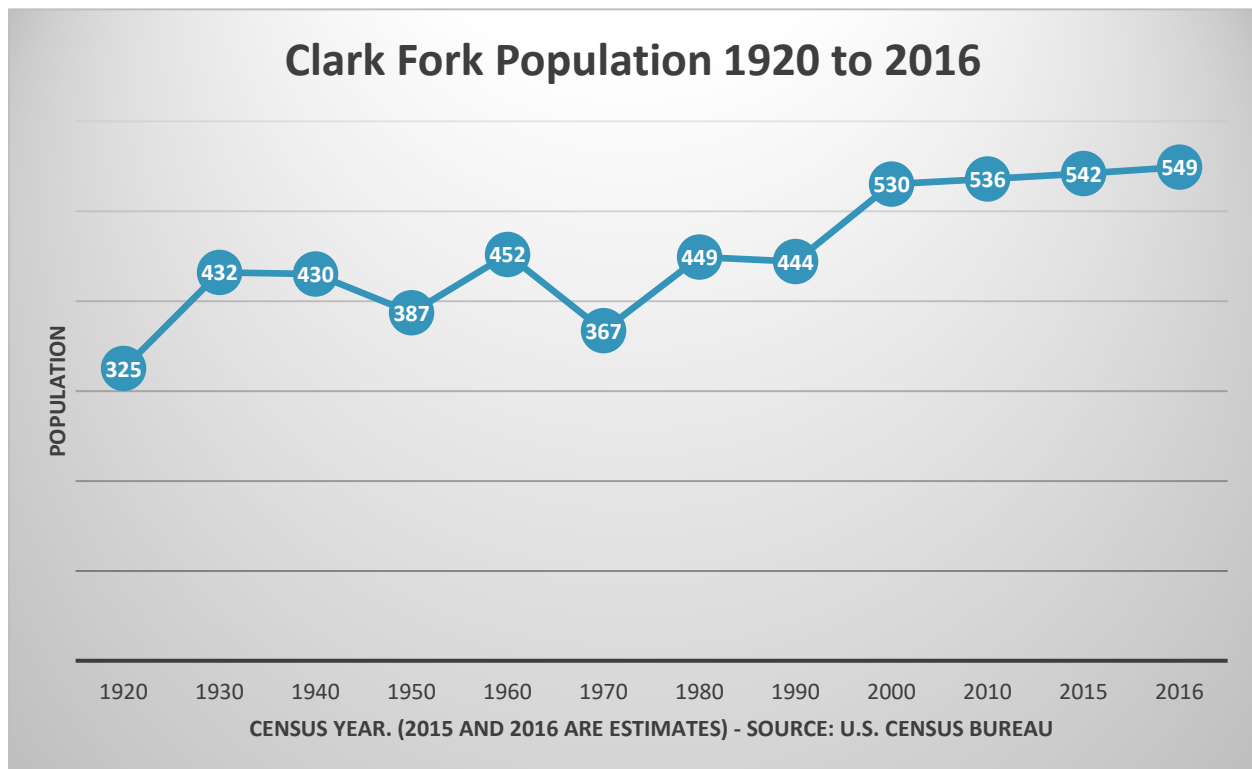
1. Develop a standard process to advise applicants of their property rights when actions are taken on permits or land use matters.
2. Consult with City legal staff whenever land use ordinances or amendments are proposed so that the potential effects on property rights are evaluated.
3. Review with legal staff any concerns that may be raised regarding potential regulatory takings.
4. Keep Clark Fork's citizens informed of proposed changes to land use laws, plans, or policies so their input is considered prior to any final decisions.



2.

POPULATION *Requires an analysis of past, present, and future population trends and characteristics (I.C. 67-6508(b)).*

Clark Fork's population has hovered between 400 and 500 people for almost a century. The U.S. Census Bureau estimated the City population to be about 550 people in 2016. Over the past 100 years, the population has seen a slow, but steady climb, with notable exceptions, when the population dropped in 1950 and 1970 by 10 percent and 19 percent, respectively.



Clark Fork's population has remained relatively stable over the last 25 years. The 2010 census count of 536 reflects a slow growth rate of 1% from the 2000 census. The City reports the majority of population has been attributed to single-family dwelling development. The City's location amid breathtaking views of streams, rivers, and panoramic mountain ranges makes it an attractive place for residential living.

The median age of Clark Fork residents is 45.5 years, according to the U.S. Census Bureau, which is nearly the same as the countywide median age of 45.8. The census data shows a fairly even distribution of the population in the various age groups. The predominate race is white, at 97.4 percent. The ratio of males to females is almost 1:1, with males

making up 50.6 percent of the population. According to census estimates, the median household income for Clark Fork is \$20,375. (U.S. Census Bureau, 2010).

Clark Fork is the 50th most populous city in the State of Idaho, out of 227 cities.

GOAL: To guide future growth to maintain an overall low-density character that will retain the existing qualities of a unique, rural community.

Policies:

1. Retain Clark Fork's basic character as a unique, small-scale rural residential community.
2. Preserve and protect existing residential neighborhoods.
3. Ensure City's ability to provide services keeps pace with increase in population, to maintain a quality living environment.
4. Allow new development provided the development does not adversely impact the character of the immediate neighborhood or the community in general.

Implementation:

1. Keep informed of population changes and census estimates.

3. SCHOOL FACILITIES & TRANSPORTATION *Requires an analysis of public school capacity and transportation considerations associated with future development. (I.C. §67-6508(c)).*

The City is not responsible for the school system operations within Clark Fork, but recognizes the need for communications between the Lake Pend Oreille School District and City officials about school facilities and transportation.

Clark Fork Junior-Senior High School is located within the City limits and serves the eastern side of Bonner County. There are 14 teachers serving grades 7 through 12. The student population is estimated at 100. The school has been listed as “America’s Best High Schools,” in U.S. News and World Report since 2007 (Lake Pend Oreille School District, 2018).

Hope Elementary School, west of Clark Fork on the Hope Peninsula, is the public elementary school for the City. The kindergarten through 6th grade school has an enrollment of approximately 100 students. Buses, private cars and carpooling are the means of transportation to the school, due to the travel distance along U.S. Highway 200.

GOAL: To encourage high quality education for each school-age child residing in the vicinity.

Policies:

1. Keep Lake Pend Oreille School District officials informed of growth and development trends including providing notice of development or zone change proposals as required by Idaho law.

Implementation:

1. Meet with school district officials whenever joint sessions would prove beneficial to either party.
2. Continue communication with school district about plans for private development of land in the City and exchange information about transportation and school facilities.

4.

ECONOMIC DEVELOPMENT *Requires an examination of economic base, including employment, industries, economies, jobs, and income levels (I.C. §67-6508(d)).*

In 1809 David Thompson and Finan McDonald established the first trading post in Idaho. In later years, the railroad, lumber, and mining industries played a large part in the economy of Clark Fork. Clark Fork experienced considerable economic activity in the 1950's due to the construction of the Cabinet and Noxon hydroelectric dams. Since then there has been little economic activity, with the exception of sporadic residential development. Sub-regional commerce is now the primary business activity within the City. Most of the work force within the City travels to surrounding areas for work. The remainder stays within the City and is generally employed by the local merchants, who operate the essential community businesses.

U.S. Census data indicates that the majority of the workforce does not commute far outside of the local area. The mean travel time is approximately 18 minutes, with the majority of residents commuting alone via car, truck, or other private vehicle. The largest employment sector in Clark Fork falls into the "educational services and health care and social assistance" category. About 11 percent of the work force is self-employed. Resource-based employment, such as mining, logging, and agriculture, is barely 2 percent of the current work force (U.S. Census Bureau, 2010).

GOAL: To maintain and promote a healthy economic and social climate for the residents of Clark Fork.

Policies:

1. Encourage orderly development in appropriate locations consistent with existing facilities and adjoining land uses.
2. Encourage commercial development only in non-residential areas.
3. Encourage infilling of existing commercial areas before additional areas are considered for commercial designation and development.
4. Plan for economic growth that is consistent with trends in the area's industries.
5. Provide a viable and attractive commercial core.
6. Maintain a simple, concentrated commercial core to maximize efficient provision of public services and to provide a viable center of activity.

Implementation:

1. Establish a timely and effective plan review process that recognizes public concerns about commercial land uses.
2. Explore the possibility of acquiring permanent access by easement or deed to Lightning Creek, Mosquito Creek, and the Clark Fork River, as those areas develop, to assure public access to the community's water resources.



5.

LAND USE *Requires an analysis of land types, uses, and cover, and suitability of land for uses such as agricultural, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A land use map showing suitable projected land uses for the city is also required (I.C. §67-6508(e)).*

The City of Clark Fork is a quiet residential community situated in the Clark Fork River Valley. Most of the community is developed with small, medium and large single-family lots.

Montana Rail Link and U.S. Highway 200 rights-of-way traverse the City from east to west. Most of Clark Fork's potential for commercial development is in the existing commercial area adjacent to the highway corridor.

Most of Clark Fork is generally level to gently sloping, with the northern and easterly edges of the City nestled against the mountain and hillsides. Land cover outside of the developed urban area consists of shrub/grassland, forested areas, and agricultural vegetation.

The growth of Clark Fork has followed the historic patterns of residential and commercial development established more than 100 years ago. Nagel's Addition to the City was platted in 1903, with 25-foot wide, $\pm\frac{1}{4}$ -acre lots, public streets and alleyways. Nagel's Addition and amendments to it encompass the majority of the city center. To develop homesites or commercial enterprises, landowners generally bought two or more small lots. Business and industrial development was centered on the highway corridor and railroad access. The City's zoning map provides a highway commercial district along State Highway 200, a neighborhood commercial district south of the highway, including former commercial uses, and a light industrial district along the railroad frontage. The remainder of the town is zoned single-family residential.

Bonner County and the City of Clark Fork have an Area of City Impact (ACI) agreement, approved in the late 1970s and updated in the 1990s. Clark Fork's ACI is extensive, covering more than 20 sections of land and extending from the National Forest boundaries in the Spring and Lightning Creek drainages in the north to the foothills and edges of the National Forest land on the south side of the Clark Fork River. In the ACI, Bonner County land use laws and the county comprehensive plan map govern. The City has no jurisdiction over lands within the ACI. The ACI agreement provides an opportunity for the City to comment on Bonner County land use proposals, but the county is not bound by any City standards or suggestions. The City comprehensive plan map does not

include land outside the City limits. The City will re-examine ACI boundaries and policies later. A copy of the ACI map is included in the appendices.

- **Projected land use map.** The projected land use map, which provides the City with a visual guide to its future growth and development, is required by Idaho's Local Land Use Planning Act. The land use map is different than a zoning map. The land use map is a policy document, general in nature, and a guide to determine where future densities and uses belong in the City. The zoning map is law and a regulatory document. Clark Fork's comprehensive plan map addresses only the area within the City limits. The extended Area of City Impact is not included in the City map.
- **Community Review.** The City conducted an open house in January of 2018 to review the comprehensive plan update and gather citizen comments. A draft comprehensive plan map was developed with the City Council at a public workshop. The draft map was available for further community review and comment. Citizens commented on a variety of concerns during the open house. Common themes included:
 - o Keeping a "small town atmosphere;"
 - o Developing opportunities for more jobs;
 - o Refraining from over-regulation of land uses;
 - o Encouraging small businesses and in-home businesses;
 - o Allowing a variety of housing opportunities. While some encouraged senior apartments, others noted concerns about development of "tract" housing or apartments.
- **Land use map designations.** The City created three map designations to help shape future land use decisions. The land use designations and their descriptions are as follows:
- **Small-lot Residential.** The Small-lot Residential area recognizes the core of the developed City, north and south of the highway, with predominately smaller platted lots and generally residential uses. This map designation foresees lots sizes similar to the existing $\pm 7,000$ square foot platted lots, and larger. Small in-home businesses such as daycares and home occupations can be supported in this mapping area, provided measures are taken to protect the neighborhood from noise, hazards, traffic, and impacts to services. Accessory dwelling units could be permitted, if City services can accommodate the additional housing unit, and the zoning standards address density requirements. This area is generally suited for single-family and two-family housing types. Public service facilities, churches, or schools could be permitted within this mapping designation.
- **Large-lot Residential.** The outlying areas of the City to the north, west, and south contain larger tracts of undeveloped land, foothills, sloped areas, wetlands,

waterways, and larger residential and ag/timber lots. This map designation calls for a range of lot sizes, with the minimum acreage generally set at one-third acre. This area would be expected to continue to support agriculture operations and timber production. Home occupations and similar in-home businesses could be permitted outright, while resort-like developments, bed and breakfasts, or similar commercial ventures that may be suited to the larger tracts of land could be permitted conditionally. Through the permit process, impacts to the neighborhood, environment, traffic, and services can be evaluated. A variety of housing types are suitable in this mapping area. Multi-family housing could be permitted, provided standards addressing services, open/green space, parking, density, and design are set. Public facilities, churches, or schools are appropriate uses in this area, with assessments of impacts and services.

- **Mixed Use.** The traditional commercial/service/business development along the highway corridor is recognized in the Mixed Use map designation. This map designation encompasses the Clark Fork Junior-Senior High School campus, resort development to the southeast of the school, the main business development along the highway and the vacant tracts south of the existing commercial storage venture. Also included in this map designation are lots adjacent to Main and Stephen streets, where in-home businesses and small commercial ventures may develop. The Mixed Use designation contemplates a variety of uses, including light industrial, commercial/retail, home businesses, housing, public facilities and services. Light industrial uses are encouraged, provided mitigation of impacts to the neighborhood and environment are addressed. No minimum lot size is projected for this mapping area.

GOAL: To identify suitable present and future land use needs that will establish an orderly and predictable pattern of development, which will ultimately protect and enhance property values and the environment.

Policies:

1. Establish comprehensive zoning, subdivision, and other land development standards to guide consistent and compatible development within the Clark Fork community.
2. Minimize the alteration of the natural characteristics of the land and stream channels through appropriate development standards.
3. Locate future developments away from natural hazard areas in such a way that it protects valuable natural resources.

4. Ensure that development occurs consistent with the community's ability to provide essential public services.
5. Provide for continuity of environment in areas adjacent to the City limits.
6. Provide comment and develop policies on proposed development within the Area of City Impact that would discourage developments that are considered incompatible with those within the City limits or which impose burdens on the City by virtue of impacts on City services or natural resources.
7. Require a review of all developments that are proposed to be located within the Area of Impact that has been established by agreement with Bonner County.

Implementation:

1. Limit the size and scale of residential and commercial developments so as not to interfere with the views of the existing developments.
2. Provide an updated projected land use map and review the comprehensive plan on a regular basis to remain consistent with community views and values.
3. Update City land use regulations to reflect the adopted comprehensive plan and map.

6.

NATURAL RESOURCES

Requires an analysis of use of surface waters, forests, range, harbors, soils, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines (I.C. §67-6508(f)).

The unique nature of Clark Fork is characterized by an abundance of natural resources. The heavily forested Cabinet and Bitterroot Mountains, the Clark Fork River, Lightning Creek, and Mosquito Creek provide a year-round panorama for the entire community.

In a narrower context, there are other specific natural resources that warrant protection and careful consideration as part of any development or land use control. Within the immediate area there are: heavily forested lands that provide a unique character to be retained when integrated into development plans. These areas also assist in protecting the hillsides from erosion, provide wildlife habitat for elk, moose, deer, bear, cougar, coyotes, birds of prey, waterfowl, and game birds.

There are numerous opportunities in the area for hiking, cross country skiing, biking, horseback riding, fishing, and other outdoor activities. These resources should be protected from encroachment by developments that may detract or degrade their present value or interest to the area or that jeopardize public access.

GOAL: To protect the aesthetic values and natural resources of Clark Fork.

Policies:

1. Encourage land uses that are harmonious with existing natural resources to preserve the unique character of the City and its surroundings.
2. Ensure the future quality of the City's primary source of potable water.
3. Maintain current air quality level, even if it is above minimum federal standards.
4. Protect natural land features and wildlife habitats.
5. Minimize inharmonious uses of lands, such as mining and gravel extraction, and allow only when harmful side effects can be avoided.

Implementation:

1. Evaluate the impact of developments with regard to natural topography, geology, soils, surface and ground water, wildlife habitat, and migration routes of wild game, forests, indigenous vegetation, with particular attention given to sensitive areas to minimize or prohibit detrimental long-range negative impacts.

2. Encourage re-seeding and replanting of developed areas and require all new developments to provide covenants (or equivalent) which address the restoration and continued maintenance of natural vegetative cover.
3. Review and attach appropriate conditions to any development adjacent to any watershed area.
4. Prohibit septic tanks and other sources of potential residential, commercial, or industrial contaminants where they would threaten the present or future water resources in and around the City.
5. Prohibit developments that would adversely impact water quality.
6. Endorse measures to reduce, minimize, or eliminate, air pollution, and evaluate any development that might be detrimental to existing air quality.
7. Encourage protection of wildlife habitats and migration routes from destruction or disruption.
8. Encourage protection of fisheries from degradation and disruption.

7. HAZARDOUS AREAS *Requires an examination of known hazards from faulting, earthquakes, ground failure, landslides or mudslides, avalanche hazards resulting from development in the known or probable paths of snowslides and avalanches, and floodplain hazards (I.C. §67-6508(g)).*

Clark Fork participates with Bonner County in the Multi-Jurisdictional Hazard Mitigation Plan (All-Hazards Plan), which was updated in 2017. The plan provides a summary of the potential hazards for the county and its cities. Specific mitigation actions are listed in the plan for the county and cities to consider. The plan provides the following hazards information for Clark Fork (Bonner County, 2017):

- **Highway accidents/spills.** State Highway 200 passes through the middle of the City. Average daily traffic flows taken northwest of Hope in 2014 reflected 2,800 trips. Trucks and vehicles carry hazardous materials on a daily basis through town, and the risk of gasoline spills exist with any accident.
- **Rail spills/derailments.** Montana Rail Link operates a rail line that runs through the southern edge of the City. About three to seven trains a day travel through the town, carrying lumber, petroleum products, merchandise, potash, food, vehicles, coal, and other products. The potential for derailments, spills, and explosions exist, and pose a threat to the City population, structures, and the environment.
- **Flooding.** Portions of the City are within a mapped special flood hazard area, according to the digital Flood Insurance Rate Maps developed by the Federal Emergency Management Agency. Floods and related mudslides are the single greatest natural cause of property loss to date. Flood losses in the last couple decades were listed at \$2 million for Clark Fork. The All-Hazards Plan lists re-engineering of a new waterline to replace the line obliterated by the new bridge as an action plan. Updating the floodplain maps is also listed as an action item for the county and cities.
- **Dam failure.** Cabinet Gorge Dam, a major hydroelectric power facility operated by Avista Corp., is located 7½ miles upstream (east) of the City near the Idaho-Montana border. The dam stores 105,000 acre-feet at full pool. The probability of dam failure is rated as low for Bonner County. Water from a dam breach could reach the City within 18 minutes, according to the dam emergency action plan. The county routinely checks its dam warning sirens and public-address systems.
- **Wildfire.** The threat of wildfire is high throughout Bonner County. The core of Clark Fork is listed as “moderate” for wildfire losses, with the exception of the extreme eastern and northern portions of the City. The All-Hazards plan shows 77 people exposed to the “high” risk of wildfire.

- **Earthquake.** While the rate and severity of earthquakes in Bonner County remains relatively rare, the region did experience a series of earthquakes during a period from 2014-2016. The more recent quakes were centered in Lake Pend Oreille, southwest of Clark Fork. Two major faults, the Purcell and Hope, cross Bonner County. The Hope Fault extends north and west from the City of Hope. Bonner County has a “moderate” seismic rating, according to the U.S. Geological Survey. Most of the county population resides in this “moderate” risk zone, according to the All-Hazards Plan. However, Clark Fork is listed in a high-risk area, with \$13 million in structure value at risk. The All-Hazards Plan calls for the cities to evaluate their public facilities for earthquake preparedness standards.
- **Landslide/avalanche.** No populated areas, including Clark Fork, are located within avalanche zones, according to the All-Hazards Plan. There are no reported incidents of avalanches within or adjoining the City limits. Except for the extreme northeastern portion of the City, Clark Fork is not shown as susceptible to landslides. Slope management education is listed in the All-Hazards Plan as an action for all cities to undertake.
- **Severe weather.** Wind and hail storms, lightning strikes, ice storms, or blizzard-like conditions all pose hazards for the Clark Fork community. The weather-related events can occur in any season and any region of the county. Bonner County works with the National Weather Service to provide advance weather alerts, watches, and warnings.

GOAL: To protect the public’s health and safety from dangers arising from existing or potentially hazardous areas.

Policies:

1. Minimize development along water courses, especially in known flood-prone areas.
2. Recognize earthquake and wildfire hazards in community design and planning.

Implementation:

1. Establish specific setbacks for all new construction from existing year-round water channels, minor channels with intermittent flow, and runoff ditches.
2. Map potential hazardous areas within the City and create an overlay district that would minimize development and/or impact within those areas.
3. Discourage or prohibit new roadways through hazardous areas that could endanger travelers or subject rescue workers to unnecessary hazards.

4. Preserve natural vegetation where its removal would cause slope failure, soil erosion, or significant visual damage.



8.

PUBLIC SERVICES, FACILITIES, & UTILITIES

Requires an analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and firefighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings (I.C. §67-6508(h)).

The following public and private services are provided in the City of Clark Fork:

- **Water System:** The City of Clark Fork is served by a centralized water system that originates from drilled wells within a large drainage basin of the Cabinet Mountains within the Kaniksu National Forest. Water from the wells is collected in a storage tank having a total capacity of approximately 100,000 gallons. This tank is located above the City and enables the present and future water needs to be met with a gravity system. The present daily demand fluctuates between 60,000 gallons per day (gpd) wintertime use to 325,000 gpd summertime use. The storage tank is located on land owned and maintained by the City of Clark Fork. The City calculated demand in 2018 at 279 residential equivalent units (REUs), and the potential capacity is 400 REUs.
- **Sewer System:** At this time, Clark Fork does not have a centralized sewer system. Each development is served by individual septic tanks and leach fields.
- **Stormwater Drainage:** Clark Fork has a centralized storm water control system. Management will be through on-site development and effective street design.
- **Solid Waste Disposal:** The residents of Clark Fork currently may subscribe to a collection service provided by a private company. Disposal methods are provided by Bonner County. The City is not generally involved in issues of ultimate solid waste disposal.
- **Government Offices and Property:** The main City offices are located in the City complex, consisting of four buildings; the City Hall, Mayor and City Clerk office, Maintenance and Animal Control Office, and the Maintenance Shop Building. Other City properties located in various locations within the City are the City Fire Department building, an auxiliary water well and distribution system; two (2) City parks, one City-owned and one on leased land, and property owned by the City that is leased for the Senior Center site. City property outside of the City limits includes land surrounding the City's main water collection and distribution system,

and the City cemetery. The City also has improved and unimproved easements as noted on the City map.

- **Street Lighting:** A private utility company provides street lighting within the City of Clark Fork. Developers of new subdivisions and any new major developments within the City should provide adequate street lighting.
- **Police and Fire Protection:** Police protection is provided by the Bonner County Sheriff's Office and fire protection is by local community volunteers. The City currently owns a fire truck and fire suppression vehicles, which receive routine maintenance and are inspected periodically by the City's insurance carrier. The City is serviced with fire hydrants that are part of the City water system and are placed as to provide adjoining properties with adequate water in the event of a fire or emergency. The Idaho Survey and Ratings Bureau assigned a fire rating for the area within the City limits as a 6, and the area outside the City limits as a 10, according to 2018 records.
- **Ambulance Service:** Ambulance service is provided to the community and surrounding areas by local community volunteers. Funding for this service is by means of fees for services, public donation, fund-raising activities, and occasional grants.
- **Library Services:** A branch of the East Bonner County Library District is located within the City.
- **Senior Center:** The Clark Fork Senior Center provides many services for the Senior Citizens in the area, as well as being available for rent for special events.

GOAL: To efficiently provide public services and facilities that meet the current and future needs of the residents of Clark Fork.

Policies:

1. Promote public utility policies that will discourage urban sprawl and needless destruction of open space.
2. Maintain and improve the City's water system; to fulfill domestic, irrigation and commercial needs, and to provide ample water for emergency purposes.
3. Prohibit City water services extensions to developments outside the City limits.

4. Minimize visual impact of all utilities by encouraging the utilities to be placed underground in new subdivisions and developments.
5. Review and monitor existing and future developments for their capability to provide effective on-site sewage disposal.
6. Consider a central sewer system, as the City population grows, and on-site sewage disposal becomes a problem.
7. Re-evaluate the manpower and equipment needs for City services as the population of Clark Fork increases.

Implementation:

1. Evaluate water demand within the City on a continual basis to ensure that demand does not exceed current and potential future supply.
2. Implement a program to repair and/or replace inadequate water lines within the system.
3. Require all new subdivisions and developments to extend all necessary utilities to each individual parcel's property line and to meet the requirements of the current water ordinance.
4. Identify water demands before new commercial or residential developments are permitted. Impact on existing water supply should be determined. Users requiring large quantities of water may be required to add capacity to the City's water system.
5. Require proposed developments to take into account the City's water system capabilities. Assist by contributing toward the upgrading of the existing facility by use of an equitable formula that shall be determined by the City Council, based on their impacts to the system.
6. Determine appropriate locations for additional water storage facilities and require dedication to public use of such sites as part of the development review process as a way of mitigating the effects of new development.
7. Review all developments with appropriate Health and/or Environmental Quality departments to assure proper sewage disposal systems.
8. Adopt minimum lot sizes that reflect the ability (or inability) of the land to absorb sewage effluent without harm to ground or surface waters.
9. Anticipate future growth and acquire land for a sewage disposal plant.
10. Study on a regular basis the types of systems available to know which one would be best suited for Clark Fork.
11. Be knowledgeable of grants that may be available to aid in financing a sewer system.
12. Anticipate future growth and acquire land for the establishment of public facilities.

13. Anticipate the appropriate equipment purchases to adequately maintain the existing water, street, and park systems, along with fire protection services, setting aside funds, when possible, to purchase equipment as needed.
14. Fund adequately fire protection services.



9. TRANSPORTATION *Requires analysis showing locations, widths, and surface treatments of a system of major traffic thoroughfares and other traffic ways. May also include recommendations for building setbacks, access controls, street names, addressing and other related transportation matters (I.C. §67-6508(i)).*

Clark Fork completed a transportation plan in 2010. The plan examined the existing roadway network, completed a safety analysis, forecasted growth, and examined short- and long-range capital improvement programs and goals (Ruen-Yeager & Associates, Inc., 2010).

The State of Idaho has jurisdiction over State Highway 200, which intersects the center of town along 4th Avenue. The remaining streets are under the care of the City. The plan rated the street conditions are good, with some structural overlay and culvert repairs needed.

The transportation plan reveals that no City streets operate below what is called a standard Level of Service during peak hours. At the time of the report, the number of accidents per year was less than three per year. However, emergency vehicle access and pedestrian and bicycle pathways are noted needs. A number of streets are less than the standard 20-foot wide International Fire Code width, and the plan lists the widening of these streets as a goal.



A survey of citizens in 2010 showed an interest in improvements for bikes and pedestrians. The interest was again voiced by the community during the comprehensive plan update. Suggested pathways are included in the 2010 plan.

GOAL: To provide a system of transportation circulation within and around the City of Clark Fork that will make it possible for all people and modes of transportation to reach their destinations as safely and easily as possible. To provide a safe and convenient system for the use of bicycle transportation and encourage increased bicycle use for transportation and recreational enjoyment.

Policies:

1. Encourage the safest means of circulation to destination points within the City.
2. Minimize public expenditure for road construction, maintenance, and other capital improvements.
3. Recognize in the planning process that all streets are used by bicyclists and encourage the construction and maintenance of logical, connected safe bicycle ways.

Implementation:

1. Provide a circulation pattern that will adequately service adjacent land uses.
2. Prohibit new access onto major streets when safe alternate access can be made available onto other streets.
3. Review and adopt commercial and residential parking requirements that will assure adequate on-site space for residents and guests to alleviate congestion on existing streets.
4. Adopt design standards to minimize the impact of stormwater runoff on existing and future streets and surface waters.
5. Require, as part of the City's permit review process, construction by the developer of any new roadways proposed as part of the development and improve other roads or streets that are significantly impacted by the development.
6. Fund the street budget adequately to enable sound planning and maintenance programs for roadways.
7. Consider bicycle lanes on all new arterial and collector streets.
8. Consider establishing bicycle lanes on existing streets.

10.

RECREATION *Requires an examination of recreation areas, including parks, parkways, trails, greenbelts, beaches, playgrounds and other facilities and programs (I.C. §67-6508(j)).*

With the Clark Fork River at its front door, and its mountainous surroundings, Clark Fork is a perfect jumping off point for fishing, hiking, boating, hunting, snowmobiling, horseback riding, and ATVing in the nearby public lands and waterways. About 400 miles of scenic and challenging trails are available to hikers and hunters in the Clark Fork River Area of the Kootenai National Forest to the east. The Kaniksu National Forest, north, south, and west of the City offer endless acres of berry patches, mountain lake fishing spots, camping, hikes to lookout towers, and many other year-round recreational activities.

Within the City, Veterans' Memorial Park offers a playground and ball field. Clark Fork Junior/Senior High School has a football field, track, disc golf and 9-hole golf course, and gym. Railroad Park provides a sitting area and room for soccer.

The Clark Fork Transportation Plan has identified the need for sidewalks and pathways for recreational uses and to provide better connections within the City.

GOAL: To protect and enhance the health and life-styles of residents and visitors through the availability of quality recreation facilities, both now and for the future.

Policies:

1. Preserve and enhance, if possible, existing recreation facilities for residents and visitors of Clark Fork.

Implementation:

1. Encourage land dedications for recreation improvements as part of the City's development review process.
2. Fund an adequate parks budget to enable continued maintenance and expansion of existing and future community recreation facilities.

11.

SPECIAL AREAS OR SITES *Requires an analysis of areas, sites, or structures of historical, archaeological, architectural, ecological, wildlife, or scenic significance (I.C. §67-6508(k)).*

Clark Fork's location along the Clark Fork River and at the base of a mountainous region of the Idaho Panhandle provides significant scenic vistas. Residents have dramatic views of the namesake river, Scotchman Peak to the northeast, the Green Monarchs to the southwest, the Bitterroots to the east, and Bee Top to the north.

Although there are no Clark Fork structures listed on the National Register of Historic Places, the town has historical buildings and bridges dating to the late 1880s. The Clark Fork High School original building was constructed in 1922.

The town itself is named after explorer William Clark, who paired up with Meriwether Lewis to journey through this region in 1805-1806. Indian Meadows, to the west of town near the mouth of the Clark Fork, was a camping and gathering place for the regional Indian tribes until the 1930s. Surveyor/explorer David Thompson camped along the Cabinet Rapids in 1809. (Renk, 2014).

Special features in the nearby areas include the visible rock scours and rubbings from glaciers that dammed the Columbia River and Clark Fork River system about 15,000 years ago, forming Glacial Lake Missoula. The advancing ice sheet and eventual cataclysmic flooding of the valley left its mark on the Clark Fork landscape.

GOAL: To preserve, protect, and enhance areas of special interest and scenic beauty.

Policies:

1. Preserve the natural areas and common open space for recreation, community activities, and wildlife.
2. Encourage the preservation of historic buildings, materials, and areas.

Implementation:

1. Determine the need for the development of parks and open space throughout Clark Fork, and encourage neighborhood parks, community parks, shoreline parks, or easements and public use areas. Support access to public waters.

2. Complete an inventory in the community of those areas that should be designated as historical sites or buildings.
3. Establish development review criteria that will address the preservation of these areas once identified.
4. Investigate the feasibility of securing scenic easements or acquisitions along the shoreline of Lightning Creek, Mosquito Creek, and the Clark Fork River.

12.

HOUSING

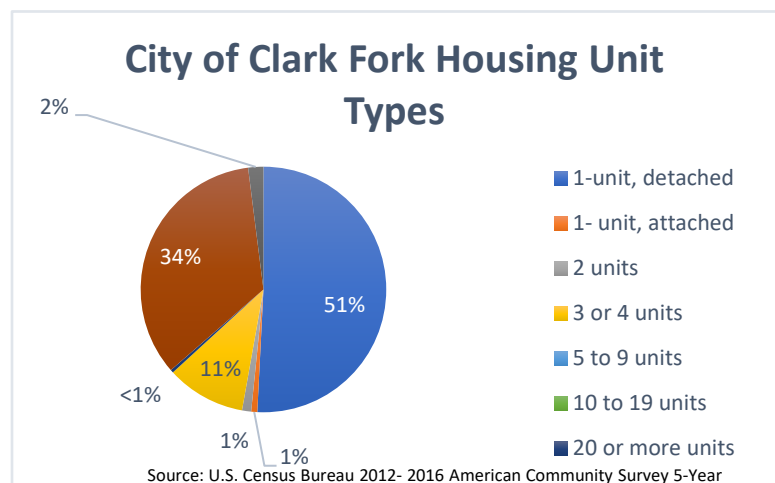
Requires an analysis of housing conditions and needs, plans for improving housing standards, plans for safe, sanitary, and adequate housing, including provisions for low-cost conventional housing, the siting of manufactured housing/mobile homes in subdivisions, and parks and on individual lots, which are sufficient to maintain a competitive market for each of the housing types and address the needs of the community (I.C. §67-6508(l)).

The area's natural beauty brings thousands of tourists each year to the area. The scenic vista of Clark Fork, with nearly every homesite having a view all its own, contributes to the rising cost of vacant and developed land. As additional housing units are needed, and the availability of land lessens, the cost of land rises. With time, and as development costs increase, projects may tend to become overpriced for a large section of the area's service-oriented workforce.

The median home value for the City of Clark Fork for a five-year time span ending in 2016 was \$87,300, according to U.S. Census estimates. The census data showed the countywide median home value was \$212,100 for the same time period. About half of the owner-occupied homes are mortgage free. The median monthly mortgage is \$755. For those renting, the median monthly cost is \$614 (U.S. Census Bureau, 2017).

The recent U.S. Census data reveals about 85% of Clark Fork's housing units are single-family dwellings. The majority of homes (about 80%) are 30 years or older. Homes in Clark Fork rely on electricity (46%), wood (35%), and LP gas (16%) to heat their homes.

Responses to a recent comprehensive plan informal poll showed a community interest in allowing tiny homes, a need for more elderly/assisted living housing, and permitting in-house or accessory dwelling units.



GOAL: To maintain the residential character of Clark Fork while providing the necessary diversity of housing types.

Policies:

1. Protect and preserve the existing residential neighborhoods.

Implementation:

1. Reinforce existing residential areas by the development and implementation of zoning ordinances and development standards that encourage quality public services and provide protection for existing trees and natural ground cover.
2. Adopt development review ordinances to ensure that existing or future residential projects are compatible with the existing surrounding neighborhood or result in improvement of the community.
3. Provide, by ordinance, provisions for zoning regulations for adequate on-site parking, setbacks, lot sizes, height, density, street development, open space, and adequate public services.

13.

COMMUNITY DESIGN *Requires an analysis of the needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification (I.C. §67-6508(m)).*

Community design is more than simply landscaping, building design, and parks. Community design also involves the City's physical layout, the natural setting and the visual relationships among the individual features that make up the community. Good community design results in a town that functions well, has a pleasant environment, and has visual identity. There is much more to a community than its visual appearance. However, the appearance of a town reflects a great deal about the community and the people who live in it.

The City has established street design standards, setback requirements, lot size minimums, fencing standards, and building height maximums to shape how the community will look and grow.

GOAL: To maintain and enhance the aesthetic qualities of Clark Fork's rural and residential character.

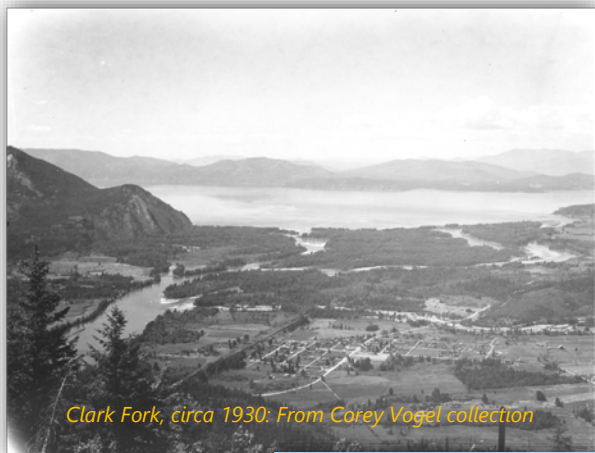
Policies:

1. Examine all new development for appropriateness in regard to its character as compared to the existing development.
2. Ensure standards that aid in compatibility of building design and quality to enhance the appearance of the community and protect the public health, safety, and welfare, reviewing building designs and site layout as necessary.
3. Protect and enhance the overall livability and natural beauty, safety, and function of the community.

Implementation:

1. Establish criteria that addresses area, construction materials, landscaping, signs, setbacks, open space, and parking. Consider all developments as to their compatibility with the surrounding area.
2. Minimize commercial development in areas other than the commercial core.
3. Establish standards for appropriate screening of trash receptacles.

4. Consider adoption of standards for all types of development that relate to the size of the parcel being developed, reflecting the scale and setbacks that provide true open space, protect views and solar access.
5. Encourage the use of external building materials that are compatible with the community.
6. Establish and adopt criteria by ordinance for the preservation of natural resources.
7. Establish and adopt specific standards for appropriate landscape screening materials between differing land uses, including transportation corridors and parking areas, and including adequate areas for snow storage.
8. Minimize visual impact of utilities by encouraging placement of underground utilities where feasible.



14.

AGRICULTURE *Requires an examination of the agricultural base of the community, including agricultural lands, farming activities, farm-related businesses and the role of agricultural in the community (I.C. §67-6508(n)).*

Early-day settlement of Clark Fork has its roots in farming and timber harvest. First settlers to the community homesteaded farmlands that later became part of the Clark Fork townsite. Disputed land claims from the homesteads in the original Clark Fork townsite wound up in the U.S. Supreme Court (Renk, 2014).

Rich river bottom soils provide perfect conditions for farming. The community agricultural industry included a significant seed potato operation, grazing, cattle ranching, and the raising of various crops. The region's rails, waterways, and roads conveyed the agricultural products to market.

Today, agriculture remains important to the community. Recent U.S. census data indicate less than 3% of Clark Fork's industry is composed of agricultural and natural resource-based activities, including forestry, agriculture, and mining. But small-acreage farming, gardening, wood lots, and pastureland still provide sources of food and income in the community.

The last census for the area encompassed by the Clark Fork zip code shows the community produces timber, grains, berries, cattle, horses, fruits and nuts, poultry, and farm-raised fish (U.S. Department of Agriculture, 2018). The census does not distinguish between city and non-city properties. However, active hay and grain operations exist at the northern and western edges of the City. Larger tracts of timberland are located at the northeastern and southeastern corners of the City.

GOAL: To recognize the agricultural legacy of the community and to encourage and support agricultural-based activities.

Policies:

1. Support the community's farm and forest lands.

Implementation:

1. Review current zoning laws to ensure that existing agricultural operations can continue.
2. Confirm that gardening, large-lot farming, crop production and other forms of agriculture suitable to the scale of the community are permitted by land use laws.

3. Permit farmers' markets in mixed use or commercial areas of the community.



15.

IMPLEMENTATION *Requires an analysis to determine the actions, programs, budgets, ordinances, or other methods to provide for the timely execution of the various components of the Plan (I.C. §67-6508(o)).*

To be meaningful to the community, a comprehensive plan must have action plans to carry out the intended policies, as required by Idaho Code. These proposed actions, including any budget considerations, code revisions, training, education, or assistance from other agencies, are listed in each of the components.

GOAL: To provide for the timely execution of the elements of this Comprehensive Plan.

Policies:

1. Provide the necessary staff, budgets, and ordinances to implement the elements of this Comprehensive Plan.

Implementation:

1. Provide an on-going review of the departments, staff, budgets, ordinances, plans, and requisitions to assure clarity and effectiveness.

16.

NATIONAL INTEREST ELECTRIC TRANSMISSION

CORRIDORS

Requires an analysis of the possible routing of high-voltage electrical lines, only after notification by the Public Utilities Commission of the likelihood of a federally designated national interest electrical transmission corridor (I.C. §67-6508(p)).

High-voltage electrical lines are identified as those carrying 115,000 volts or more, supported by towers 40 feet or taller. The City of Clark Fork has not been notified by the Idaho Public Utilities Commission (IPUC) of the potential for a federally designated national interest electrical transmission line. Therefore, this component is unneeded until notification is given by IPUC.

GOAL: To promptly respond when notified by the Idaho Public Utilities Commission of the likelihood of a federally designated national interest transmission line by preparing a comprehensive plan component required by Idaho Code.

100 Years Ago
Pend d'Oreille Review
DEC. 6, 1911 — ELECTRICITY AT
CLARKSFORK AND HOPE
The new power lines of the Northern Idaho & Montana Power company from this city to Hope and Clarksfork was thoroughly tested out Wednesday. Current will be supplied continuously, from now on to residents of both Hope and Clarksfork and all of the ranchers residing in the vicinity of the right of way of the power line.
The power line will supply electricity for street lighting purposes at both Hope and Clarksfork and approximately 100 residents of the two towns have arranged to have their homes lighted with electricity.

17.

PUBLIC AIRPORT FACILITIES *Requires an analysis of the facilities, scope and type of airport operations, existing and future airport development and economic impact to the community (I.C. §67-6508(q)).*

The City of Clark Fork has no public airport facility within its jurisdiction. There are four public-use airports in Bonner County, none of which is near Clark Fork. Sandpoint, the closest public airport, is about 22 airmiles to the west, and is under the jurisdiction of Bonner County. The remaining public airports, at Cavanaugh Bay, Priest Lake, and Priest River, are farther west and northwest of Clark Fork. Nearby Lake Pend Oreille has some float plane traffic.

Because there are no airport facilities under the jurisdiction of Clark Fork, this component does not require policies and an implementation plan.

GOAL: To continue to provide the airport manager of the nearest public-use airport with information regarding land use proposals and proposed ordinances that could affect flight patterns, communications, or other airport operations, as required by the Local Land Use Planning Act.

REFERENCES

- Bonner County. (2017). *Bonner County Multi-Jurisdictional Hazard Mitigation Plan*. Sandpoint, ID: Bonner County.
- Cork, M. (1991). *Beautiful Bonner: The History of Bonner County, Idaho*.
- Lake Pend Oreille School District. (2018, January 10). *Lake Pend Oreille School District No. 84*. Retrieved from www.cf.lposd.org
- Renk, N. F. (2014). *Driving Past*. Sandpoint, ID: Bonner County Historical Society, Inc.
- Ruen-Yeager & Associates, Inc. (2010). *Clark Fork Transportation Plan*. Clark Fork, ID: Clark Fork.
- U.S. Census Bureau. (2010). *American FactFinder 2010 Demographic Profile Data*. U.S. Census Bureau.
- U.S. Census Bureau. (2017). *American FactFinder 2012-2016, Selected Housing Characteristics*.
- U.S. Department of Agriculture. (2018, February 5). *National Agricultural Statistics Service*. Retrieved from USDA QuickStats.

APPENDICES:

Projected Land Use Map
Area of City Impact Map



City of Clark Fork, Idaho **Projected Land Use Map** **May 14, 2018**

Legend

- * Public Facilities
- City Boundary

Zone

- Small Lot Residential
- Large Lot Residential
- Mixed Use

The City of Clark Fork, Idaho hereby certifies that this is the official "City of Clark Fork, Idaho Comprehensive Plan and Use Map, May 14, 2018" adopted on May 14, 2018 by the Clark Fork City Council. This map supersedes and replaces any previous Projected Land Use Maps.

BY:

Russell J. Quinn 5/17/18
Mayor, Clark Fork, Idaho
Date

Andrew B. Quinn 5/17/18
City Clerk, Clark Fork, Idaho
Date

Russell J. Quinn
Mayor, Clark Fork, Idaho
Date: 5/17/18

Andrew B. Quinn
City Clerk, Clark Fork, Idaho
Date: 5/17/18

Run-Weaver & Associates, Inc.
312 West Street
Sandpoint, Idaho 83864
(208) 757-4525
Fax: (208) 757-4525
Email: Run-Weaver@Run-Weaver.com

ENGINEER & PLANNER & SURVEYOR

Professional Seal: Run-Weaver & Associates, Inc. No. 817861
Professional Engineer & Planner
State of Idaho, License No. 817861
Exp. Date: 12/31/2020

This map is a representation of the City of Clark Fork, Idaho's Comprehensive Plan and Use Map, May 14, 2018. It is not a guarantee of the City's future actions or the accuracy of the information presented. The City of Clark Fork, Idaho is not responsible for any errors or omissions in this map. The City of Clark Fork, Idaho is not responsible for any damages resulting from the use of this map.





- Ag/Forest Land
- Prime Ag/Forest Land
- Remote Ag/Forest
- Resort Community
- Rural Residential

 HIGHWAY 200
 Area of City Impact
 City Boundary

DISCLAIMER: This map is based upon Denver County and
Isaiah Stille Tax Commission GIS data and does not
represent survey level accuracy and can contain errors
inherent with mapping at this scale. Map details and the
associated data are created solely for the planning purposes
defined on this map. Location of boundaries are
intended to be representative. Users/Vendors & Associates
relied on and their source data to create a final map. While
every effort is made to ensure accuracy and currency of
the mapping data, the company does not accept any
responsibility or liability for any losses or damages arising
from anyone who may use this information.



3201 E. Fluerster, Ste. 1
Coeur d'Alene, Idaho 83814
(208) 292-0020

ENGINEERS * PLANNERS * SURVEYORS			
Created By	Date	Project	File Name
LMA	3/1/2018	S173061	