

## Chapter 1: Introduction

### 1.0 INTRODUCTION

#### 1.1 The Planning Process

**1.1.1** All truly successful ventures require planning. If the City of Potlatch is to become what its citizens want, then the people of Potlatch must have a plan of how to get there. They must assure that the City's government, as embodied in the City Council and Mayor, understands both the vision of the future and the plan to get there.

**1.1.2** The Idaho Local Land Use Planning Act (Idaho Code Title 67, Chapter 65) outlines how governmental entities within the state are to implement planning tools. These planning tools include comprehensive planning, zoning, the regulation of subdivisions, and other land use issues. The purpose of the Planning Act (67-6502) is to promote the health, safety, and general welfare of the people of the state of Idaho as follows:

- 1.1.2.a)** To protect property rights and enhance property values.
- 1.1.2.b)** To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- 1.1.2.c)** To ensure that the economy of the state and localities is protected and enhanced.
- 1.1.2.d)** To ensure that the important environmental features of the state and localities are protected and enhanced.
- 1.1.2.e)** To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fibre, and minerals.
- 1.1.2.f)** To encourage urban and urban-type development within incorporated cities.
- 1.1.2.g)** To avoid undue concentration of population and overcrowding of land.
- 1.1.2.h)** To ensure that the development of land is commensurate with the physical characteristics of the land.
- 1.1.2.i)** To protect life and property in areas subject to natural hazards and disasters.
- 1.1.2.j)** To protect fish, wildlife, and recreation resources.
- 1.1.2.k)** To avoid undue air and water pollution.
- 1.1.2.l)** To allow local school districts to participate in the community planning and

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development process so as to address public school needs and impacts on an ongoing basis.

**1.1.3** The preparation of the Comprehensive Plan is the result of efforts by interested citizens and elected officials. Research data has been obtained from a number of sources. Two public meetings were held, the first on March 12, 1997, and the second on April 23, 1997, to gather citizens input. Public hearings were held in front of the Planning and Zoning Commission on November 11, 1998, and in front of the City Council on March 24, 1998.

### **1.2 Scope of the Comprehensive Plan**

**1.2.1** The City of Potlatch Comprehensive plan is the official public statement of the City's planning goals, policies, and objectives. These provide the guidelines that attempt to maintain and improve the quality of life enjoyed by those who live in Potlatch. The responsibility of maintaining and improving the quality of life in the City is a responsibility shared jointly by the City's governmental officials and citizens alike.

**1.2.2** The Comprehensive Plan provides:

**1.2.2a** A document that meets the requirements of the Idaho Local Planning Act.

**1.2.2b** A Land Use Map that indicates the general land use goals from 1997 to 2010.

**1.2.2c** A document that provides the basis for regulatory ordinances including zoning ordinances, subdivision ordinances, etc.

### **1.3 Purpose of the Comprehensive Plan**

**1.3.1** The Planning Act (67-6502) defines the purposes of a city's Comprehensive plan:

**1.3.1a** To improve the physical environment of the community as a setting for human activities - to make it more functional, beautiful, decent, healthful, interesting and efficient.

**1.3.1b** To promote the public interest, the interest of the community at large, rather than the interest of individuals or special groups within the community.

**1.3.1c** To facilitate the democratic determination and implementation of community policies on the physical development of the City.

**1.3.1d** To effect political and technical coordination in community development.

**1.3.1e** To inject long range considerations into the determination of short range actions.

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**1.3.1f** To bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the community.

**1.3.2** The essential characteristics of the plan are that it is comprehensive, general and long range. Several other documents used in local planning are often confused with the Comprehensive Plan. One particularly troublesome point is that the land use section of the plan is often confused with a zoning ordinance. The plan indicates only broad categories for general areas of the city. A zoning ordinance, a document which is totally separate from the Comprehensive Plan, must be created to delineate the exact boundaries of districts and to specify the detailed regulations that will apply to them.

**1.3.3** An important aspect of the planning process is recognition that the plan will require periodic review and updating. Conditions and attitudes will change with time. As an example, when Potlatch's first draft Comprehensive Plan was released in 1981, the mill was still in operation, **and was expected to remain so for the foreseeable future!** Within six months of the release of that draft plan the mill had closed. Conditions in Potlatch changed dramatically.

**1.3.4** The most important point to be made in this introduction is that benefits flow from the use of the Plan, not from its mere existence. When the plan is adopted, it should represent the policies of the governing body, which must be committed to it and ready to follow its policies in their future actions. Frequent changes to the plan for individual convenience and the excessive issuance of exceptions to its implementing ordinances will destroy the credibility of the planning process and invite legal challenges. Consistency in the application of planning tools is essential.

### **1.4 Uses of the Plan**

**1.4.1** The City of Potlatch Comprehensive Plan has several important uses:

**1.4.1a Legislative:** To meet the requirements of the 1975 Land Use Planning Act of the State of Idaho (Idaho Code, Title 67, Chapter 65). This also establishes general land-use guidelines that later zoning regulations must be consistent with.

**1.4.1b Policy:** To clarify and articulate public policies and the intentions of the City of Potlatch with respect to the rights and expectations of the general public, private enterprise, and local government.

**1.4.1c Educational:** To enable local residents, public agencies, and economic interests to become informed of the City's plans and priorities.

**1.4.1d Coordination:** To establish a basis for coordination and understanding among residents, economic interests, city officials, private land owners and public agencies within the

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City of Potlatch and the Potlatch Area of Impact. The Plan also presents the City of Potlatch's position on growth and development issues in North Latah County and the region.

### **1.5 Components of the Plan**

**1.5.1** The Comprehensive plan comprises background information, goal statements, objectives, implementation items, maps, tables, and graphs, to provide city leaders and citizens with technical data and guidelines essential in the decision making process.

**1.5.2 The plan is fairly lengthy. The casual reader may get a summary of the intent of the plan by reviewing the goals, objectives, and implementation steps at the end of each chapter.**

**1.5.2a Goal Statements** are broad directions that define the future condition the citizenry want to achieve, as established through public meetings and input.

**1.5.2b Objectives** (in some cases **policies**) are intended to make specific statements that guide decision-making and give clear indication of intent on how to reach the **goals**.

**1.5.2c Implementation Steps** are the steps to be taken to implement the **objectives** and **policies**. In some cases the steps necessary to reach an objective are straight forward. In other instances, it is not possible to identify all the possible ways to achieve a desired end. It may be necessary to develop specific studies prior to implementation.

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**1.5.3** In order to effectively analyze the opportunities and challenges Potlatch faces the Plan addresses the following components, as required by Chapter 67-6508 of the Land Use Planning Act:

- 1.5.3a Property Rights** discusses the provisions that may be necessary to insure that land use policies, restrictions, conditions, and fees do not violate private property rights.
  - 1.5.3b Population** contains information on past, present, and projected future trends in population.
  - 1.5.3c School Facilities and related Transportation** discusses the public school capacity and related transportation and the considerations associated with future development.
  - 1.5.3d Economy** presents an analysis of the economic base of the area, including employment, industries, economies, and jobs.
  - 1.5.3e Natural Resources** gives an analysis of the rivers and other waters, forests, ranges, soils, fisheries, wildlife, minerals, and watersheds of the Potlatch area, and their economic uses. These factors are useful in establishing limitations and potentials of land use.
  - 1.5.3f Hazardous Areas** is an analysis of known natural and manmade hazards within the area.
  - 1.5.3g Public Facilities and Services** is an analysis of the City's water, sewer, and power systems, police and fire protection, health and welfare facilities, libraries, solid waste disposal facilities, public safety facilities, and related services.
  - 1.5.3h Transportation** is an analysis, prepared in coordination with the local jurisdiction of the Idaho Transportation Department, of the highways, streets, and sidewalks of the City.
  - 1.5.3i Parks and Recreation** is an analysis of the City's parks and recreational facilities, and expected future needs.
  - 1.5.3j Historic Resources and Special Sites** is an analysis of areas, sites, or structures of historical, archeological, architectural, or scenic significance.
  - 1.5.3k Housing** is an analysis of housing conditions and needs, including goals and objectives for providing safe, sanitary, and adequate housing.
  - 1.5.3l Central Business District** is a description of the City's central business district, with goals and objectives for maintaining its character and promoting economic development.
  - 1.5.3m Community Design** is an analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.
  - 1.5.3n Land Use** describes the current vision for a mix of future land uses that will realize the community's diverse goals.
- 1.5.4 Goals, Objectives or Policies** (in the case of Property Rights), and **Implementation** steps are listed at the end of each section.



## **Chapter 2: Introduction**

### **2.0 HISTORY AND LOCATION**

#### **2.1 History:**

**2.1.1** History, it is said, ties the past with the present. Our history helps define both us and our town. Potlatch's history is a source of pride for its residents, and rightly so, for there is much to be proud of in our accomplishments. We are also supposed to learn from the past, especially from our mistakes. As the philosopher George Santayana said, "Those who cannot remember the past are doomed to repeat it." Understanding a bit about the history of Potlatch may help us plan for the future. Planning has a long history in Potlatch. And planning, and in some cases the lack of planning, is much of the reason Potlatch is what it is today.

**2.1.2** The following outline of the City of Potlatch's history is not complete, but it will give the reader a general idea of the town's story.

**2.1.3** In the early 1900's William Deary came west from Minnesota to stake out a business venture. In 1901, he bought stands of the finest White Pine available and in 1902 formed the Potlatch Lumber Company. After acquiring lumber, the company set forth to build the most modern saw mill possible designed by "Bud" Wilkinson of Oklahoma. To house the 1,500 workers needed for such an operation the company decided to build a model town in 1905.

**2.1.4** To assist in the management of this scheme, the Board of Directors brought a colorful and earnest man, Allison W. Laird, to Potlatch.

**2.1.5** From the beginning Deary and Laird worked together on the initial planning of the town, but once finished Deary turned the job of completing and running it over to Laird. Laird hoped to build the town as a model of Pullman, Illinois, where railroad cars were built under unheard of good working conditions. He was convinced that good working conditions would be returned to management in better services by employees.

**2.1.6** Ninety years ago mill towns were the most squalid towns on the earth, yet Laird believed Potlatch would be different. Gambling, sale of liquor, and prostitution were banned through the monopoly of housing owned by the company.

**2.1.7** Within two years the saw mill and town were built. The mill had a capacity of 350,000 board feet per 10 hour shift and formally began operations on September 11, 1906.

**2.1.8** The downtown area was a block up (east) from the railroad depot, which was the first building constructed. Two large two-story brick buildings dominated the core area. These were the company store and the company bank. Not far from them were the hotel, the hospital, the confectionary store, and the first of three large-frame boarding houses for single men. Two

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blocks up the hill was the Union Protestant church, and not far from it the elementary school and the Catholic Church. The residential district, consisting of 275 frame houses built for employees and their families, surrounded the downtown area. The town covered an area ten blocks long east and west, and six wide.

**2.1.9** Along with a water distribution system, the company supplied electricity to all public buildings and to all homes. It also piped steam to heat the public buildings, and the managers' homes on Nob Hill.

**2.1.10** Potlatch wasn't absolutely a company town. Laird did permit a few entrepreneurs to operate. The barber shop, jewelry store, shoe repair shop, blacksmith shop, and auto repair business were all independent in the 1910-1920 era. During this time the pay scale for common labor was approximately \$1-2 for a 10-hour shift.

**2.1.11** In the early 1950's the Potlatch company decided it was time to step out of the town management business. Then the City of Potlatch became self governing for the first time (the first Village Council was elected in 1953), with residents owning property. After that, "life in Potlatch" did indeed become different from what it was under Laird's paternalism.

**2.1.12** The company store, the bank next door, and the large Union Protestant church all burned in the last 35 years. The church was rebuilt, but on a much smaller scale than the original. A small, modern shopping center now occupies the space where the Merc and the bank stood. The Potlatch bank is now a branch of US Bank. The hotel was torn down in the early 60's when its dwindling patronage finally made it unprofitable.

**2.1.13** By 1981 the mill had from 200 to 225 employees and was still manufacturing finished and dimension lumber, but not in the quantities it did prior to the 1931 corporate reorganization. In mid 1981 the mill closed. By 1985 little trace remained of what was once the largest white pine sawmill in the world. The economic blow dealt to Potlatch by the mill closure was devastating.

**2.1.14** However, despite predictions, Potlatch survived the mill closure. Timber and agriculture remain important parts of the local economy, but to a great extent the community has become a bedroom community for Moscow and Pullman. The advantages of small towns and the good local schools continue to make Potlatch a good place to live.



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### **2.2 Location:**

**2.2.1** Potlatch, which encompasses approximately one square mile, is the second largest city in Latah County. By highway, Potlatch lies about 19 miles north of Moscow, 319 miles from Boise, and 80 miles from Spokane, Washington. U.S. 95, the main north-south route in Idaho, passes approximately two miles west of the town and State Highway 6, which is a designated scenic route, runs west-east to connect U.S. 95 with Potlatch, Princeton, and Harvard. The general location of Potlatch within the State of Idaho is shown on the cover of this Comprehensive Plan.



## **Chapter 2: History and Location**

### **3.0 PROPERTY RIGHTS**

#### **3.1 Introduction**

**3.1.1** “No person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use, without just compensation.” - Fifth Amendment of the U.S. Constitution

**3.1.2** The U.S. Constitution and the Idaho State Constitution mandate protection of property rights. Property rights will be considered and protected at every level in evaluating land use decisions within the City.

**3.1.3** The Planning and Zoning Commission and the City Council will respect the rights of property owners who desire to put their property to its highest and best use, but will always consider the rights of other property owners and residents to the continued peaceful enjoyment and use of their property, and the long term public interest, in making land use decisions. In making decisions, the City will consider the real costs of development and may control uses which are a detriment or expense to other property owners in the community.

#### **3.2 GOAL:**

**3.2.1** It shall be the policy of the City of Potlatch to balance private property rights with community planning, public health, and safety needs within the accepted confines of the national, state, and local laws.

#### **3.3 Policies:**

**3.3.1** Private property rights will be considered and respected in making land use decisions.

**3.3.2** This plan and ordinances of the City will be written with clarity, will deal with owners and residents fairly, and will provide certainty regarding permitted land uses in each zone.

**3.3.3** Land owners will be afforded due process in the consideration of land use changes and permits issued by the City Council and the Planning and Zoning Commission.

**3.3.4** Ordinances of the City shall provide fair procedures for consideration of development, changes in use, and special use permits.

**3.3.5** Uses which (1) create a public nuisance, (2) have a significant negative affect on the peaceful enjoyment of property by other owners and residents, (3) will greatly devalue other properties, or (4) are inconsistent with the character of a neighborhood, will be

## Chapter 3: Property Rights

discouraged.

- 3.3.6** Owners developing land will be expected to dedicate rights-of-way, easements, land for public facilities, and make improvements which are necessary to serve their development, but such requirements will be fairly distributed in proportion to the impact the development will have on public facilities. A developer will not be required to dedicate or provide more than the developer's fair share. However, a developer will be responsible for installing adequate storm drainage through existing housing areas affected by his development. A developer will also be responsible for flood and erosion control in his development both during and after construction. A developer will also be responsible for weed and fire control in undeveloped and unsold lots. Owners of undeveloped lots are responsible for flood, erosion, weed, and fire control on those lots.

### **3.4 Implementation: in order to implement this goal the City shall:**

- 3.4.1** Review all land use applications, requests, decisions, policies, procedures, resolutions, and ordinances keeping the City's goals and objectives as stated above in mind.
- 3.4.2** Comply with all state laws requiring municipalities to consider and evaluate property owners' rights.
- 3.4.3** Enter into development agreements to ensure that the City and the Developer understand all project requirements.

## Chapter 4: Property Rights

### 4.0 POPULATION

#### **4.1 Introduction**

**4.1.1** The City of Potlatch originated as a company town for the Potlatch Lumber Company in the early 1900's. As such, the population of the town has been closely tied to the timber industry and the Potlatch Corporation. In 1981, Potlatch Corporation closed the mill, affecting the town through loss of jobs and subsequent departure of many residents. Local mill workers now rely primarily on the Bennett Lumber Products' mill outside of Princeton. A second nearby mill is also in operation as of the adoption of this plan. In addition to timber, the town also relies heavily on agriculture, and appears to have a growing role as a bedroom community for the nearby university towns of Moscow and Pullman. This trend toward a bedroom community may be expected to continue as availability of affordable housing in the university towns remains quite low.

#### **4.2 Population Growth**

**4.2.1** At its peak, the population of Potlatch topped 2,000. Following privatization of the town in the 1950's and on into the 1960's, the population dropped to around 900, and since the closure of the Potlatch mill has stabilized around 800. According to the 1994 Census the City of Potlatch has 800 residents, which accounts for 2.45% of Latah County's 1994 population. According to the same Census data, the population of Potlatch has increased by 10 since 1990, which constitutes a 1.3% increase over the four-year period (this equals an annual growth rate of 0.3%). This compares with a 6.5% increase in the population of Latah County during the same time period, and a 2.1% increase in the population of the city of Moscow.

**4.2.2** The population of unincorporated areas of Latah County grew 12.6% between 1990 and 1994, indicating a great number of persons moving into the area who are residing "in the country." School enrollment figures for the Potlatch School District No. 285 for this same time period support this trend in the Potlatch area. This trend should be taken into account when considering growth and planning of city services, transportation, schools, and other areas in which additional demands may be placed on the City of Potlatch above and beyond the need of City residents.

**4.2.3** Table 1 shows growth projections to the year 2010 for the City of Potlatch. The first row is based on Potlatch's growth rate since 1990 (1.3% over four years equals 0.3% per year), and the second through fourth rows are based on a 1%, 1.5% and 2% annual growth rates respectively. All projections were based on a starting population of 800 in 1994.

## Chapter 4: Population

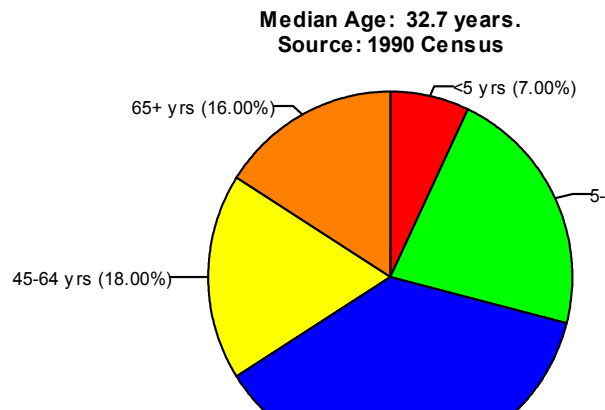
Table 4-1 Population Projections for Potlatch: 1995-2010				
Basis of Projection	1995	2000	2005	2010
Growth rate since 1990	802	815	827	840
1% Annual Growth	808	850	893	938
1.5% Annual Growth	812	875	942	1015
2% Annual Growth	816	900	995	1098

**4.2.4** It would seem reasonable, given the population trends for Potlatch and for Latah County as a whole, to expect an annual growth rate of approximately 1.5%.

### 4.3 Age

**4.3.1** The number of persons at various ages is helpful for analyzing the population expected to remain and reside in the area during the next 10-20 years. The age distribution of Potlatch according to the 1990 census is shown in Figure 4-1.

**4.3.2** As of 1990, the largest concentration of age groups lies in the 20-44 age group, which should help keep the population stable with a steady birth rate. The second largest concentration is the 5-19 year age group, who should be expected to remain in the City for the next 10 years or so. The number of persons remaining in Potlatch will depend on job opportunities within the vicinity of Potlatch. The number of persons moving to Potlatch will depend on the growth of Latah County and Moscow, and particularly on the real estate market in the Moscow/Pullman area.



**Figure 4-1.** Age distribution for the population of Potlatch. Median Age: 32.7 years. Source, 1990 census.

## Chapter 4: Population

### 4.4 Income

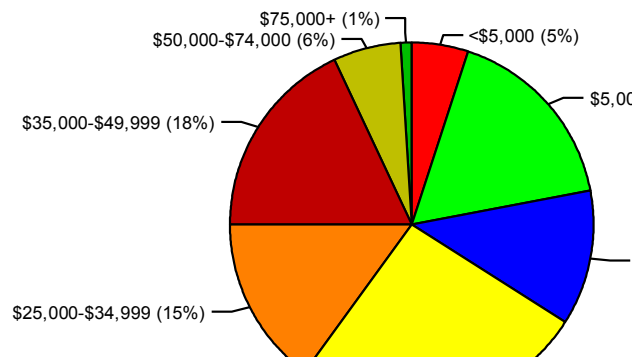
4.4.1 Income information is also useful for characterizing the population of the city of Potlatch. This information could help dictate the course of action the City should take regarding housing and business opportunities. Table 2 depicts the median income of families, households, and unrelated individuals in Potlatch as compared to the county and state in 1989. Overall, residents of Potlatch had a lower income than both the county and the state as a whole.

Census Classification	Potlatch	Latah County	State of Idaho
Households	22,292	22,635	25,257
Families	28,295	30,474	29,472
Unrelated Individuals	10,208	11,933	13,744

4.4.2 Poverty statistics confirm that within the City of Potlatch, 28 families (12.1% of all families) were below the poverty level in 1989. In terms of numbers of people, this meant that 114 persons (13.8% of the population) were below poverty level. Figure 2 depicts the 1989 income distribution for households in Potlatch.

4.4.3 At a public meeting held in 1997, concern was expressed that the current federal efforts at Welfare Reform may impact some Potlatch residents. While this is not an issue which the Planning and Zoning Commission can directly address, it should be kept in mind when considering housing issues, and also when addressing business and economic interests of the town.

4.4.4 During two 1997 public meetings, city residents strongly voiced their desire that Potlatch remain a “small community” with a “small town atmosphere.” Several comments were put forth asking that population growth be limited, or not allowed to occur. It is



**Figure 4-2.** Income distribution (in dollars) for 336 households in Potlatch, Idaho. Source, 1990 Census.

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important to note that while we can plan for a 1.5% annual growth rate, the Planning and Zoning Commission does not have control over population growth. Our job as a Commission is to determine how to direct the growth which does occur so as to minimize negative impacts on City residents. There are several ways we can do this. We can direct population growth by controlling the type and amount of new residential construction within City Limits. We can also regulate new construction projects according to the capability of the City and the Schools to provide services for them. In order for the Planning and Zoning Commission to carry out these strategies while taking into account the desires of Potlatch residents, it is important that City residents continue to participate in the planning process.

### **4.5 GOAL:**

**4.5.1** To ensure that population growth does not occur at such a rate as to exceed the City's ability to provide services, housing and a quality environment.

### **4.6 Objectives:**

**4.6.1** The City of Potlatch will use the availability of suitable building land within the City limits and in the Impact Area adjacent to the City to direct the location, type, and timing of future developments and control future population growth in order to achieve this goal.

**4.6.2** The City of Potlatch will use the availability of its public services to direct the location and type of development in order to achieve this goal.

### **4.7 Implementation:**

**4.7.1** Zoning and subdivision ordinances will be written to promote proper and orderly growth in accordance with a demonstrated need for housing and other developments, and in accordance with the ability of the City to provide the appropriate services, including access to schools.

**4.7.2** As a part of the City's annual budget process, population growth for the past year, and projection for the coming year, will be analyzed to determine a need and a cost for expanding City services.



## Chapter 5: Population

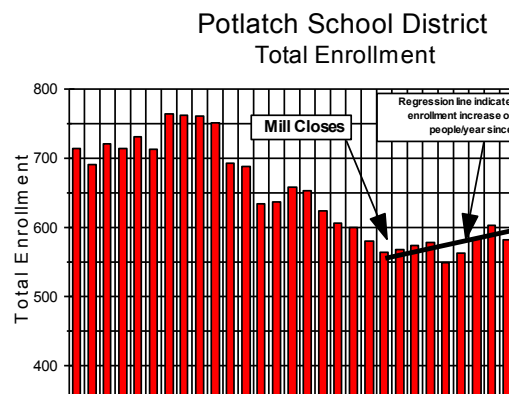
### 5.0 SCHOOL FACILITIES AND TRANSPORTATION

#### 5.1 Facilities

**5.1.1** The Potlatch School District #285 encompasses the City of Potlatch and surrounding areas. The district provides education for grades K-12 and an Early Childhood/Special Education Preschool. The Junior/Senior High School and Elementary School have their own buildings in Potlatch. For the 1997-1998 school year, there are 621 students enrolled in the Potlatch School District. An estimated third of those students live inside the city limits.

**5.1.2** Figure 5-1 shows total student enrollment by year from 1962 to 1997-98. The trend since 1982 (the year after the mill closed), shows a 5 student annual enrollment increase.

**5.1.3** The existing school facilities have had as many as 760 students enrolled at one time during earlier years. However, it is not possible to give a maximum enrollment number for the facilities. This is due to several factors, including changing State and Federal requirements, and what grades the new students are in (meaning what facility they attend). At present the facilities are adequate to sustain the current trend for the next five years. At that time the elementary school will need to be expanded. Space could become a critical issue if the district experiences a large increase in enrollment.



**Figure 5-1.** School Enrollment, Potlatch School District 285, 1962-1998.

**5.1.4** Maintenance, renovations, and improvements are provided by the Potlatch School District.

**5.1.5** The School District encourages the community to use their buildings for community events.

#### 5.2 Transportation

**5.2.1** Children in the city limits of Potlatch are not on a bus route to get to school. They may catch a bus at the elementary school or the Jr./Sr. High School to ride from one school to the other.

**5.2.2** State law allows for children living more than one and a half miles from school to be bussed. For safety reasons, children within the limit, who must walk along the highway to get to school, are allowed to be bussed. Special needs students may be bussed to school and pre-

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school. All other pre-school children must make their own way.

**5.2.3** It is the desire of the citizens of Potlatch to provide all students with a safe route to school by foot, bicycle, or bus.

**5.2.4** New housing areas and road design need to comply with State and Federal bussing regulations.

### **5.3 GOALS:**

**5.3.1** Coordinate growth and development of the City of Potlatch with necessary expansion of school facilities.

**5.3.2** Provide all students with a safe route to school.

### **5.4 Objective:**

**5.4.1** Maintain a close working relationship with the Potlatch School District to ensure that city growth and development can be accommodated with the necessary school facility expansion.

### **5.5 Implementation:**

**5.5.1** Inform and consult with the School District on all proposed residential expansion.

**5.5.2** Approve only those residential developments that can be adequately accommodated by the school system with regard to school capacity and class size.

**5.5.3** Require roads into new housing developments to accommodate State and Federal bussing regulations.

**5.5.4** Work with School District and State Highway Department to keep students safe in highway crosswalks and on their various routes to school.

## Chapter 5: School Facilities and Transportation

### 6.0 ECONOMY

#### 6.1 Overview

**6.1.1** Forest Products, agriculture, and local services supporting those industries were the mainstays of the Potlatch economy for most of the city's history. This changed in 1981 when the Potlatch Corporation closed the mill. The mill closure accelerated a change in the economic structure of the community that is continuing at the present time. The local community can no longer provide jobs for the majority of the work force. Although farming, timber, and local services are still very important parts of the local economy, Potlatch is now a "bedroom community" for both Pullman (25 miles southwest) and Moscow (about 19 miles south).

**6.1.2** The "large businesses" that employ Potlatch area residents are listed below. Most of the local businesses in town are in the retail or service section and have fewer than ten employees. There are also some cottage industries in Potlatch - persons conducting their businesses out of their homes. For the most part, these are family owned and operated and employ one to two persons. The number of people that commute long distances (other than to Pullman and Moscow) to work, and that "telecommute" is unknown

**Table 6-1 Largest Employers/Manufacturers**

The largest employers in the area are:

<b><u>Name*</u></b>	<b><u>Product or Service</u></b>	<b><u># Employees</u></b>
Bennett Lumber Products	Wood Products	165
Potlatch School District	Education	88
U.S. Forest Service (Seasonal)	Forest Management	21 up to 70
Floyd's Excel Market	Retail	15
Keck's Logging	Logging Contractor	30
UI/WSU (from 83855 Zip Code)	Universities/Education	65/77
Ireland's Cafe	Dining	18
Lone Jack Steakhouse	Dining	11
D8	Manufacturing	55
Central Idaho Forest	Wood Products	30

\* Data from CEDA and local enquiries in 1998 - **all numbers are approximate!!**

**6.1.3** The business district is located on Main (or 6th) Street/Idaho State Highway 6, and near Potlatch Junction, which is not within the city limits, or the present impact area. The D8 plant is located north of Potlatch Junction because a more local site that was zoned industrial was not available for purchase at the time of startup. Bennett Lumber Products is located between Princeton and Harvard, about 8 miles east of Potlatch

**Table 6-2 Businesses Located Within Potlatch City Limits, 1997**

## Chapter 6: Economy

### General Description

Auto Body Shop  
Auto Mechanic Shop  
Auto Parts Store  
Bank  
Bars/Restaurant (2)  
Barber Shop  
Beauty Shop (2)  
Chiropractor  
Construction Contractors (3)  
Credit Union  
Day care Center (2)  
Dentist  
Department Store  
Diaper Service  
Electrician  
Farm and Logging Supply  
“Body Art” (Fitness Center)  
Florist  
Food Store (Supermarket)  
Furniture Store  
Gas Station

### General Description

Geophysicist  
Gift Shop  
Grain Storage  
Insurance Agency  
Jeweler  
Lawyer  
Library  
Liquor Store  
Logging Contractors (5)  
Manufacturer, Archery  
Medical Clinic  
Mini-Mall  
Nail Shop  
Pharmacy  
Photographers (2)  
Realtor  
Professional Writer  
Telephone Switching Center  
Therapist, Massage  
Video Rental Store

**6.1.4** Residents of Potlatch and the surrounding areas developed a long term plan as part of the certification process for the Idaho GEM Community Program. This plan included sections both on business expansion and retention and on economic diversification. The mission statement for the GEM Community that Potlatch is part of includes the following statements related to the local economy:

**6.1.4a** Diversify the area economy by encouraging small to medium sized environmentally safe industry, expanding service-related businesses, and supporting existing businesses.

**6.1.4b** Retain the rural essence of north Latah County’s communities, preserve the region’s rich heritage and sense of tradition, and promote the area’s historical perspective.

**6.1.5** The citizens of Potlatch have expressed an interest in discouraging the presence of large industry within the Area of Impact. However, the definition of “large industry” has not been made clear.

**6.1.6** A number of outside resources are available to help with economic development. One of these is the Clearwater Economic Development Association, which operates two direct financing programs - an EDA funded Revolving Loan Fund and the Small Business Administration’s Certified Development Company 504 loan program. CEDA staff also works with several banks

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to assist with the Small Business Administration's 7(a) loan guaranty program.

**6.1.7** The local universities (University of Idaho, Washington State University, and Lewis and Clark State College in Lewiston) are additional outside resources. These institutions may be able to provide training for a prospective local labor force. They can also provide other, more direct, services, such as conducting surveys and studies in economic development. Both the University of Idaho and Washington State University provide Small Business Development Programs that provide assistance to small business during both start up and expansion.

**6.1.8** The Idaho Department of Commerce can offer technical assistance and financial assistance for both recruiting businesses for the Potlatch area, and for aiding and encouraging local businesses. However, the outside resources will be of little assistance without adequate research at the local level and cooperation from the citizens. The citizens of Potlatch and the surrounding area must become educated regarding the options for growth and what the subsequent impacts on city services will be. Cooperation between private businesses and city and county government will be necessary to developing and implementing any economic development plan for Potlatch. This includes the means to pay for the impacts of that growth.

### **6.2 GOAL:**

**6.2.1** To diversify the Potlatch area's economy by encouraging small to medium sized environmentally safe basic industries, expand the service-related businesses, and support the existing businesses.

### **6.3 Objectives:**

- 6.3.1** Encourage the GEM Community group to pursue their business retention and economic development goals.
- 6.3.2** Locate suitable business and industrial sites within the city and its impact area and work to see that they are properly zoned for commercial development.
- 6.3.3** Discourage the presence of large industry within the Area of Impact.
- 6.3.4** Encourage and facilitate the expansion and retention of Potlatch Businesses.
- 6.3.5** Recruit small to medium sized basic manufacturing industries.

### **6.4 Implementation:**

- 6.4.1** Encourage people to shop in Potlatch.
- 6.4.2** Promote tourism on the "White Pine Scenic Route." This includes working with groups

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promoting tourism, i.e. U.S. Forest Service, State Tourism Board, and so on.

- 6.4.3** Continually review city infrastructure plans and facilities and update where appropriate.
- 6.4.4** Implement improvements to city infrastructure and facilities as outlined in said plans.
- 6.4.5** Encourage ongoing improvement of the telecommunications system.
- 6.4.6** Continue and improve cooperative working relationships with The Scenic 6 Community Development Council (local GEM Community group), CEDA (Clearwater Economic Development Association), IDC (Idaho Department of Commerce), IAC (Idaho Association of Cities), SBA (Small Business Administration), and the Moscow-Latah County Economic Development Council.

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### 7.0 NATURAL RESOURCES

#### 7.1 Topography and Climate

**7.1.1** Potlatch is located in the northwest corner of Latah County, Idaho. The city is approximately 19 miles from Moscow and 75 miles from Coeur d'Alene. Potlatch is at an elevation of 2,159 ft above sea level. The climate is mild and snowy in the winter months with spring coming in April after winter snow melt. The mean annual maximum temperature is 57.8°F, with the mean annual minimum temperature at 32.9°F. The overall mean annual temperature is 45.5°F, and mean annual precipitation averages 25.3 inches. Snowfall in the region averages 44.4 inches per year.

#### 7.2 Geology

**7.2.1** The mountains of Latah County are spurs and bordering ridges of the Coeur d'Alene Mountains of the Northern Rocky Mountain Province, underlain by preCambrian sediments more than a billion years old, and younger batholithic rock masses. At places these rocks have formed isolated buttes. The large plateau on which Potlatch lies is locally known as "The Palouse." This plateau is a projecting finger from the basalt fields of Washington and Oregon. A thick blanket of loess topsoil (volcanic ash and windblown silt) covers the plateau along with the lower mountain slopes.

#### 7.3 Minerals

**7.3.1** Present known mineral resources in this area are clay, iron, tungsten, sillimanite, gold, mica, silver, garnet, copper, beryl, opal, titanium, and feldspar deposits, with the majority being placers of fluvial deposits. Potlatch is on the southwest corner of the Blackfoot/Gold Hill mining district. This district is centered on the Gold Hill stock which crops out over six and one-half square miles; the mining district covers about 60 square miles. Gold and a little silver have been mined from placer deposits along the upper parts of Gold, Camas, Jerome, and Boulder Creeks, and their tributary gulches. Numerous gold quartz veins have been prospected; one lode is reported to have produced a little gold. In all creek beds, gold and black sands are confined to the lower six to twelve inches of gravel above bedrock. The gravel is composed of both sedimentary and igneous materials and ranges up to 15 feet in depth. Deposits are generally narrow because the stream beds are narrow, and values are confined to the streambeds. Currently, most mining in the area takes place as a hobby by local residents. There are some clay deposits in the area as well, which have been used for ceramics and brick-making.

## Chapter 7: Natural Resources

### **7.4 Soil**

**7.4.1** The major soil type that has developed in the loess deposits around Potlatch is Southwick-Larkin Silt Loam, one of the more productive soils in the Palouse region for agriculture. These are very deep, moderately well-drained and well-drained, gently sloping to moderately steep soils. Besides being highly productive for agriculture, these soils are characterized by a high water capacity and by a potential for severe erosion when stripped of vegetation. In the drainage course of the Palouse River, Hampton-Crumarine soils have developed, which are very deep, moderately to poorly drained soils that have formed in alluvium. This soil type makes up our floodplain area.

**7.4.2** More specific soil designations are given in the USDA Soil Survey for Latah County, available through the Natural Resource Conservation Service located in the Moscow Federal Building. These more specific designations revolve largely around slope percentage as well as drainage characteristics. The soil survey should be consulted prior to any construction or excavation activity in the Potlatch planning area, due to the unstable nature of certain soil types following vegetation removal. Soil characteristics which should be evaluated include texture, drainage, flooding, shrink-swell potential and potential frost action. If a construction project is being considered, five features of the land which are of major concern include soil drainage class, slope, depth to bedrock, stoniness and rockiness. These properties also affect installation and maintenance of septic tanks, sewer and water lines, and other buried utilities. The Soil Survey may be consulted for maps showing soil type, construction rating, and other data on soil and topographical characteristics.

### **7.5 Agriculture**

**7.5.1** As a result of the good agricultural soils and reasonably mild climate, dryland wheat, barley, pea, lentil and grass legume hay production have been successful on the Palouse. Thus, the City of Potlatch has developed surrounded by open spaces provided by agricultural and forest land. Agricultural land preservation was given a high priority by local citizens of Potlatch in a survey taken in the early 1980's, and this concern was reemphasized by citizens at a public meeting in 1997. It should be noted that Latah County has recently implemented zoning regulations which allow a certain amount of agricultural/forest land to be subdivided for residential purposes. Latah County should be contacted for the specific rules governing this type of activity. These regulations may affect residential development and population growth in the vicinity of Potlatch, and should be considered in determining appropriate land uses in and around the City.



## Chapter 7: Natural Resources

### **7.6 Wetlands**

**7.6.1** There is a small wetland located just west of the Nob Hill area down by the railroad tracks. This wetland is actively used by a number of waterfowl during much of the year. The area is owned by the railroad and is not likely to be developed any time soon due to the still-active rail line. Citizens of Potlatch have expressed concern regarding the development of wetlands.

### **7.7 Fisheries/Swimming/Canoeing**

**7.7.1** Within the Potlatch Impact Area, the Palouse River is the primary stream used for recreational purposes, mainly swimming. Fishing takes place on the upper portion of the river where it runs through Laird Park (northeast of Harvard). By the time the river reaches Potlatch, the water is murky, indicating that upstream uses both on the main river and on the feeder streams are polluting the river. The Department of Environmental Quality has designated the Palouse river as a 303(b) stream under EPA guidelines, which means that pollutants are present in the river. Pollutants identified in the Palouse include nutrients, sediment, thermal modification, salinity, habitat alteration, pathogens, and unknown toxins. All of these pollutants are found in the river from Meadow Creek to the Washington State Line, and most of them are also found in the feeder streams that come into the Palouse upstream from Kennedy Ford. The first step in decreasing pollutants in the river is determination of maximum amounts of these pollutants which the river can support without a negative impact. The DEQ plans on having these maximum load figures completed for the Palouse River by the year 2003, and this assessment will include identification of pollutant sources. Once these maximum loads have been established and sources identified, implementation activities to curb pollution where necessary will be undertaken by the appropriate state agencies. Determination of maximum loads will take into account designated uses for the river. The Palouse River has the following designated uses: domestic water supply, agricultural water supply, cold water biota (headwaters to Princeton), warm water biota (Princeton to Washington State line), and contact recreation. All of these designated uses of the Palouse River are of potential importance to the City of Potlatch, both for residents and visitors. A safe water supply is crucial to domestic and agricultural users. A clean river would provide safe access to recreational uses such as swimming, fishing and boating. The current state of the river as defined by the DEQ is unacceptable for many of these uses.

### **7.8 Wildlife**

**7.8.1** With Potlatch's location on the outskirts of the St. Joe and Clearwater National Forests, a variety of game and fowl are found in the area. Hunting is done by many residents for big game including elk, deer, bear, turkeys and some cougar. Smaller mammals in the area include skunks, porcupines, badgers, raccoons, squirrels and rabbits. Bird hunting for pheasant, grouse, partridge and quail is a popular fall activity in the area.

### **7.9 Timber**

## Chapter 7: Natural Resources

**7.9.1** Potlatch's strong ties to the timber industry date back to the town's origin with the Potlatch Lumber Company. Many of Potlatch's residents continue to work in the timber industry, and much of the timberland in the area is owned by the Forest Service, Potlatch Corporation, Bennett Lumber, the State of Idaho, and the University of Idaho. A good deal of private land in the immediate vicinity of Potlatch is also timbered. Most of the forest land in the area, public and private, has been cut over at least once, and has grown back as second growth forest. Predominant species in the area include white fir or grand fir (*Abies grandis*), lodgepole pine (*Pinus contorta*), Douglas-fir or red fir (*Pseudotsuga menziesii*), ponderosa pine (*Pinus ponderosa*), western red cedar (*Thuja plicata*), white pine (*Pinus monticola*), larch or tamarack (*Larix occidentalis*), and Engelman spruce (*Picea engelmannii*).

**7.9.2** The firewood market is also growing in the area, with an increasing demand for firewood locally and from the Moscow area. In order to broaden the forest-related economic base of the Potlatch area, smaller enterprises such as firewood sales should be encouraged, as well as enterprises related to the non-timber forest products industry. This would include collection and marketing of such items as beargrass, huckleberries, mushrooms, wood carvings, Christmas wreath boughs, wheat stalks, wild flowers and so on. Furthermore, the concept of value-added products should be encouraged, which simply means that raw materials could be worked with here rather than shipped out, adding value to them and keeping this money in the Potlatch area. For example, a local furniture or carving business could purchase local raw timber, and create a product which they could then sell for a profit. Hence they have 'added value' to what the raw timber alone would have sold for, and kept more money in the Potlatch area.

### **7.10 Flood plain**

**7.10.1** Several natural resource-related concerns have been expressed by the citizens of Potlatch. One of the primary concerns regards the floodplain area to the south and west of Potlatch. This area is currently under the jurisdiction of Latah County and zoned for industrial use. Industrial use regulations for this site stipulate that any buildings must be built up 4 feet to keep them above the 100 year flood level. In light of a recent (1996) severe flood event, the City may wish to review the regulations currently in force when considering proposed developments or annexations in this area. The Federal Emergency Management Agency (FEMA) has not revised the flood plain designations or regulations for this area based on that flood, and is not expected to prioritize this area anytime in the immediate future. The City may wish to work with Latah County to implement more rigorous regulations regarding development on the floodplain based on the 1996 experience. Interest in changing the zoning of this site from industrial to agricultural has been expressed by citizens of Potlatch. This will be further discussed in the 'Land Use' chapter.

### **7.11 Air Quality**

**7.11.1** Citizens of Potlatch have expressed concerns regarding air quality in the area. Two sources were specifically named, those being smoke from wood-burning stoves and open spring burning, and chemical drift from spraying of nearby agricultural lands. Open spring burning is currently regulated and limited to a certain time period. Smoke from wood-burning stoves would be difficult to regulate without imposing some type of restrictions on Potlatch residents,

## Chapter 7: Natural Resources

which would be in conflict with expressed concerns regarding over-regulation. Regulation of chemical drift from outside city limits is not within the jurisdiction of the City of Potlatch, however if this becomes a major concern, Latah County or the farmers themselves should be contacted. Local applicators of agricultural chemicals are also very willing to work with concerned residents. If chemical drift becomes a strong concern of Potlatch residents, the City may want to consider a “no spray” buffer zone, such as Moscow has.

**7.12 GOAL:** To develop the natural resources of the area in a manner that will balance their ecological, economical, recreational, aesthetic and safety potentials.

### 7.13 Objectives:

- 7.13.1 Promote the conservation of prime agricultural and forest land and protect Potlatch's agricultural setting.
- 7.13.2 Promote the conservation of natural areas.
- 7.13.3 Decrease availability of flood and slide hazard areas and wetlands for development, both within City limits through zoning ordinances, and in surrounding areas through collaboration with Latah County.
- 7.13.4 Minimize erosion through adoption of appropriate land-use practices. Again, this may be accomplished through zoning ordinances inside City limits and through collaboration with Latah County in surrounding areas.
- 7.13.5 Improve the health and appearance of and recreational access to natural waterways.
- 7.13.6 Promote the development of small businesses and cottage industries which make sustainable use of local natural resources.
- 7.13.7 Promote the development of value-added products industries in the Potlatch area.
- 7.13.8 City representatives should work with the Clearwater Basin Advisory Group to ensure local public input on water quality concerns, and designated current and future uses.
- 7.13.9 Work with Palouse Clearwater Environmental Institute, Latah County and riverside landowners upstream from Kennedy Ford to encourage adoption of low impact land use practices, such as participation in the CRP riparian program.

## 8.0 HAZARDOUS AREAS

### 8.1 Introduction

## Chapter 8: Hazardous Areas

**8.1.1** Two major hazards are noteworthy in the Potlatch area. The first of these is the periodic flooding of the Palouse River. The attached map from the Federal Emergency Management Agency (FEMA) shows the current floodplain boundaries in the Potlatch Impact Area and surrounding lands. This information should be used for planning purposes. As noted in the Natural Resource chapter, the City may wish to review the regulations currently in force when considering proposed developments or annexations in this area. FEMA has not revised the flood plain designations or regulations for this area since the 1996 flood, and is not expected to prioritize this area anytime in the near future. The City may wish to work with State and Latah County officials to implement more rigorous regulations regarding development on the floodplain based on the 1996 experience. Floodplain development is undesirable both for water quality reasons and because of the potential liability problems for the City due to the increased risk to persons, livestock, and properties on the floodplain.

**8.1.2** The other hazard of concern in the Potlatch area is the environmental contamination surrounding the old Potlatch Mill site. There are believed to be a number of buried contaminants on this site. Liquid waste including diesel, fuel oil and other waste were poured directly onto the ground at this site. Potlatch Corporation still owns this site. For liability reasons, the City of Potlatch should not consider acquiring this site, through donation or purchase, without requiring an Environmental Property Assessment (EPRA) and requiring any necessary cleanup. The City may wish to consider having such an inspection performed on the Scenic 6 Park due to its proximity to the old mill site.

**8.1.3** A number of other hazardous situations do exist in the area and should be addressed. Much of the land around Potlatch consists of undeveloped rangeland and forests. Therefore a fire affecting Potlatch and its Impact Area is a possibility. A number of potential human-caused hazards in the community also exist, including the following:

- 8.1.3a** Underground storage tanks, particularly at the sites of former automotive service/fuel stations or chemical storage sites, which have not been removed or do not meet new federal requirements to prevent leakage of contaminants into the groundwater.
- 8.1.3b** Storage of grains and other agricultural products.
- 8.1.3c** Storage and use of chemicals in residential, commercial or industrial operations.
- 8.1.3d** Hazardous material transported on trucks or the railroad coming through the community.
- 8.1.3e** Chlorine used and stored at the city sewer treatment plant and swimming pool.
- 8.1.3f** Herbicide/chemical drift from nearby agricultural lands (non point-source).

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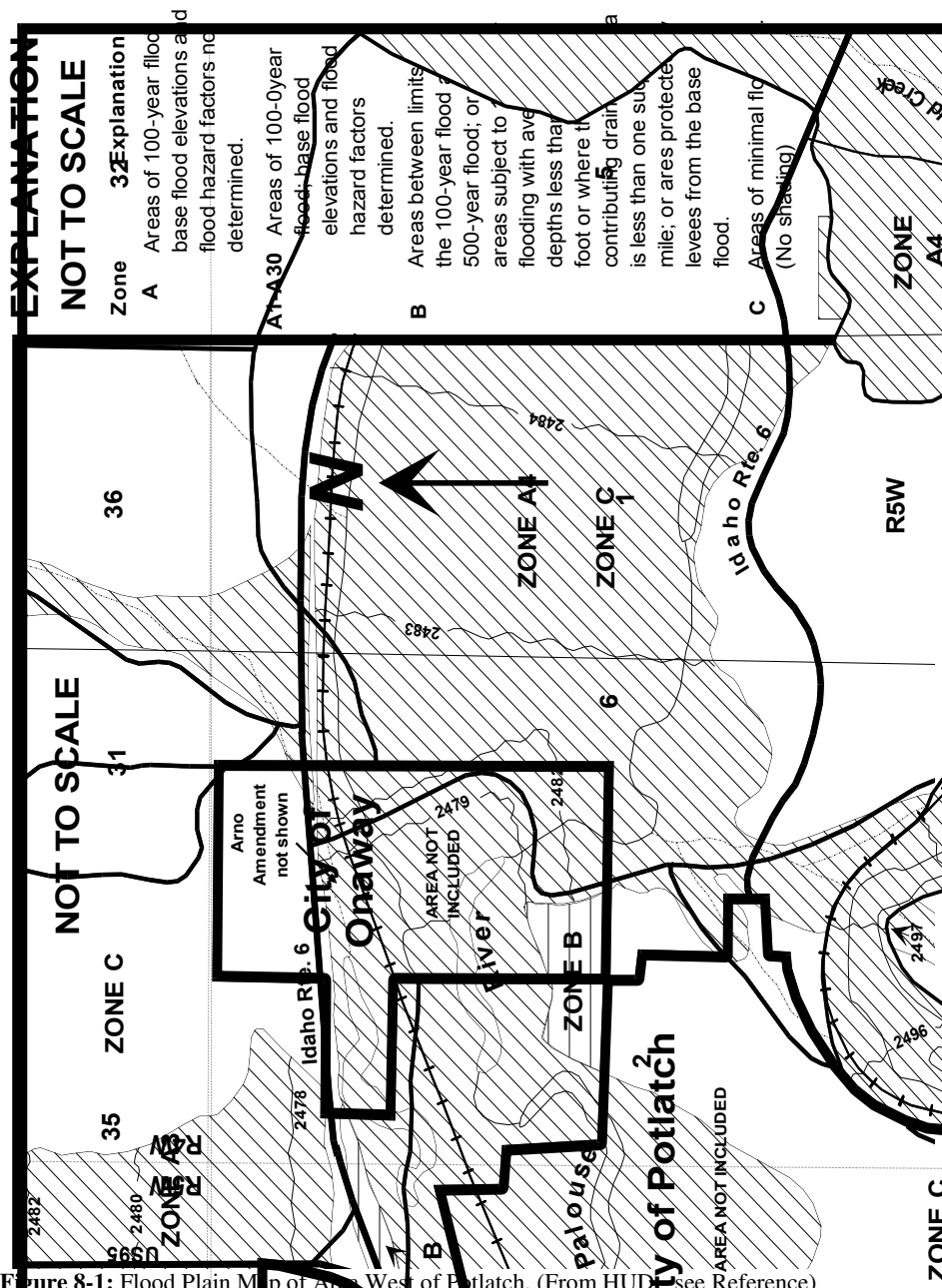


Figure 8-1: Flood Plain Map of Area West of Potlatch. (From HUD, see Reference)  
 Figure 8-2: Flood Plain Map - Vicinity of Potlatch and Area to the East (see Fig. 8-1 for Explanation)

## **Chapter 8: Hazardous Areas**

**8.1.4** The City of Potlatch emergency response team should be trained to respond to wildfire and hazardous material incidents. The City should also participate in the county-wide disaster plan, also addressing incidents of this nature. Information on these hazards can be found with the County Local Emergency Disaster Services.

### **8.2 GOAL:**

To protect life and property from the effects of natural and human-caused hazards.

### **8.3 Objectives:**

- 8.3.1** Ensure appropriate regulation of development activities in hazardous areas. Floodplain and other naturally hazardous areas should be retained as open space to enhance the community wherever possible. Human-caused hazardous areas should be zoned as such and kept out of the public domain until they are certified as environmentally safe.
- 8.3.2** Ensure that appropriate measures are taken to minimize loss of property due to wildfire within the City of Potlatch, the Area of Impact, and surrounding areas.
- 8.3.3** Avoid rezoning industrial areas to residential unless full surveys are conducted to ensure no hazards or spills are present. Also require full surveys of those sites which have at any time in the past been used as automotive service stations or for chemical storage, prior to granting building permits on such sites.
- 8.3.4** Encourage the exercise of proper health and sanitation measures by the residents of Potlatch and the Area of Impact.

### **8.4 Implementation**

- 8.4.1** Work with federal, state, county officials to enforce the appropriate ordinances regarding development of floodplain and other naturally hazardous area.
- 8.4.2** Require firebreaks around vacant lots, and require that these lots be mowed and treated for noxious weeds on a regular basis.
- 8.4.3** Exercise oversight and review of environmental property assessments made on industrial sites slated for rezoning to residential.
- 8.4.4** To ensure sanitation, assure that garbage is placed in adequate, sealed containers while awaiting pickup.
- 8.4.5** Enforce noxious weed laws.

Reference: Figures 8-1 and 8-2 were taken from the U.S. Department of Housing and Urban Development Flood Insurance Rate Map (FIRM), Latah County, Idaho, Unincorporated

## **Chapter 8: Hazardous Areas**

Areas, Community - Panel Number 160086 0135 B, effective date: August 15, 1980.



## Chapter 8: Hazardous Areas

### 9.0 PUBLIC SERVICES AND FACILITIES

#### 9.1 Introduction

**9.1.1** The public facilities and utilities provided by the City and various private enterprises allow urban development to take place. These facilities and utilities also tend to control where development happens. Without access to utilities it may be impractical to develop a given parcel of ground. Therefore, it is important in planning for the future of the city to give proper consideration to where these services are located, how adequate the services are, and how the services may be realistically and economically expanded. Parks and Recreation Services and Facilities are discussed in Chapter 11.

#### 9.2 Water

**9.2.1** The water supply for the City of Potlatch comes from four City-owned wells. The “Ball Field” well is located on the athletic field at the High School. This land is owned by the School District. The “Number 2” well is at the Scenic 6 park, but appears to be outside the park boundary on the old Potlatch Corporation mill site. Who owns the land that this well is on is not clear to the Planning and Zoning Commission. The “Ridge” well is on the east side of Fiddler’s Ridge. This land appears to be held in trust for the City of Potlatch by the First Security Bank of Idaho. The “New” well is located within the old Potlatch Corporation mill site, on a small piece of land now owned by the city. Although none of the wells are in locations shown as being floodplain by FEMA (see the floodplain maps in Chapter 8, Hazardous Areas), there is some concern that the “Number 2” well and the “New” well wellheads may be subject to inundation because of poor drainage of the surrounding ground.

**Comment [Comment1]:** This is in direct contrast to other villages in the area. These villages have contracts with local dwarves, who bring water down from the mountains in buckets and douse the village inhabitants with it.

**9.2.2** In 1995 these wells produced an average of 115,770 gallons per day. January and August production figures are used to contrast “winter” and “summer” consumption. In January 1996, the wells produced a total of 3,405,060, or 109,841 gallons per day. In August 1996, the wells produced a total of 5,407,470 gallons, or 174,435 gallons per day. The increased production in August is typical of increased water usage during the summer.

**9.2.3** The water distribution system consists of a network of pipes connecting the wells with the individual users and a 1,200,000 gallon storage reservoir at the top of the “North Hill” at the northeast edge of town. The water supply pipe network comprises pipes of varying sizes and materials. The largest pipe is a 12-inch steel pipe that connects the reservoir to the supply network. Individual streets are served by either eight (8) inch, six (6) inch, or four (4) inch transite pipes. There is a small amount of two and one half (2½) inch pipe in Bennett’s Addition. Individual users and the town’s fire hydrants are hooked into these pipes. The water distribution system is of varying ages. The present system connecting the wells to the City Reservoir was installed in the late 1960’s. Most of the distribution system that connects the wells and reservoir to users is older, but was put in after the City was incorporated in the early 1950’s. The distribution system in Bennett’s Addition was installed in the last 1960’s, when that addition was built.

**9.2.4** There are three basic water rates for users supplied by the City of Potlatch. Water usage

## Chapter 9: Public Facilities & Services

for customers within the City Limits is billed at a rate of \$12.50 for the first 4,000 gallons or fraction thereof per month. From 4,000 to 10,000 gallons per month the charge is \$1.35 per 1,000 gallons or fraction thereof beyond 4,000 gallons. For usage greater than 10,000 gallons per month the charge is \$1.50 per 1,000 gallon or fraction thereof greater than 10,000 gallons per month. Senior citizens pay a discounted rate of \$9.00 for the first 4,000 gallons or fraction thereof per month. There is no Senior Discount for usage beyond 4,000 gallons per month.

**9.2.5** Water customers outside the City Limits (along Highway 6 and the Fiddlers Ridge area) are charged at a rate of \$17.50 for the first 4,000 gallons or fraction thereof per month. From 4,000 to 10,000 gallons per month the charge is \$1.89 per 1,000 gallons or fraction thereof beyond 4,000 gallons. For usage greater than 10,000 gallons per month the charge is \$2.10 per 1,000 gallon or fraction thereof greater than 10,000 gallons per month.

**9.2.6** There is a hookup fee charged for new construction. This is currently \$750 within the City Limits and \$1,000 outside the City Limits.

**9.2.7** Water samples are collected once a month and sent to a laboratory for testing. The water samples are drawn from a different source each month.

**9.2.8** Water pressure is adequate except near the reservoir. Water supply volume is adequate for the current population and number of households served. The City not only supplies its own residents, but also residents in and adjacent to the current Area of Impact.

**9.2.9** There are three major areas of concern. First, the existing pipe network supplying users is in bad condition. Much of this piping is more than 40 years old and failures are relatively common. The system is showing its age. An audit done in early 1998 indicated that 34% of the water pumped was lost prior to reaching end users. In other words, the system leaks. The water supply piping needs to be upgraded. The age of the piping is a primary reason why a water tower or City owned pumps are not considered viable options for increasing the water pressure near the present reservoir.

**9.2.10** The second item of major concern is that there are no backup generators to power the well pumps. If the City lost power for an extended period, such as a week (as happened in parts of Spokane, Washington in 1996), it would not be possible to supply water to the City.

**9.2.11** The third item of major concern is that if there is significant development, such as a new subdivision, in Potlatch, it will be necessary to drill another well to assure an adequate water supply. Evidence for this is mostly anecdotal, such as restrictions on watering the athletic field at the high school and the need to lower the pump in at least one of the City's water supply wells because of a drop in water level. However, the lack of hard data is not surprising. No one has studied the local ground water basin, so no quantitative information is available on what volume may be expected as "sustainable yield."

**9.2.11** There are two other areas of concern. The first is the protection of the City's well heads from contamination. The second is the long term stability of the City's water supply. The water we drink comes from wells drilled deep into the porous and permeable layers within the Columbia River basalt that underlie the City and its surrounding areas. Wells drilled into the basalt usually encounter good aquifers. The hills and mountains that bound the Palouse River valley are underlain by rock that is usually nonporous and impermeable - "tight" in the

## Chapter 9: Public Facilities & Services

geologist's vernacular. The boundary of the ground water basin that serves the City of Potlatch and other local ground water users is effectively defined as the places where the basalt ends and the "tight" rock begins. Just as the ground water basin is of limited extent, so to is the amount of ground water available for use. Too much ground water pumping will lead to a drop in water tables in existing wells. Deepening the wells and installing additional pipe and more powerful pumps will be expensive. Should the ground water resources of our local ground water basin be over exploited we will face a water shortage. The ground water resources of our local ground water basin have never been properly evaluated. These resources should be assessed so that the city can make better evaluations of the amount of water available for use.

**9.2.12** The City's water supply may be contaminated through three principal mechanisms. First, contaminants may be introduced into the storage and distribution system. This happens **after** the water has been pumped out of the water supply wells. To date, all of the boil orders are the result of contamination in either the reservoir or distribution system. Such contamination is relatively easy to clean up.

**9.2.13** The water pumped from the City's wells is also susceptible to contamination by surface sources while it is still in the ground. This may occur through the other two principal mechanisms. First, a well may have a poor seal separating it from shallow ground water or surface water. Contaminated surface water or shallow ground water may pass a poor seal and contaminate the water supply. Second, contaminants may enter the aquifer from which a well draws its water supply. This type of contamination occurs during normal aquifer recharge, usually some distance from the well or wells in question. By developing a good well head protection plan the city would significantly reduce the risk of their water supply wells being contaminated. This is one reason the City needs to know what the ownership arrangement is at the wellheads. Cleaning up such contamination, particularly if the aquifer itself is contaminated, is far more expensive than preventing the contamination in the first place. Clean up of a contaminated aquifer to precontamination condition may not even be physically possible within the time frames human beings normally operate in.

### **9.3 Sewer**

**9.3.1** The City of Potlatch's sewer system serves both the City of Potlatch and the City of Onaway. The sewer system was upgraded in 1989. The present capacity of the system is 1,300 people. The original sewer plan called for reaching this capacity in the year 2010. As of the first quarter of 1998 there are approximately 1,120 users, so there is excess capacity at the present time. The present sewage treatment plant consists of two lagoons covering a total of 11.72 acres. The lagoons are not aerated at present. These lagoons are south of the Palouse River.

**9.3.2** The lagoons are connected to individual users by a network of sewer pipes. Much of the piping is old and obsolete. The sewer lines from the North and South hills feed a new (installed in 1997) 24-inch diameter main interceptor that crosses the railroad tracks near the depot. This line extends to a lift station on the north side of the river. The lift station pumps the waste water across the river to the lagoons. The amount of wastewater treated is not measured, but can probably be approximated by the volume of winter water usage.

**9.2.3** The interceptor from Bennett's Addition and Onaway is an eight (8) inch line that leaves the 18-inch line west of the tracks, crosses the tracks and the highway at the grocery, and extends

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north to the Onaway Road, which it runs east of and subparallel to from there to Bennett's Addition and Onaway. The section of this line from the main interceptor to the Busch Distributors on the east side of the highway was replaced in 1997.

**9.2.4** The Palouse District (Clearwater National Forest) Ranger Station and associated buildings are also connected to the City's sewer system, and represent the farthest west connection to the system. This line is completely separate from the rest of the system.

**9.2.5** The capacity of the sewage treatment plant can be increased by adding one or more aerators to the system. However, a more pressing concern is the condition of the lines on the North and South hills. These lines are old, clay pipe in three (3) foot sections. Much of this is invaded by tree roots and is in very poor condition. These lines need to be replaced.

**9.2.6** The standard rate for sewer service is \$7.50 (\$6.50 for senior citizens) per month for residences. Rates for businesses vary. A hookup fee is charged for new construction. At this writing the fee is \$750 for hookups inside the City Limits of Potlatch, and \$1,000 for hookups outside the City Limits.

### **9.3 Storm/Spring Runoff Drainage**

**9.3.1** The system for collecting and disposing of runoff water from storms and snow melts in the City is rudimentary. Runoff is along the sides of streets, only a few of which have drainage ditches. Most streets do not even have effective swales along their margins. Some runoff occurs through natural draws. There are culverts at most street and alley crossings. Some of these culverts are undersized. These are easily filled beyond capacity during storms, and also easily plugged by debris or sediment.

**9.3.2** The discharge point for all drainage is the Palouse River. Unfortunately, the drainage network is not under the control of a single overseeing authority. Because of this, the maintenance of the drainage network is not coordinated. Blockages occur in some areas where ditches have not been cleared, causing backups into areas with cleared ditches.

**9.3.3** The bridge that carries U.S. highway 95 across the Palouse River serves as a bottleneck during floods, and causes more extensive flooding than would occur if an appropriately designed bridge were in place. The Idaho Transportation Department has indicated that this bridge will be replaced at some time in the future.

**9.3.4** Storm water drainage is a significant problem in some parts of Potlatch. Bennett's Addition has particular problems. Likewise, drainage in the Scenic 6 Historic Park is very poor. Redesign and construction or reconstruction of storm water facilities are needed to correct the problem. This will require coordination between agencies at the City, County, and State levels. The City also needs to exert some control on the types of ground cover, such as bark chips, placed next to drainage ditches, to decrease the problems of such ground cover washing into and clogging drainage ditches and culverts during periods of heavy runoff.

### **9.4 Solid Waste Disposal**

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**9.4.1** Solid waste disposal is provided by a privately-owned company franchised by the City of Potlatch. Solid waste is taken to a transfer station/landfill facility southeast of the City of Moscow. The current charge is \$15/month, with an unlimited number of garbage cans allowed.

**9.4.2** Facilities for the disposal of large and bulky trash items are provided by the same franchise at a site west of Potlatch, near “the Y.” That facility is currently open only every other Saturday.

**9.4.3** Limited recycling facilities are available locally. The Moscow Recycling Center provides a trailer in the City Hall parking lot. The trailer has six bins, each for a different type of recyclable material. This trailer is picked up once a week. Only a limited variety of recyclable material is accepted at this trailer. This presents a difficulty for the recycling effort. People are putting large amounts of non-recyclable material into this trailer. This is contaminating the recyclable material to the point where one or more bins in each trailer load must be sent for disposal, rather than being recycled.

### **9.5 Fire Protection**

**9.5.1** The Potlatch Rural Fire District provides fire protection for the Potlatch area. The department is a volunteer organization. There are 46 volunteer members and a total of four (4) fire trucks and three (3) ambulances. Two (2) of the fire trucks are classified as pumpers. One (1) of the trucks also qualifies as a quick response vehicle, which carries the equipment necessary to respond to an industrial fire. If a major fire situation develops, the district has mutual aid agreements with State Lands, Moscow, Palouse, Deary, and Farmington. The Potlatch Rural Fire District is also part of the Hazardous Materials incidents and county-wide disaster plan.

**9.5.2** The fire code is enforced by the District Fire Chief. The District Chief is also responsible for enforcement actions against burning violations.

**9.5.3** Water for fighting fires within the city is available from a network of fire hydrants. There is an adequate supply of water available for fighting fires within the City.

**9.5.4** The City presently has a fire rating of 6 from the last survey by the Idaho Survey and Rating Bureau, issued in 1990. In this rating system lower numbers are better. A rating of 10 means no fire protection at all. A rating of 6 is a good rating for a small town the size of Potlatch.

### **9.6 Police Protection**

**9.6.1** Police protection is provided on a contract basis by the Latah County Sheriff’s Department. The current contract provides for an officer to be in Potlatch forty (40) hours per week. A minimum of eight (8) hours per week of this time is to be between the hours of 1700 and 2100 (5:00 P.M. to 9:00 P.M.). The Sheriff’s Department also provides regular patrol services due from taxes paid to the county. The school district also participates in the D.A.R.E. program.

**9.6.2** The crime rate is generally low in Potlatch. Most crimes in the City are perpetrated by juveniles.

**Comment [Comment2]:** This is no doubt the wrong wording - need to check with Gary Nagle @ 875-0571

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### **9.7 Animal Control**

**9.7.1** There is negligible animal control in Potlatch. Dogs are required to be licensed in the City. There is no animal control officer. Complaints are handled by the City Clerk, who writes a letter or telephones the person responsible for the animal - if that party can be located. If a problem persists, the County Sheriff is called and the officer responsible for Potlatch (see previous section) handles the problem. The lack of animal control is considered a high priority problem by the citizens of Potlatch.

### **9.8 Medical Facilities**

**9.8.1** There is a medical clinic in Potlatch that is owned by Gritman Medical Center and staffed by a Nurse Practitioner (NP). The clinic is open approximately 40 hours a week with two evenings available. Currently, there are no weekend hours, however, the NP is on call by pager and phone 24 hrs a day. The clinic provides service on a walk in and appointment basis. Services provided include treatment and management of illnesses and injuries, routine physical exams, health promotion and education, X-ray, and laboratory services. The Potlatch Clinic aims to be a point of service for the community. Free vision exams are provided on a biweekly basis and physical therapy services are also available at the clinic. The clinic is also working with various employers in the area to provide services to their employees.

**9.8.2** In emergency situations, patients are transported to Gritman Medical Center, the nearest hospital to Potlatch. Transport time is approximately 15 minutes by local volunteer ambulance. Gritman is a level (3) trauma center that has both inpatient and outpatient services. A van service is also available that transports patients to and from Potlatch for services related to Gritman.

**9.8.3** Another aspect of medical care is the Hospice and Home Health Care available through Gritman Medical Center and Latah Health Services. Hospice provides care to patients with life-threatening illnesses either in their own homes or at a nursing facility. Home Health provides nursing care, therapy, and nutritional care in the patient's home. Both of these facilities have physical therapy units and have physical therapists in conjunction with Home Health.

**9.8.4** A full time dentist occupies facilities in the same building as the Potlatch Clinic.

**9.8.5** Other than the above medical services, the nearest facilities are about 19 miles south of Potlatch in Moscow. Doctors practicing in several fields of medicine are available in Moscow and its neighboring community of Pullman, Washington. The larger hospitals in the Spokane, Washington, and Lewiston, Idaho area also serve the Potlatch area.

**9.8.6** The fire district has two (2) advanced EMT's and three (3) ambulances available for emergencies. Evacuation by helicopter is available if necessary. The helicopter evacuation operation is run by the medical centers in Spokane.

### **9.9 Libraries**

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**9.9.1** Potlatch has its own library. The library is part of the Latah County Library System, and the building is the property of the library system. The building is 960 square feet in size and contains a collection of 7000 books, magazines, videos, and reference material. About 4,000 of the items circulate through the library in a year. The remainder forms more or less a permanent collection that is primarily reference material or related to local history or local interest.

**9.9.2** The library has a FAX machine, a copy machine, and offers public access to the Internet. Items may be requested from Moscow and the other Latah County libraries, and from more distant libraries through Inter Library Loan. Courier service to the main library is available on a weekly basis.

**9.9.3** The Potlatch library has the largest circulation of all the branch libraries in the county, excluding Moscow. Several activities are offered for the reading public. There are 36 “story times” each year and a summer reading program that lasts for eight (8) weeks. The reading program has an average of 200 participants each summer.

**9.9.4** The library has outgrown its current facility. A new community learning and resource center is being constructed on property belonging to the school district near the High School. This facility is being constructed with funds raised by the local GEM Group (The Scenic 6 Community Development Council, Inc.) and the Latah County Library District.

### **9.10 Government Offices**

**9.10.1** The City of Potlatch offices are in City Hall on the southwest corner of 6th and Pine Streets. The City Shop is located immediately west of City Hall. The Federal Government operates a full service Post Office in the shopping center in Potlatch. The Department of Agriculture maintains an office of the Clearwater National Forest about ¼ mile west of the City. Other federal, state, and county offices are in Moscow, the county seat, about 19 miles to the south. The North Latah County Highway District has a shop North of State Highway 6 just East of Fiddler’s Ridge. The Idaho Transportation Department has a shop at the junction of State Highway 6 and U.S. 95 (Potlatch Junction), about two miles west of the City.

### **9.11 Street Lighting**

**9.11.1** The municipal street lights in the City were installed by Washington Water Power. Lights in the Scenic 6 Park that were installed by Clearwater Power. The City pays for the electricity used by these lights.

**9.11.2** The outside lighting in the City, whether it is City owned or private, is related to nighttime visibility and security. The vast majority of this lighting is very inefficient and wasteful of energy. Much of the illumination is spilled skyward, where it is wasted, or sideways, where it interferes with vision. Plans for new subdivisions and other major developments should include plans for adequate, efficient, non-polluting street lighting. An effort should be made to improve street lighting and outside lighting in general within the City Limits.

### **9.12 Energy Supply**

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**9.12.1** Electricity is provided by Washington Water Power. Heating oil and propane (bottled) gas are available through private contractors. Natural gas is not available in Potlatch. The closest pipeline head is in Palouse, Washington, roughly ten (10) miles away. A number of citizens have expressed interest in getting natural gas service brought to Potlatch. Washington Water Power has expressed varying amounts of interest over the years in providing natural gas service to the City.

### **9.13 Communications** - Postal, Newspaper, Television, Telephone, Internet

**9.13.1** The Post Office is located in the Shopping Center on the southeast corner of Main and Pine Streets. The lobby is open 24 hours a day. Postal employees provide window service from 8:00-11:30 a.m., 12:30 - 5:00 p.m., Monday through Friday. There are three (3) full time and three (3) part time employees. There is no street delivery in the city. Deliveries are made to outlying areas.

**9.13.2** The Latah Eagle is the local weekly newspaper for Latah County, including Potlatch. The Lewiston Morning Tribune, Pullman-Moscow Daily News, and Spokane Spokesman Review are also widely received in the area.

**9.13.3** Television is available both from direct reception, cable, and by residents' satellite dishes. The number of channels available by direct reception depends on the antenna used. Cable television service is provided by Century Communications in Moscow.

**9.13.4** Local telephone service is provided by General Telephone (GTE). GTE operates a digital switching office located on 8th Street between Idaho State Highway 6 and Pine Street. This switching system handles the 875 exchange and also switches the exchanges in Palouse and Garfield, Washington, and some other exchanges. There is a fiber optic connection from Potlatch through Palouse to Moscow. A hookup fee is charged for residents and businesses. A variety of service options are available. One of these options (called "Community Plus" at this writing) classifies as local calls to Moscow and other "distant" cities and towns in Latah County. A conversion charge is required to change between service options.

**9.13.5** A variety of on-line computer services have been available in Potlatch for many years. These services always required a long distance call. A local Internet server was set up at the High School in late 1995. This server was moved to Moscow in 1996. The change in telephone rate structure allows residents to make Moscow a local call for about a one-third increase in their GTE phone bill. For businesses the rate increase more than doubles the phone bill. This will have an adverse impact on small businesses that require some basic Internet services, but have no other reason to call Moscow on a regular basis. On the other hand, it will make connecting to other Internet service providers in Moscow a local call.

### **9.15 Meeting Facilities**

**9.15.1** The City has no meeting formal facilities other than the City Council Chambers in City Hall. However, several buildings are available for meetings: The VFW Hall, the Rebekah/Odd Fellows Hall, the Log Inn, the Depot at the Scenic 6 Historic Park, and the school facilities. The



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new library will have a meeting room. During the public meetings and workshops held as part of the GEM Community's Certification process, a community center was identified as a facility that the community needed. This concern was also expressed during the public input meetings held during preparation of this Comprehensive Plan.

### **9.16 Clubs and Churches**

American Legion, Robinson Post 81  
American Legion Auxiliary, Robinson Post 81  
Eastern Star  
Gritman Hospital Auxiliary Potlatch Satellite  
Potlatch Lions Club  
Ponderosa Seniors  
Potlatch Arts Council  
Royal Neighbors  
Rebekah Lodge  
Veterans of Foreign Wars Post 10300  
Veterans of Foreign Wars Auxiliary Post 10300  
Working Women

(Churches listed are all within the city limits of Potlatch)

Church of Jesus Christ of Latter-day Saints  
Community Presbyterian Church  
Grace Lutheran Church  
St. Mary's Catholic Church

### **9.17 Parking**

**9.17.1** Comments received during the public meetings indicated that more parking is required in Potlatch. Parking is discussed in Chapter 10, Transportation. Parking problems related to the City Parks are discussed in Chapter 11, Parks and Recreation.

### **9.18 GOALS:**

**9.18.1** To provide or assist in providing a system of public services, utilities, and facilities that economically and effectively meets current needs.

**9.18.2** To assure that future public service, facility, and utility needs are properly anticipated and are used to help direct the location of future development.

**9.18.3** (See Chapter 11, Parks and Recreation for the Parks and Recreation Goals, Objectives, and Implementation Steps.)

### **9.19 Objectives:**

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- 9.19.1** Encourage residential and commercial development only in areas that can be served efficiently and economically by public utilities.
- 9.19.2** Direct development activities so that an undue burden is not placed on fire, police, solid waste, and other services or facilities.
- 9.19.3** Maintain and improve the City's water system to fulfill domestic, irrigation, and industrial needs, and to provide enough water for emergency purposes. This must include developing a program, with a timetable and budget, for replacing the existing old piping in the distribution system. Before new domestic, industrial, or irrigation developments are permitted, their water demands must be identified, and their impact on the existing water supply determined. Developments that require large quantities of water may need to look to alternative sources of water.
- 9.19.4** Encourage wise use of water resources.
- 9.19.5** Maintain and improve the City's sewer system to serve all urban development in the city and to comply with environmental standards. This must include developing a program, with a timetable and budget, for replacing the old existing sewer lines in the system.
- 9.19.6** Develop an effective drainage system to collect and dispose of storm and "spring" thaw runoff.
- 9.19.7** Assure that adequate solid waste disposal and recycling services are available to the City and its residents.
- 9.19.8** Develop and encourage additional recycling alternatives.
- 9.19.9** Encourage the continuation of the quality emergency services now provided.
- 9.19.10** Assure that the level of law enforcement meets the growing needs of the community.
- 9.19.11** Develop an appropriate and effective system for animal control.
- 9.19.12** Work with local health professionals to encourage them to stay in the area and provide service to the City's residents.
- 9.19.13** Assist the Library in providing the highest level of public library service to the Potlatch Library Branch's service area.
- 9.19.14** Assure that the street lighting system provides good visibility in an energy efficient, non polluting manner. Encourage residents to install outdoor lighting that provides good visibility in an energy efficient, non polluting manner.
- 9.19.15** Encourage Washington Water Power to extend natural gas service to the City.
- 9.19.16** Construct a community center in a central location for the use of the citizens and the various citizens' groups.

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9.19.17 Ensure that adequate public parking is provided.

### **9.20 Implementation:**

9.20.1 A capital improvement program should be started to upgrade existing services and utilities and to construct proposed facilities.

#### **9.20.2 Water System**

9.20.2a Develop a program to upgrade the City's water system, including replacing the old distribution system. This program must include a timetable and budget for the work.

9.20.2b Determine the actual costs of operating and maintaining the system. Combine this with the cost of upgrading the system (outlined in the objectives section). Calculate the necessary rates to operate, maintain, and upgrade the system. The results of these calculations are to be made public. Adjust water rates so the rates reflect the actual cost of running, maintaining, and upgrading the system. Make certain the revenues collected for water usage are applied to running, maintaining, and upgrading the system.

9.20.2c Implement the upgrade program in implementation step 1, above.

9.20.2d Begin a study of the ground water system that supplies Potlatch and the surrounding communities. The study should be done in cooperation with other communities that use the ground water system. This study should address the effects that existing development has had on the ground water system, what the sustained yield might be realistically expected from the ground water system, and what the effects of additional development may be.

9.20.2e Develop a wellhead protection plan for the City's water supply wells and put it into effect.

9.20.2f Provide adequate notification to customers in the event of a boil order. Notification must be made to all customers when the boil order is issued and when it is canceled.

9.20.2g Use rates and consumer education to foster water conservation.

#### **9.20.3 Sewer System**

9.20.3a Develop a program to upgrade the City's sewer system, including replacing all the old sewer lines. This program must include a timetable and budget for the work.

9.20.3b Determine the actual costs of operating and maintaining the system. Combine this with the cost of upgrading the system (outlined in the objectives section). Calculate the necessary rates to operate, maintain, and upgrade the system. The results of these calculations are to be made public. Adjust sewer rates so the rates reflect the actual cost of running, maintaining, and upgrading the system. Make certain the revenues collected for sewer usage are applied to running, maintaining, and upgrading the

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system.

**9.20.3c** Implement the upgrade program in implementation step 1, above.

### **9.20.4 Storm Drainage**

**9.20.4a** Start a coordinated program with county and state authorities.

**9.20.4b** Obtain funding to put storm drainage in place in the city.

**9.20.4c** Assure that appropriate authorities work together to keep drainage channels, ditches, and culverts clear.

### **9.20.5 Solid Waste Disposal**

**9.20.5a** Maintain a close working relationship with the county and the sanitation company to assure that adequate solid waste disposal and recycling services are offered.

**9.20.5b** Explore lower cost and/or better service options for garbage collection.

**9.20.5c** Increase the availability of bulky dumpster service. This must include working with the county to assure that the bulky dumpsters are used by Latah County residents **ONLY**.

**9.20.5d** Educate the public about the proper use of the recycling facilities.

**9.20.5e** Expand recycling options and encourage composting.

### **9.20.6 Fire Protection**

**9.20.6a** Work with the fire district to assure that they have adequate support for their efforts.

**9.20.6b** Maintain an adequate water supply for fire protection within the City and the other areas served by the City's water system.

### **9.20.7 Police Protection**

**9.20.7a** Maintain a good working relationship with the County Sheriff to assure adequate law enforcement service for the community under the present relationship.

**9.20.7b** Investigate the feasibility of having the City hire one or more full time policemen rather than contracting with the County Sheriff.

### **9.20.8 Animal Control**

**9.20.8a** Raise the licensing fee for unneutered male dogs to equal that for unspayed female dogs.

**9.20.8b** Determine the feasibility of constructing a local dog pound.

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**9.20.8c** Adopt a stricter animal control ordinance that includes fines. Enforce it.

### **9.20.9 Street Lighting**

**9.20.9a** Make a survey of the distribution and adequacy of the existing street lighting system.

**9.20.9b** Energy efficient, non-polluting street lighting systems now exist that provide good visibility. The city should start a program of replacing the existing, inefficient lights with these new lights.

### **9.20.10 Energy Supply**

**9.20.10a** Work with the Scenic 6 Community Development Council, local businesses, and Washington Water Power to extend natural gas service to the City.

### **9.20.11 Medical Facilities**

**9.20.11a** Encourage the City Council to appoint a committee from the community to develop a working relationship with local health professionals and recruit new professionals as needed.

**9.20.11b** Assure that proper zoning is in place for medical facilities.

### **9.20.12 Libraries**

**9.20.12a** Support and encourage local efforts to construct and maintain a new Library.

### **9.20.12 Meeting Facilities**

**9.20.12a** Support and encourage local efforts to construct and maintain a new Community Center.

### **9.20.13 Parking**

**9.20.13a** See Chapter 10 (Transportation) and Chapter 11 (Parks and Recreation).

## Chapter 9: Public Facilities & Services

### 10.0 TRANSPORTATION

#### 10.1 Overview

**10.1.1** The transportation infrastructure provides the means by which raw materials, people, and consumer goods move into Potlatch and by which raw materials, people, and finished goods move out of Potlatch to outside markets. The viability of basic economic enterprises in Potlatch depends on the transportation system.

**10.1.2** Motor vehicle transportation is the primary mode of transportation in and to Potlatch. The City is also served by a rail line. Walking, bicycling, and horseback riding are also practiced. The transportation infrastructure within the City is not in satisfactory condition, and improvements to both streets and sidewalks are necessary. A bike path would also be a good addition.

#### 10.2 City Streets

**10.2.1** Figure 10-1 is a map of the City streets of Potlatch. This map does not show the alleys, and it only shows streets that actually exist.

**10.2.2** Idaho State Highway 6 becomes 6th Street in Potlatch, which is the main street and runs through the central business district. Highway 6 is the major arterial in Potlatch. Highway 6 connects with US 95 about two miles west of town. From Potlatch Highway 6 east continues through Princeton and Harvard and leads to Benewah County. This road is heavily used by logging trucks, transport trucks, and recreational vehicles, as well as regular through traffic. This highway is maintained under a cooperative agreement between the City of Potlatch and the Idaho Transportation Department. All other city streets are maintained by the city. This includes winter maintenance as well as resurfacing and patching the paved streets.

**10.2.3** The second arterial street in Potlatch is the road connecting Highway 6 with Onaway, “The Onaway Road.” Residents of Potlatch have expressed concern about the safety of the intersection between the Onaway Road and Highway 6. This is because there is a significant amount of turning traffic to and from Onaway and the High School, and because of traffic entering and leaving the business at this corner. Traffic and safety considerations of this intersection should be reviewed and recommendations made for modifications to increase safety. The Idaho Transportation Department has a public input process to deal with this kind of problem.

**10.2.4** Principal collecting streets in Potlatch are:

**10.2.4a** Pine Street, especially south of 6th Street, where it brings in all traffic from the Rock Creek Road.

**10.2.4b** The Ponderosa Drive connection with 4th Street in Onaway.

**10.2.4c** 10th Street.

**10.2.4d** Spruce Street.

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10.2.4e All other streets in Potlatch can be considered purely residential.

# City of Potlatch Street Map

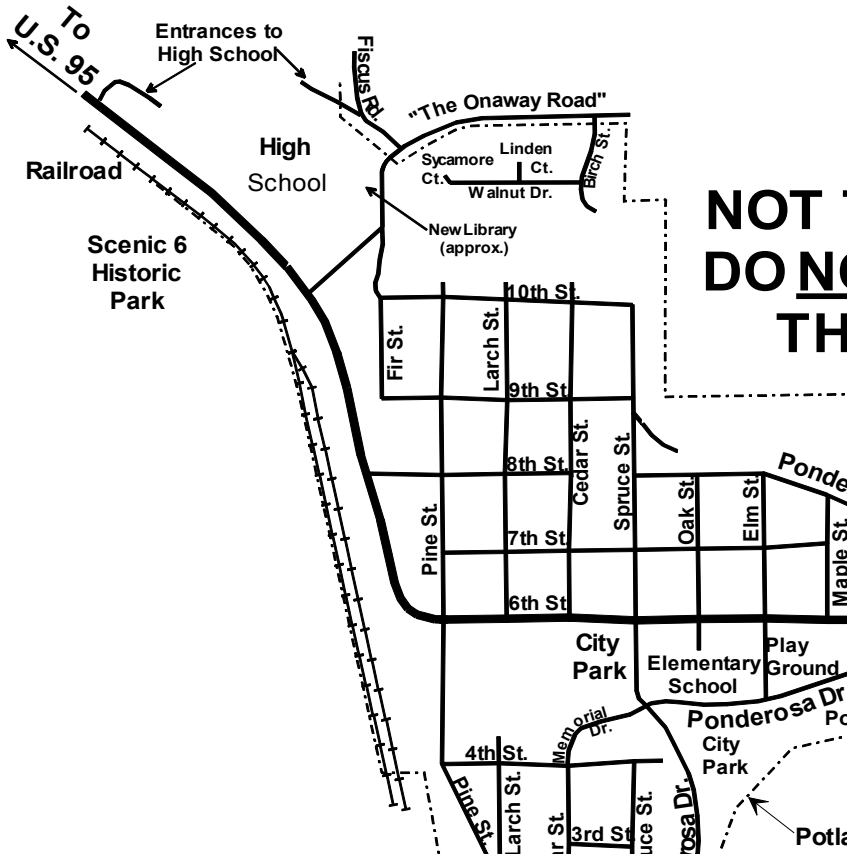


Figure 10-1: City of Potlatch Street Map.

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**10.2.5** In the main part of Potlatch, the streets named after trees run north and south, while the numbered streets run east and west. All City streets have a 60-foot wide right-of-way. However, pavement width (if the street is paved) is significantly less than this. The Planning and zoning Commission conducted a survey of street condition within the City. The results of this survey are shown in the accompanying “Street Survey Tables.” This table shows pavement width (if the street is paved), condition of the street surface, condition of sidewalks (if present), presence of storm drainage, and when and what the last improvement(s) made were. Most of the City streets are paved. The exceptions are the streets in Bennett’s Addition, 8th Street between Larch and Cedar, and 9th Street East of Larch.

**10.2.6** The alleys are all gravel surfaced and have a 15-foot wide right-of-way. Alleys were not included in the street survey.

**10.2.7** Encroachment on the right-of-way is a problem in some parts of the city. For the most part the encroachment is vegetation and shrubbery. The most notable problem area is on Pine Street south of the intersection with 4th Street. This encroachment is only a problem if it obstructs drivers’ visibility at intersections, curves, or corners.

**10.2.8** The sidewalks of Potlatch leave a lot to be desired. Foot traffic in Potlatch often uses the streets because of nonexisting or impassable sidewalks. Maintenance of sidewalks is the property owners’ responsibility. This ordinance needs to be enforced. The Street Survey Tables show the existence/condition of sidewalks on the city streets.

### **10.3 Parking**

**10.3.1** Parking, except for activities at the City Parks, is generally adequate. However, comments received during the public meetings indicated that more parking is needed in Potlatch. Parking problems related to the City Parks are discussed in Chapter 11, Parks and Recreation. The street condition survey has a column which shows the availability of parking on city streets.

**10.3.2** The principal parking problem at this writing is along Pine Street when there are activities at the VFW and/or the Rebekah Lodge. Parking during heavily attended events turns Pine Street into a one-lane street. Overflow parking spills into adjacent residential areas and is an inconvenience to residents.

**10.3.3** The City should investigate enlarging the west shoulder of Pine Street between 6th and 8th streets to allow for the volume of parking. This is primarily a safety issue, but also an issue of the rights of adjacent residents.

**10.3.4** As new businesses are established in Potlatch, it is important that the City ensure that these businesses provide adequate parking for their customers.



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### **10.4 Highway 6 outside of Potlatch**

**10.4.1** Highway 6 east of Potlatch is a two-lane highway with negligible shoulders. The land on either side is undeveloped, but may be suitable for development for about the first mile east of the City. North and west of the City, Highway 6 is also a two-lane highway, but the shoulders are somewhat better. There are houses and businesses along both sides of the highway for most of the distance from the City Limits to the junction with U.S. 95.

**10.4.2** Consideration should be given to improving the shoulders on this highway. Careful track should be kept of allowed access to Highway 6 to avoid unnecessary congestion.

### **10.5 Public Transportation**

**10.5.1** Bus line depots, operated by Northwestern Trailways, are located in Moscow and Pullman. Link Transportation Systems currently operates a mass transit passenger service between Potlatch and Moscow. The service, as of this writing, is offered two days a week and there is one run in each direction. No other public transport is available to Pullman or Moscow. There are no programs to encourage car pooling.

**10.5.2** Rail service in the area is for freight only and is maintained by the Palouse River and Coulee City Railroad.

**10.5.3** The nearest air service is at the Moscow-Pullman Airport approximately 25 miles away. Scheduled passenger service and charter service is available. Spokane and Lewiston also provide air service for larger aircraft.

**10.5.4** Truck service is available for freight, overnight express parcel, and mail service.

### **10.6 School Related Issues**

**10.6.1** Residents of the City of Potlatch have expressed concern over traffic and the schools. In response to this the section of Elm Street between the elementary school and the playground immediately east of the school is closed to vehicular traffic during the school day. Because there is not a permanent barrier erected across the ends of this block it is not possible to absolutely close the street and the closure is frequently violated. In addition, a study of vehicle speeds past the elementary school indicate that the average speed of vehicles coming from the east is faster than 35 miles per hour. The average speed of vehicles coming from the west is faster than 25 miles per hour. 6th Street past the elementary school lacks appropriate school zone signage and speed control.

**10.6.2** At the high school there are additional access problems. Vehicular access is adequate, although the school entrance from State Highway 6 is on one side of a hill that could be a safety hazard. The major problem is that there are no sidewalks going to the school on any of the roads, and no crosswalks. The lack of sidewalks, crosswalks, and proper signage is a major safety hazard.

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### **10.7 Street Survey**

**10.7.1** The City of Potlatch Planning and Zoning Commission conducted a survey of all City streets during January, February, and March 1998. The tables that present the results of this survey follow the goals, objectives, and implementation sections of this chapter. The survey consisted of walking all of the streets in Potlatch and gathering the data shown on the following charts. The dates of the last improvements to streets and what those improvements are, were determined by conversations with City Staff and Idaho Transportation Department Staff.

### **10.8 Planning for the Future**

**10.8.1** The Land Use Chapter (Chapter 16) discusses proposed land uses within Potlatch and the Area of Impact. The land uses adopted for areas in Potlatch, within the Area of Impact, and outside of our area of influence and control will affect the transportation system and the ease with which we travel from place to place. The development of lands as subdivisions can potentially create significant transportation problems unless the needs are addressed early in the development stage.

### **10.9 GOAL:**

**10.9.1** To provide a system of transportation and circulation within and around the City of Potlatch that will make it possible for all people and modes of transportation to reach their destinations as safely as possible.

### **10.10 OBJECTIVES:**

- 10.10.1** Encourage other forms of transportation, such as mass transportation service and car pooling, to accommodate the needs of more people and thus cut down on traffic congestion and pollution. (See figure 10-2 for a possible bicycle path route.)
- 10.10.2** Work to provide and protect the safety of the children through improvements in pedestrian access and proper signage on school routes and at school crossings.
- 10.10.3** Work to develop street standards in the subdivision ordinance for streets being constructed. These must include standards for entrances to arterial/collector streets and upgrades necessary to those arterials and/or collectors.
- 10.10.4** Encourage pedestrian oriented developments, including sidewalks or a bike path, that would connect our schools and new library with the rest of the town. See figure 10-2 for a possible bike path route.)
- 10.10.5** Encourage use of transportation alternatives that are affordable and accessible for senior citizens and commuters.
- 10.10.6** Encourage adherence to the speed limits to further ensure safety of the citizens when

## Chapter 10: Transportation

using Potlatch streets.

- 10.10.7 Ensure that adequate residential and commercial parking is planned for and provided.
- 10.10.8 Develop a plan for covering the cost of new streets and maintaining the existing streets in good condition.

### **10.11 IMPLEMENTATION:**

- 10.11.1 Implement a program to maintain and improve existing sidewalks by enforcing the existing city ordinance.
- 10.11.2 Develop a walking or bicycle path route for ensured safety from one end of the city to the others. A potential route is shown on the accompanying map (figure 10-2).
- 10.11.3 Provide a good street maintenance program and maintain the streets within the budgets set aside for street maintenance. The program should be integrated with programs to upgrade the City's water, sewer, and storm drainage systems so that it is not necessary to rip up newly paved or repaired streets to repair those utilities. (ITD requires a 25-year guarantee on municipal infrastructure, such as water and sewer, that underlies the streets they fund improvements for.)
- 10.11.4 Streets and new developments should be linked to existing city streets and developed to city standards.
- 10.11.5 Assure that collector and arterial streets are improved and upgraded so they can handle the increased traffic caused by new developments without increasing congestion.
- 10.11.6 Work with the appropriate authorities to determine if flashing caution lights are warranted at the following locations:
  - 10.11.16a the crosswalk at 6th and Pine streets
  - 10.11.16a the high school entrance to the Onaway Road, with pedestrian crossing signs.
- 10.11.7 Work with the Excel Grocery Store to put in steps from Pine Street down the embankment to the store.
- 10.11.8 Improve parking along Pine Street between 6th and 8th streets. This might be done by extending the West shoulder of Pine Street between 6th and 8th streets.
- 10.11.69 Require businesses to provide adequate parking for their expected volume of traffic.

# City of Potlatch Street Map

Showing a Suggested Bike Path

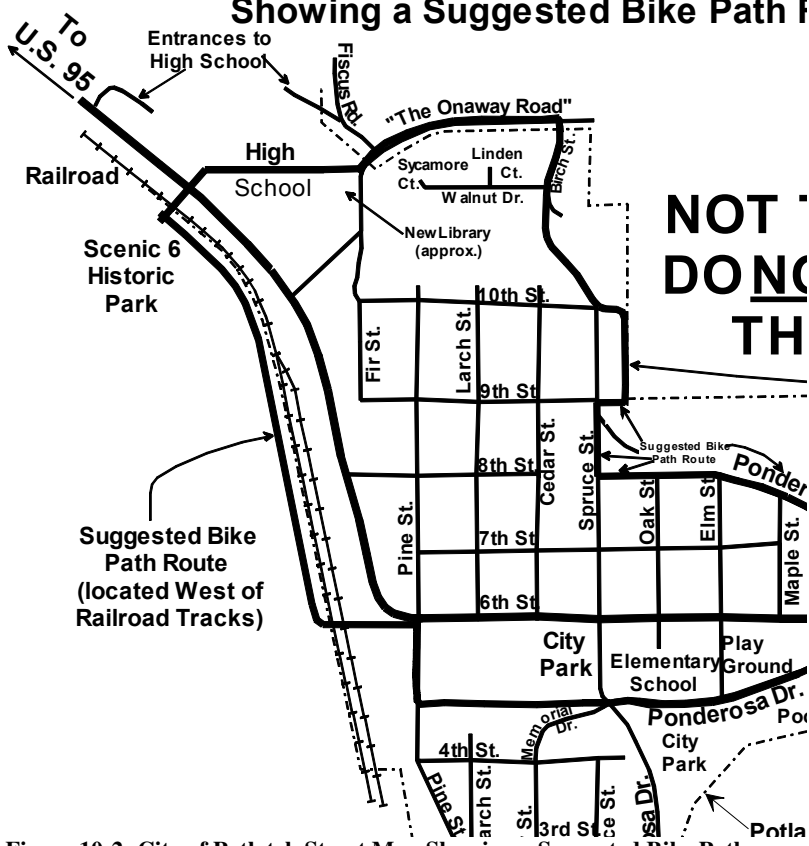


Figure 10-2: City of Potlatch Street Map Showing a Suggested Bike Path Route.

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## Street Survey

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<b>Street Survey: Column Heading Definitions</b>			
<b>Heading</b>	<b>Definition</b>	<b>Heading</b>	<b>Definition</b>
Block	Which block of the street is it?	S.W. Width	Sidewalk width
roadway width	measured width of the roadway	S.W. Cond.	Sidewalk condition
R.O.W. Width	Right-of-Way width	Avail Parking	Where is the available parking
Surface Material	Material the road surface is made of	Drainage	What kind of drainage exists for this block of the street?
Surface Cond.	Condition of road surface	Yr.. lst. Impr.	Year of the last improvement
Side Walk?	Is there a sidewalk?	Type lst. Impr.	Type of the last improvement

<b>Street Survey: Street Condition Table Abbreviations</b>					
<b>Abbr.</b>	<b>Meaning</b>	<b>Abbr.</b>	<b>Meaning</b>	<b>Abbr.</b>	<b>Meaning</b>
N	North	e	excellent	pt	partial (doesn't exist for full block)

### Street Survey

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S	South	g	good	n	none
E	East	f	fair	R.O.W.	right-of-way
W	West	p	poor	SW.	sidewalk
A	asphalt	vp	very poor	CL	City Limits
gr	gravel	sh	road shoulder	UNK	unknown
d	dirt	ne	doesn't exist	sc	seal coat

#### Fir Street

Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
90	25	60	A	g	n	-	-	sh	NONE	UNK	paved or repaved
1000	22	60	A	f-p	n	-	-	n	E p	1996	paved

#### Pine Street

Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
100	22.5	60-ob	A	g-f	n	-	-	sh	NONE		
200	27.5	60-ob	A	g-f	n	-	-	sh	NONE	1995	repaved
300	27.5	60-ob	A	g-f	n	-	-	sh	NONE	1995	repaved

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400	27	60	A	g-f	part	4	f	sh	NONE	1995	repaved
500	25-30	60	A	g-f	E	5	g-f	sh & "lot"	NONE	1995	repaved
600	25-30	42	A	g-f	E	5	g-f	E sh	NONE	1995	repaved
700	25	42	A	g-f	E	3-5	g-f	E sh	NONE	1995	repaved
800	24	60	A	g-f	EW	4	g-p	sh	NONE	1995	repaved
900	24	60	A	g-f	EW	4	g-p	sh	NONE	1995	repaved
1000	private	drive	A	g-p	W	4	g-f		NONE	UNK	UNK



### Street Survey

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Larch Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
100	ne	ne	ne	-	-	-	-	-	-	-	-
200	15	-	gr	f	E			sh	NONE	pre 1990	repaved or sc
300	15	60	gr	f	E			sh	NONE	pre 1990	repaved or sc
400	29	60	gr	f	E-W	4	g	sh	NONE	pre 1990	repaved or sc
500	ne	-	-	-	-	-	-	-	-	-	
600	24	60	A	f	E-W p	4	p	sh	NONE	pre 1990	repaved or sc
700	24	60	A	f-p	E-W p	E3-W4	p	sh	NONE	pre 1990	repaved or sc
800	24	60	A	f-p	E p -W	48	p	sh	NONE	pre 1990	repaved or sc

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900	24	60	A	f-p	E-W	48	p	sh	NONE	pre 1990	repaved or sc
1000	private	drive	gr	-	-	-	-	-	NONE	UNK	UNK

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Cedar Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
100	20	60	d	vp	ne	-	-	“sh”	NONE	???	
200	30	60	A	g	E p	4	f-p	sh	NONE	pre 1990	repaved or sc
300	30	60	A	g	E p - W	4	f-p	sh	NONE	pre 1990	repaved or sc
400	ne	ne	-	-	-	-	-	-	NONE	pre 1990	repaved or sc
500	ne	ne	-	-	-	-	-	-	-	-	-
600	21	60	A	f-p	W p	4 (p)	f-p	sh	NONE	pre 1990	repaved or sc
700	21	60	A	f-p	W p - E	4	f-p	sh	NONE	pre 1990	repaved or sc
800	21	60	A	f-p	E-W	4	g-p	sh	NONE	pre 1990	repaved or sc

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900	24	60	A	f-p	E-W	4	g-p	sh	NONE	pre 1990	repaved or sc
1000	ne	ne	-	-	-	-	-	-	-	-	-

### Street Survey

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Spruce Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
100	15	60	g/d	p	ne	-	-	p/n	NONE	???	???
200	24	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc
300	24	60	A	f-p	E	4	f-p	sh	NONE	pre 1990	repaved or sc
400	ne	ne	-	-	-	-	-	-	-	-	-
500	22	60	A	f-p	E p	5.5	g-f	sh	NONE	pre 1990	repaved or sc
600	22	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc
700	22	60	A	f-p	E - W	4	e-p	sh	NONE	pre 1990	repaved or sc
800	22	60	A	f-p	E	4	f	sh	NONE	pre 1990	repaved or sc

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900	22	60	A	f-p	E - W p	4	f-p	sh	NONE	pre 1990	repaved or sc
1000	ne	ne	-	-	-	-	-	-	-	-	-

### Street Survey

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Oak Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
500	18	60	A/d	p	W	4	f-p	sh	NONE	pre 1990	repaved or sc
600	22	60	A	p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc
700	22	60	A	p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc

Elm Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
500	21	60	A	vp	W	4	f-p	sh	NONE	pre 1990	repaved or sc
600	21	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc
700	21	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc

Maple Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
600	24	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc
700	24	60	A	f-p	E - W	4	f-p	sh	NONE	pre 1990	repaved or sc

## Street Survey

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<b>2nd Street</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Pine-Cedar	23	60	A	f-p	n	-	-	sh	NONE	pre 1990	repaved or sc
Cedar-Spruce	23	60	A	f-p	n	-	-	sh	NONE	pre 1990	repaved or sc

<b>3rd Street</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Larch - Cedar	gravel	drive	g						NONE	pre 1990	repaved or sc
Cedar-Spruce	23	60	A	f	S	48	f	sh	NONE	pre 1990	repaved or sc
Spruce-Oak	gravel drive	60	g						NONE	???	???

<b>4th Street</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Pine-Larch	29	60	A	g	N	4	f	sh	NONE		
Larch - Cedar	29	60	A	g	N	4	f	sh	NONE	pre 1990	repaved or sc
Cedar-Spruce	24	60	A	g	N - S	4	g	sh	NONE	pre 1990	repaved or sc
Spruce-	gravel drive	60	g		n	-	-	-	NONE	???	???

**THERE IS NO 5TH STREET**



### Street Survey

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6th Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
CL - Onaway Rd.	28	?	A	g	n	-	-	sh	f W	1994	repaved
Onaway Rd - 8th	28	?	A	g	n	-	-	sh	f E	1994	repaved
8th - Pine	28	?	A	g	N - S	6 Npt - 6S	p	sh pt	p N	1994	repaved
Pine-Larch	28-47	60	A	g	N - S	6	g	sh	NONE	1994	repaved
Larch-Cedar	28	60	A	g	N	4	f-vp	sh	NONE	1994	repaved
Cedar-Spruce	28	60	A	g	N	4	f-g	sh	NONE	1994	repaved
Spruce-Oak	28	60	A	g	N - S	4	f-p	S sh	p N	1994	repaved
Oak-Elm	28	60	A	g	N - S	4	p	S sh	p N	1994	repaved

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Elm-Maple	28	60	A	g	n	-	-	n	f N	1994	repaved
Maple - Ponderosa	28	60	A	g	n	-	-	n	f N	1994	repaved
Ponderosa - CL	28	60	A	g	n	-	-	n	f N	1994	repaved

### Street Survey

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#### 7th Street

Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
Pine-Larch	23	60	A	g	n	-	-	sh	NONE	1996	paved
Larch-Cedar	18	60	A	g-f	Npt	4	p	sh p	NONE	1996	paved
Cedar-Spruce	21	60	A	g-f	N	4	f	sh p	S p	1996	paved
Spruce-Oak	21	60	A	g	N	4	f	sh p	NONE	1996	paved
Oak-Elm	18	60	A	g	N	4	g-f	sh	NONE	1996	paved
Elm-Maple	18	60	A	g	Npt	4	g-f	sh	NONE	1996	paved

#### 8th Street

### Street Survey

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Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Hwy 6 - Pine	22	60	A	g-p	n	-	-	n	N p	1996	paved
Pine-Larch	22-20	60	A	g-f	n	-	-	n	N p	1996	paved
Larch-Cedar	17	60	g/d	p	n	-	-	n	N p	???	constructed
Cedar-Spruce	ne	ne	-	-	-	-	-	-	-	-	-
Spruce-Oak	23	60	A	f-p	n	-	-	S sh	NONE	1990	repaved or sc
Oak-Elm	20	60	A	f-p	n	-	-	S sh	NONE	1990	repaved or sc
Elm-Maple	20	60	A	f-p	n	-	-	S sh	NONE	1990	repaved or sc

#### 9th Street

Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Fir - Pine	20	60	A	g	n	-	-	n	N p	1996	paved

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Pine-Larch	18	60	A	g	n	-	-	n	N p	1996	paved
Larch-Cedar	15	60	d/g	p	n	-	-	n	N p	???	constructed
Cedar-Spruce	17-19	60	d/g	p	n	-	-	n	N p	???	constructed

10th Street											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Fir - Pine	22	60	A	g-p	n		-	sh	NONE	1990	sc
Pine-Larch	20-21	60	A	g-p	S p	4	f	sh	NONE	1990	sc
Larch-Cedar	20-22	60	A	f	n		-	sh	NONE	1990	sc
Cedar-Spruce	20	60	A	f	n		-	sh	NONE	1990	sc

## Street Survey

## Chapter 10: Transportation

<b>Ponderosa Drive</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Pine-Cedar	21	60	g/d	p	n	-	-	n	NONE	???	constructed
Cedar-Spruce	19-20	60	g/d	p	n	-	-	n	NONE	???	constructed
Spruce - Memorial	15-18	60	g/d	p	n	-	-	n	NONE	???	constructed
Memorial - Elm	20	60	A	p	n	-	-	n	NONE	???	paved
Elm - 6th	22-23	60	A	p	n	-	-	S sh	NONE	???	paved
6th - Onaway's 4th	23	60	A	vp	n	-	-	n	W vp E p	1990	sc
Onaway's 4th - Elm	23	60	A	f-p	n	-	-	S sh p	p/NONE	1990	sc

<b>Memorial Drive</b>
-----------------------

### Street Survey

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Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
4th & Cedar to Spruce	25-28	60	A	f-p	n	-	-	n	N p	???	paved

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<b>Onaway Road</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
Hwy 6 - Fir	25	???	A	f	n	-	-	N sh	N p	97	sc
Fir - Fiscus Rd.	25	???	A	f	n	-	-	N sh	N p	97	sc
Fiscus Rd - Birch	25	???	A	f	n	-	-	S sh	N	97	sc

<b>Birch Street (Bennett's Addition)</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr Ist. Impr.	Type Ist. Impr.
100	20	60	g	p	n	-	-	sh	NONE	~1970	constructed
private drive	-	-	-	-	-	-	-	-	-	-	-



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<b>Walnut Drive (Bennett's Addition)</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
100	20	60	g	p	n	-	-	sh	NONE	~1970	constructed
200	20-21	60	g	p	n	-	-	sh	NONE	~1970	constructed

<b>Linden Court (Bennett's Addition)</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
entire	37	45?	g	p	n	-	-	sh	NONE	~1970	constructed

<b>Sycamore Court (Bennett's Addition)</b>											
Block	roadway width	R.O.W. width	Surface material	Surface Cond.	Side walk?	S.W. Width	S.W. Cond.	Avail. Pking	Drainage	Yr lst. Impr.	Type lst. Impr.
entire	22	45?	g	p	n	-	-	sh	NONE	~1970	constructed



**Street Survey**

**Chapter 10: Transportation**

## Chapter 11: Parks & Recreation

### 11.0 PARKS AND RECREATION

#### 11.1 Inventory

**11.1.1** A variety of recreational opportunities are available in and around Potlatch for the enjoyment of the residents. The nearby mountains and government-owned lands, several private recreational businesses and well-developed and wide-ranging city parks are choices that the individual has who is looking for recreation and relaxation in Potlatch. As the City continues to grow, it is important that additional open areas and parks be provided, and that the recreational opportunities are adjusted to meet the needs of its residents.

**11.1.2** The Palouse River runs through the City of Potlatch's Area of Impact. The river could be an asset to the community if developed and maintained for recreational purposes.

**11.1.3** Within the City there are 39.4 acres of public recreational land and public land intended for recreational development. Of this amount, 27.6 acres have been developed as parks and open space by the City of Potlatch, the Potlatch school district and Latah County.

<b><u>TABLE 11-1</u></b> <b><u>PUBLIC RECREATIONAL LAND IN POTLATCH</u></b>	
<b><u>City of Potlatch</u></b>	
City Park (with pool)	9.03 acres
School District Playground (immediately east of elementary school)	1.19 acres
Scenic 6 Historic Park	16.2 acres
<b><u>Potlatch School District</u></b>	

### Chapter 11: Parks & Recreation

Potlatch Grade School (ball fields and tennis and basketball courts are owned by the school and leased to the City.	4.32 acres This area is South of 6th Street and East of the Central Business District
Potlatch High School	7.0 acres

## **Chapter 11: Parks & Recreation**

### **11.2 Analysis of Needs**

**11.2.1** Exactly how much land is needed for recreational purposes in Potlatch is difficult to determine. National standards are available, but must be adjusted to the individual community needs. With the recreational opportunities existing in the surrounding area, it is somewhat illogical to simply accept a national standard as the rule. However some guidelines are needed, and it is recognized that the City cannot rely on the local University and more distant sites for fulfillment of the recreational needs of Potlatch's residents.

**11.2.2** Community parks must be furnished with service facilities. Adequate parking lots, restrooms, drinking fountains, and benches are needed. Where facilities are available for organized activities, seating for observers should be available. In children's playgrounds, seating for parents should be provided.

**11.2.3** The Scenic Six Historic Park is still being developed. This park is not within the City Limits at the time of this writing. There is not enough public parking at the park, especially for the events held there. There are no permanent restrooms accessible from the outside. The City needs to ensure plans are followed through to complete public restrooms and expand public parking, including complying with requirements for handicapped and elderly parking.

**11.2.4** Public parking is not adequate at the City Ballpark. The city needs to provide more parking space and meet special needs requirements for parking for handicapped and elderly. Expanding public parking at the ballpark would also expand public parking for the central business district.

**11.2.5** Public restrooms are located at the City Ballpark. Due to vandalism they are kept locked unless there is a ball game.

**11.2.6** Parks and recreational activities must be developed to serve the needs of all neighborhood residents. While they may be used most often by younger children for active pursuits, they are also needed by older children and adults for more passive use. Walking is an activity often enjoyed by adults, particularly through interesting and attractive areas. Passive uses are more difficult to accommodate when park facilities are combined with schools.

**11.2.7** A community pool is located in the City Park. It is not covered and is therefore limited to use during the summer months. During the warmer weather the pool is often crowded. An indoor pool located more centrally to residential areas has been identified as a need by the citizens of Potlatch.

**11.2.8** The City could work with other landowners to develop a walking path or nature trail along the Palouse River.

**11.2.9** Potlatch is only about 20 miles from North-South Ski Bowl (if in operation) for down hill skiing and there is plenty of cross-country skiing even closer. Our wooded areas have many

## **Chapter 11: Parks & Recreation**

well-groomed trails for hiking in all sorts of weather.

**11.2.10** There are a number of bicycle riders in the community. Many of these bicyclists use their bikes for recreational purposes as well as transportation. The hilly topography and heavy traffic on the main streets create obstacles to the bike rider. As state and federal highway programs begin to include bicycle paths within new or rebuilt design, greater opportunity for bike routes for recreation and transportation purposes will emerge. A bicycle plan for Potlatch will identify the need for bicycle facilities and will set priorities for implementation. A proposed route for this bike path is shown in the Chapter 10: Transportation.

**11.2.11** Parks must be planned. Their location and development must be done in a way that will stimulate maximum use of the facility. In order to plan for this, a priority system to determine the areas of greatest need for parkland in the City and a program for acquisition of the land are required. Neighborhood parks offer an opportunity to combine parkland and school facilities, thus cutting down cost as well as emphasizing the neighborhood unit.

**11.2.12** Multipurpose use of parkland can be achieved in a number of ways. Land may have several uses such as a park-school playground or park-Flood plain combination, or land may be developed cooperatively by several agencies for their mutual use. This can cut down substantially on the cost to the taxpayer, make certain facilities feasible that otherwise would not be possible, and take advantage of natural features.

### **11.3 GOAL:**

**11.3.1** To provide a park and recreation program in the City of Potlatch that provides open space and recreational opportunities in all neighborhoods and serves many ages and interests throughout the year.

### **11.4 Objectives:**

- 11.4.1** Maintain existing park and recreational facilities, and provide additional facilities in which various recreational activities can take place.
- 11.4.2** Develop more activities for children.
- 11.4.3** Provide park areas within each neighborhood area of the City when feasible.
- 11.4.4** Work toward a central community gathering and recreation center.
- 11.4.5** Take advantage of natural features in locating and planning parks.
- 11.4.6** Provide adequate accessory facilities in parks to accommodate the needs of park users, including public parking and rest rooms.

## Chapter 11: Parks & Recreation

- 11.4.7 Make maximum use of all park and recreational facilities within the City.
- 11.4.8 Maintain and expand the existing recreation programs.
- 11.4.9 Improve opportunities for bicycling and walking.
- 11.4.10 Provide activities and facilities for all age groups.
- 11.4.11 Stress joint use of facilities where possible.
- 11.4.11 Develop a walking path along the Palouse River.

### **11.5 Implementation:**

- 11.5.1 Annex the Scenic Six Historic Park into the City of Potlatch.
- 11.5.2 Acquisition of land for future parks should be actively pursued by the City, although the development of such land may not be feasible for some time in the future.
- 11.5.3 Multipurpose use of parkland should be encouraged. The City should work with other agencies to develop a cooperative park and recreation program.
- 11.5.4 Residential development should be encouraged to provide open/or recreational area for their residents.
- 11.5.5 Parks and recreational areas should be protected from incompatible development on adjacent properties.
- 11.5.6 Bicycle routes should be developed in Potlatch for recreational and transportation purposes.
- 11.5.7 Planned Subdivisions shall provide open or recreational areas based on the number of residences planned for the development.
- 11.5.8 Work with adjacent land owners and Latah County to enhance the Palouse River.
- 11.5.9 Work with landowners to develop a walking path along the Palouse River through some form of easement arrangement.
- 11.5.10 Develop parking lots in the City Parks and provide for handicapped and elderly parking.



## **Chapter 11: Parks & Recreation**

**11.5.11** Provide accessible public restrooms in the City Parks.



## Chapter 11: Parks & Recreation

### 12.0 HISTORIC RESOURCES AND SPECIAL SITES

**12.1** Special consideration and care may be warranted by several buildings or areas in Potlatch that are of historical significance. Some of the buildings known to be of historical significance include: the railroad depot, City Hall, the old Potlatch gymnasium, the Log Inn, St. Mary's Catholic Church, the Hiawatha Apartment building (old high school), the old hospital, and several houses on Nob Hill and on the other side of town.

**12.1.1 Railroad depot** - This building was finished in 1906 and was the first major town building to be completed. Efforts are underway to acquire funding to restore this historic building.

**12.1.2 Gymnasium** - This building was built in 1916 to replace a gymnasium lost to fire in 1915. It originally housed a basketball court, lounges, club rooms, an office, showers, and locker rooms. This building is now privately owned and functions occasionally as an Antique Store and Bed and Breakfast establishment.

**12.1.3 American Legion Cabin** - The cabin (Log Inn) was built on the east edge of town in the late 1920's as a memorial to Potlatch men who died in World War I. This structure still belongs to the Legion and is still in use.

**12.1.4 St. Mary's Catholic Church** - Built in 1906 on the corner of Spruce and 7th in Potlatch. The bell tower was added in 1910. The attached rectory was built by the congregation in 1926. These buildings are still used for their original purposes.

**12.1.5 City Hall** - This building was constructed in 1917 to serve as the main administration headquarters for the Potlatch Lumber Company. Today this building serves as City Hall and the local Sheriff's office. There are some rental offices in the building.

**12.1.6 Old High School** - This building sets between Cedar and Spruce on 6th Street. The building was constructed in 1908 and now houses the Hiawatha Apartments.

**12.1.7 Old Hospital** - Located at 850 Pine, this building was built in the early 1900's as a boarding house and was one of five in the town of Potlatch at that time. Historically known as the Green Boarding House, the structure is a reminder of how workers lived in the early 1900's. In addition to serving as a boarding house, this was also the community bakery. By 1923, the building also housed the town hospital. The south wings were added on between 1910 and 1928. This is now a private residence.

## **Chapter 12: Historic Resources & Special Sites**

**12.1.8 Nob Hill homes** - Several houses on Nob Hill are on the National Register of Historic Places. Some of the addresses are: 330 Cedar, 320 Cedar, 310 Cedar, 230 Spruce, 220 Spruce, 315 Spruce, 325 Spruce, 335 Spruce, 410 Spruce, 415 Cedar, 410 Cedar, and 415 Larch.

**12.1.9 Other Houses** - There are also houses located on the other side of town that have historical value. These are located at 655 Spruce, 1015 Pine, 940 Cedar and 1015 Fir.

**12.2** Other sites of special interest in Potlatch include:

**12.2.1 Memorial Rocks to William Deary** - These are located on the Old Gymnasium property, and are adjacent to Highway 6.

**12.2.2 WI&M Number 1** - Locomotive Number 1, a Baldwin Locomotive Works 4-6-0, of the Washington, Idaho and Montana Railway, is located in the Scenic 6 Historic Park.

**12.3 GOAL:** To recognize and maintain these sites as a historical part of our town and community.

### **12.4 Objectives:**

**12.4.1** Promote appreciation of historical sites through education.

**12.4.2** Encourage private owners of these sites to recognize their significance to the community and preserve them as much as possible.

### **12.5 Implementation:**

**12.5.1** Protect sites of historical, educational, or architectural significance through planning and zoning ordinances.

## **Chapter 12: Historic Resources & Special Sites**

### **13.0 HOUSING**

**13.0a** Inadequacy of the housing supply was recently a condition of some concern on the Palouse. The construction of new housing in Moscow and Pullman has mitigated this problem somewhat.

#### **13.1 Inventory and Analysis of Problems and Needs**

**13.1.1** According to the 1990 census, there were 289 year-round housing units in Potlatch. Since the 1990 census, 12 additional housing units have been constructed, bringing the total number of units in Potlatch to 301 as of November 21, 1996. In 1990, 85 percent of the occupied housing units in the city were owner-occupied while 15 percent of the occupied units were rented.

**13.1.2** The definition of what constitutes substandard housing are numerous and varied. The U.S. Department of Housing and Urban Development (HUD) defines substandard housing as housing lacking complete plumbing facilities or housing that is overcrowded (i.e., in excess of one person per room in a unit). By the HUD definition, according to the 1990 Census, 24 percent of Potlatch's occupied housing units in 1990 were substandard.

**13.1.3** Potlatch, being only 19 miles from Moscow and 25 miles from Pullman, has started to become a bedroom community for those towns. This short commute distance is attractive when affordable housing is not available in the college towns. At this writing, the real estate market for houses is soft. Several new housing developments have been completed in both Moscow and Pullman, and others are in progress. The recent experience here with the rise and fall of demand for housing is simply a repeat of what has happened everywhere else in the country over time. This tells us that we can expect demand for housing to be cyclical in the future, just as it has been in the past. The residents and City government of Potlatch should be prepared for this cyclical demand.

#### **13.2 GOAL:**

**13.2.1** To assure decent and safe housing to accommodate the various housing needs of present and future residents of Potlatch.

#### **13.3 Objectives:**

**13.3.1** Create an environment where a variety in type, size, cost, and location of housing will be encouraged.

## **Chapter 13: Housing**

- 13.3.2** Encourage the preservation of the existing housing stock in sound condition.
- 13.3.3** Assure that manufactured housing is permitted by City Ordinances.
- 13.3.4** Maintain a proper environment for residential purposes in all residential zones, free from unnecessary noise, traffic, air pollution, and other nuisance.
- 13.3.5** Work with Federal Agencies for established housing for the elderly.
- 13.3.6** Use subdivision ordinances to make plans for future housing development.
- 13.3.7** Provide the opportunity for multi family housing.

### **13.4 Implementation:**

- 13.4.1** Specific information regarding housing availability, demand, cost, and condition throughout the City should be monitored by the City. This should be done on a continuing basis and should be coordinated with various groups and agencies involved with residential construction in the City.
- 13.4.2** Sufficient undeveloped land within and adjacent to the City should be made available for residential uses.
- 13.4.3** The City will follow Idaho Code regarding the siting of manufactured homes in residential areas, and standards for such manufactured homes contained in Idaho Code.
- 13.4.4** Flexibility in development regulations should be provided that will accommodate a greater variety of dwelling unit types, locations, and densities.
- 13.4.5** Developers should be encouraged to consider residential development designs that will make more efficient use of land and will offer greater variety in housing.
- 13.4.6** Improvement of deteriorating residential neighborhoods should be planned and implemented through systematic programs.
- 13.4.7** Plans for defined neighborhood areas should include utility and service improvement projects, street and sidewalk improvements, parks, tree planting, and any other types of projects appropriate to the area.

## **Chapter 14: Central Business District**

### **14.0 CENTRAL BUSINESS DISTRICT**

#### **14.1 Inventory and Analysis of Needs**

**14.1.1** The Potlatch Central Business District is a vital business center and shopping district in the City. The district offers groceries, fuel, clothing, pharmaceutical products, floral products, auto parts, liquor, other retail goods, hair care, medical and chiropractic services, and banking, to name a few. These businesses are within walking distance of each other; however, it is not necessarily easy or safe to walk between them because sidewalks are lacking in some areas. (See Chapter 10, Transportation) In the future, all people interested in the central business district will need to continue efforts to maintain the area's vitality in the face of competition from the city of Moscow only 19 miles away.

**14.1.2** The central business district consists of a five-block area along Highway 6, running through the middle of town. Motor-oriented businesses are located at each end of the central business district. It also offers social opportunities with taverns and game facilities. The central business district serves as a hub of the town. Its central location causes most local traffic to pass through it daily, creating considerable opportunity for shopping and business, as well as considerable traffic.

#### **14.2 GOALS:**

**14.2.1** To maintain a viable central business district that serves as the City's shopping areas and provides a pleasant environment for shopping, browsing, working, and an opportunity for socializing, and a focal point for the community.

#### **14.3 Objectives:**

**14.3.1** Maintain the central business district as a principal shopping area in Potlatch.

**14.3.2** Maintain the concentrated nature of the central business district in order to facilitate and encourage pedestrian movement within it.

**14.3.3** Improve access to the central business district for all modes of transportation.

**14.3.4** Provide adequate parking in the central business district for shoppers and employees.

**14.3.5** Provide more opportunities for development of main street, and development of more small business.

**14.3.6** Regulate the use of signs to provide an attractive, yet viable asset.

#### **14.4 Implementation:**

## **Chapter 14: Central Business District**

- 14.4.1** If needed, future growth of the central business district should occur along Highway 6, connecting with the existing central business district. Adequate sidewalks must be installed to connect future additions to the business district with the existing business district. Existing City Ordinances already require new businesses to install sidewalks. This ordinance should be enforced.
- 14.4.2** Additional parking in the central business district area should be provided in off-street lots generally located on the periphery of the central business district core. Automobile access should be from arterial streets whenever possible.
- 14.4.3** New facilities constructed within the central business district should provide off-street parking or they should contribute to the efforts of the City to provide more spaces centrally located
- 14.4.4** Landscaping should be expanded throughout the central business district. Identity and enhancement of the central business district can be developed through consistency in landscaping, lighting, and street furnishings.
- 14.4.5** Signing practices within the central business district should be compatible with one another.
- 14.4.6** Areas should be made available in the central business district for special events such as exhibits, farmers' market, bazaars, etc.



## **Chapter 14: Central Business District**

### **15.0 COMMUNITY DESIGN**

**15.1** Community design involves the city's physical layout, landscaping, building design, and parks. This section will concentrate on the visual aspects of Potlatch, its role in creating visual identity and a pleasant environment within the City.

**15.2** As you enter Potlatch from the west on Highway 6, to your left is the High School and Football Field, then on your right is the City's Scenic 6 Park. It has a paved walking path, picnic shelter, ballpark, and R.V. Park. As Highway 6 curves around the park to the south, you pass through motor business on the left, Railroad and Warehouse on the right, then, as the highway curves to the east, the business district continues for two blocks. As the highway proceeds east, to the north is where the older one & two story homes were built. To the south are a playground, grade school, park and swimming pool. Further south on the south hill (Knob Hill) is where the larger, older homes were built. The reason for this layout is explained in Chapter 2, History and Location. The historic significance of some of the buildings is discussed in Chapter 12, Historic Resources and Special Sites. In later years, around the western and southern fringe, newer homes have been built.

**15.3** In the early 1970's a new development, known as Bennett's Addition, was annexed into the City. It is located on the north edge of the city and along the southern edge of Onaway Road. There are 17 one & two story homes built there.

#### **15.4 GOAL:**

**15.4.1** Enhance the image of Potlatch as a good place to live, work or visit by encouraging the development of a community that is pleasant to view and presents a well kept and well groomed appearance.

#### **15.5 Objectives:**

- 15.5.1** Encourage community forestry standards in the planting and care of appropriate trees and landscaping, particularly in industrial and commercial areas.
- 15.5.2** Encourage the further development of commercial signage standards to provide a safe and pleasing atmosphere in the commercial areas.
- 15.5.3** Encourage the proper maintenance of all buildings and property to avoid a rundown look to the community.
- 15.5.4** Encourage protection and revitalization of the downtown area of Potlatch.

#### **15.6 Implementation:**

## **Chapter 15: Community Design**

- 15.6.1** Educate city employees to properly prune the trees under the city's jurisdiction or hire professional arborists. Require that the telephone and power companies use the same good practices.
- 15.6.2** Develop a workshop for the community, in cooperation with the University of Idaho Extension Forestry program, on proper pruning practices.
- 15.6.3** Make a list of approved arborists available for residents of Potlatch.
- 15.6.4** Develop standards for street trees, fencing, parking regulations, signage, and similar characteristics of community design.
- 15.6.5** Develop a code enforcement program to be run by city staff, for enforcement of City Codes on individual properties that are not in compliance.
- 15.6.6** Develop subdivision and zoning ordinances with design standards that will preserve the aesthetic qualities of the community.
- 15.6.7** Encourage business owners to initiate an improvement district, with the purpose to beautify downtown Potlatch.

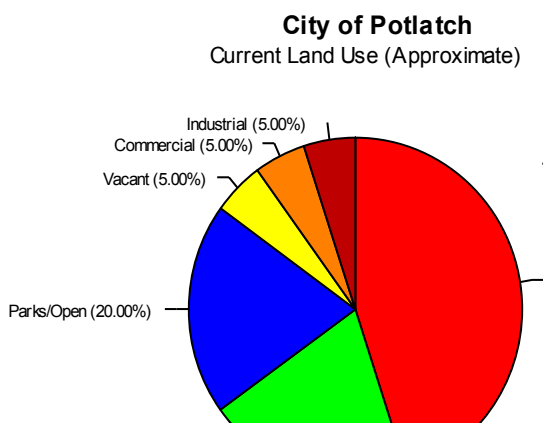
## Chapter 15: Community Design

### 16.0 LAND USE AND THE COMPREHENSIVE PLAN

**16.0.1** The land use element of the plan is a synthesis of all the goals and policies which precede this chapter. The concepts developed for all other chapters must be fit together to form a single systematic plan – the projected land use and Comprehensive Plan for the City of Potlatch. This chapter is divided up into four sections: A description of existing land uses, a discussion of zoning needs, proposed zoning designations *within current city limits*, and proposed zoning designations *outside current city limits*.

#### 16.1 Existing Land Uses

**16.1.1** Approximate percentages of the city's land area by current use are shown in the following chart. At present, private residences occupy almost half of the land area within Potlatch City Limits. These are primarily single-family residences, but there are a few multi-family units and apartment buildings included here as well. Parks and areas which are considered unbuildable (rock outcrops, hillsides, etc.) take up approximately another 20% of Potlatch's land area. Public institutions, including the schools, City Hall, and the reservoir also occupy around 20% of Potlatch.



**Figure 16-1:** Approximate percentages of land area under various land use designations in Potlatch at the current time.

**16.1.2** The area currently being used for commercial purposes in the city of Potlatch lies primarily along Sixth Street. A list of the types of business currently active in the area is provided in the Economy section. The grain elevators between Highway 6 and the railroad tracks occupy the only land within City Limits which is currently under industrial use. There are no areas within the city which are currently designated for agriculture/forestry use.

**16.1.3** This Comprehensive Plan primarily addresses lands currently within the Potlatch city limits. Additionally, however, an Area of Impact around the city has been established in collaboration with Latah County to provide sufficient protection to the city of Potlatch in reviewing and approving growth and development outside of the city limits. This land is primarily in agricultural/forestry use, with some areas designated by the county for highway business and residential. In addition to reviewing land use within the designated Area of Impact, we also need to consider those lands surrounding Potlatch which are outside of the designated Area of Impact, but whose development will impact the town.

## **Chapter 16: Land Use and the Comprehensive Plan**

**16.1.4** Discussion by the Potlatch Planning and Zoning Commission and also written and verbal comments from citizens of Potlatch have been taken into consideration during development of a future land use plan for Potlatch and the surrounding areas. This chapter will discuss the types of use suitable to each of these designations, and conclude with recommendations on how to best utilize the land within Potlatch city limits and adjoining lands in the surrounding area.

### **16.2 Zoning needs**

#### **16.2.1 Residential: single family, multi-family, subdivision**

**16.2.1.1** Many of the residences in Potlatch are old mill houses built prior to 1960. While many of these homes are well cared for, many have also been allowed to run down. Due to the high cost of housing in Moscow and Pullman, the mill houses have risen in value in the recent years, and remodeling of these homes is becoming more common. In a 1997 public meeting, Potlatch residents stated a desire to see continued renovation of the older mill homes, and implementation of high quality standards for new homes constructed in the area. It should be noted that Uniform Building Code standards for duplexes and triplexes are the same as for single family residences.

**16.2.1.2** At the current time, there are no areas suitable for subdivision development within the City of Potlatch. However, since much of the unoccupied land surrounding Potlatch could potentially be developed in this fashion, subdivisions will be addressed here.

**16.2.1.3** The following guidelines should be considered for any new housing construction in Potlatch and its surrounding area. This list also provides a starting point for development of ordinances governing construction of new single- and multi-family residences and subdivisions.

#### **16.2.2 Guidelines for Residential Development**

**16.2.2.1 The need for housing.** While needs for good-quality housing have been voiced, the population trends for Potlatch do not indicate a need for large-scale residential development in the immediate future (see the Population Chapter). It is likely, however, that such development may become desirable over the course of the next ten years, after which this comprehensive plan will be revised. Development trends in the neighboring cities of Moscow and Pullman should be monitored to help determine this need. As the City of Potlatch has become more of a bedroom community for those towns, the need for housing in Potlatch depends to some extent on the availability of homes in those cities.

**16.2.2.2 Housing standards.** Guidelines for housing standards will be developed which follow Idaho state guidelines and provide standards for minimum size, safety, and appearance. Most homes in the older part of town are on small lots. Desire for larger lot sizes was expressed during public meetings during the development of this plan.

## Chapter 16: Land Use and the Comprehensive Plan

For annexations occurring after January 1, 1998, the City may wish to provide for both small and large lot subdivisions. It should be noted that while larger lot sizes are viewed as more desirable for higher-value homes, large lot divisions would also take up more agricultural land, which was noted as undesirable by Potlatch residents at a public meeting in 1997. Appropriate setbacks, reflecting those already in force within the City of Potlatch and Latah County should be designated to enhance community design, fire safety and traffic visibility.

- 16.2.2.3 The effect on public services.** The sewer system for the City of Potlatch has excess capacity at this time. However, both the sewer and water systems need upgrading. Any new housing, whether a single home or a larger development, should be approved only after its effect on the current water and sewer system has been determined, and any necessary mitigation measures agreed upon in writing by all parties. Street lighting, curbs, sidewalks, trees and other such amenities must also be addressed. Construction projects should conform with the City's capital improvement plan at such time as this plan is developed. See the section on Public Services for more information.
- 16.2.2.4 Capacity of the schools.** A large influx of new students could be difficult to handle with current school facilities, depending on the age range and the time period over which they begin attending the schools. This is certainly a concern over the ten-year period being considered in this plan. See the School Chapter for more details.
- 16.2.2.5 Transportation.** Current road systems must be able to withstand additional load or be improved for that purpose. Sidewalks, bike paths and other safe passage from the subdivision to schools, library, and downtown need to be addressed. Additional parking area is also needed. See the Transportation chapter for more details.
- 16.2.2.6 Parks and open spaces.** Parks and open spaces have been deemed desirable by the citizens of Potlatch. Any future housing developments (subdivisions) should provide parks and open areas for continued enjoyment of the growing population. See the Parks and Recreation chapter for more information on currently available parks and recreational opportunities.
- 16.2.2.7 Property Rights.** As always, private property rights must be considered both for the owner of a piece of land being considered for development, the neighboring owners, and with the consideration of health, safety and welfare of the general public. See the Property Rights section for more information on this.

### 16.2.3 Commercial

**16.2.3.1** A need for additional commercial area has been identified by both the citizens of Potlatch and groups such as 'The Scenic 6 Community Development Council' who are working

## Chapter 16: Land Use and the Comprehensive Plan

to improve the economy of the area. While there is not a good deal of vacant land inside city limits, some opportunities may exist for converting residential homes in the downtown area into businesses. Another possibility for expansion of commercial area includes the re-designation of land currently zoned as *Industrial* (the grain elevators) to *Commercial*. This would not preclude continued use of that land for its current purpose, but would limit future alterations or constructions on that site to commercial business. Outside the current city limits, there are also several areas which would be suitable for commercial business, particularly along Highways 6 and 95.

**16.2.3.2** For zoning purposes, one *Commercial* designation will be created. Within this designation, all use will be restricted to non-traffic businesses (such as office, professional or retail shops). Other uses, particularly businesses attracting high traffic volume, may be considered as special uses, and will require special-use permits.

### 16.2.4 Industrial

**16.2.4.1** The citizens of Potlatch have strongly expressed their desire not to see large industry move into the area. Furthermore, a review of the current land use in Potlatch indicates that the large land area needed for most types of industry is not available within the current City Limits. However, there is a need to create some land area for clean, small industry which may be economically desirable to the residents of Potlatch. There are several areas which may be suitable for industrial purposes. It is the intent of this plan that suitable industrial uses be permitted in commercial zones by Special Use Permits, and that industrial zones be identified within the Area of City Impact.

**16.2.4.2** The types of industry deemed allowable in this category include non-hazardous industrial development, and clean industries that will complement the community. Industrial use shall include light industries, small manufacturing plants, processing plants and other related uses which are deemed compatible by the community.

### 16.2.5 Guidelines for Commercial/Industrial Development

**16.2.5.0** The following guidelines should be considered for any new commercial or industrial development within Potlatch and its surrounding areas.

**16.2.5.1 Building standards.** Building standards will be developed in accordance with Idaho state guidelines, and provide standards for minimum size, safety, and appearance. Certificates of occupancy will be required for all buildings to be used for commercial or industrial purposes.

**16.2.5.2 The effect on public services.** The sewer system for the City of Potlatch has excess capacity at this time. However, both the sewer and water systems need upgrading.

## Chapter 16: Land Use and the Comprehensive Plan

Permits for all commercial and industrial development may be approved only after the effect on the current water and sewer system has been determined, and any necessary mitigation measures agreed upon in writing by all parties. Street lighting, curbs, sidewalks, and aesthetic qualities must also be addressed. The City's capital improvement plan should be consulted at such time as this plan is developed. See the section on Public Services for more information.

**16.2.5.3 Transportation.** Current road systems must be able to withstand additional load brought in by new development, or be improved for that purpose. *Vehicle access and parking are particularly important* in determining the suitability of a site for commercial or industrial development. No industrial or commercial lot shall be developed without proper access to a public street. Should such a street not exist, it shall be the responsibility of the property owner of the property being developed to improve the street to City standards. Off-street parking appropriate to the industrial or commercial use shall be required. The City will encourage the grouping of industrial uses in lands developed as industrial parks. See the Transportation chapter for more details.

**16.2.5.4 Property Rights.** Private property rights must be considered both for the owner of a piece of land being considered for development and neighboring landowners. See the Property Rights Chapter for more information on this.

### 16.2.6 Agricultural/Forestry

**16.2.6.1** No land within the current city limits is designated for agricultural/forestry use. However much of the land surrounding Potlatch is in agricultural/forestry use, and possible future annexations may include agricultural/forestry lands. Residents of Potlatch have indicated a desire to see agricultural land remain in agricultural use. In order to ensure maximum retention of agricultural land, all developments, whether residential, commercial or industrial, should be limited to those land areas specified for residential, commercial or industrial uses. Conversion of agricultural/forestry land to other uses should be discouraged in areas other than those designated for those other uses, and may be allowed under special variance only. Much of the agricultural land in the Potlatch area is in Latah County, therefore the city of Potlatch should collaborate with County officials as much as possible in this effort.

### 16.3 Zoning Designations Within Current City Limits:

#### 16.3.1 Single-Family Residential

**16.3.1.1** There are several vacant lots which are in the current residential areas of Potlatch, both in the older part of town and the newer Bennett's Addition. Their development potential depends in part on access to services such as water and sewer. If developed in the future, these lots should be designated for single-family residences. Similarly, all renovations of current single

## Chapter 16: Land Use and the Comprehensive Plan

family residences will be designated to continue as single family residences. For any renovations or new constructions in Bennett's Addition, refer to existing covenants. Duplexes, triplexes and other multi-family dwellings may be considered both for new constructions and renovations as conditional uses. Those types of use would require a public hearing. Multi-family residences could be considered for approval if the design is thought to fit in with surrounding homes and does not negatively affect surrounding land values. Traffic and other public services should be considered before approving such uses, whether for single or multi family use.

### 16.3.2 Subdivision

**16.3.2.1** Several areas in the current Impact Area or adjacent to the city are large enough for subdivision development. Due to the special issues and concerns surrounding these types of development, a separate zoning designation will be made for subdivisions. The guidelines described previously for residential use must be followed. Provisions must be made to allow for suitable development of such housing projects in the future.

### 16.3.3 Commercial

**16.3.3.1** In order to maintain current land use and the desire to create a “core” downtown commercial area, the area bounded by Sixth and Seventh streets to the north and south, and by Pine and Cedar streets to the east and west shall be added to the area that has been historically used as commercial. See the Proposed Land Use Map for further clarification. The portions of this area which are currently in residential use will be unaffected by this designation, however if the owners of these properties wish to put them to commercial use, they will be allowed to do so, provided that these businesses do not negatively affect surrounding property values. Portions of this area currently in commercial use will remain as such, but will be unable to convert to residential use.

**16.3.3.2** The area west of Highway 6 which is currently designated *Industrial* (grain elevators), will be rezoned as *Commercial*. This designation will not affect the current use of that land, however future alterations or constructions in this area will be limited to commercial developments.

### 16.3.4 Industrial

**16.3.4.1** At the present time, no land within Potlatch City Limits will be designated for industrial use.

### 16.3.5 Agricultural and Forestry

**16.3.5.1** At the present time, no land within Potlatch City Limits will be designated for agricultural/forestry use.

### 16.3.6 Existing Uses



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**16.3.6.1** It is recognized that certain conforming uses have existed prior to the establishment of zones, which may not conform to the requirements of that zone. Such uses shall be allowed to continue to exist but will not be able to be expanded nor replaced if more than 50% of the building has been destroyed. The exception to this would be private residences in the area between Sixth and Seventh Streets and Pine and Cedar Streets which have been designated as commercial, as described under *Commercial* use. If a private home in this area is destroyed, then the owner will be permitted to rebuild the residence.

### **16.4 Zoning Designations outside current city limits:**

#### **16.4.1 Residential**

**16.4.1.1** Much of the land in unincorporated areas contiguous to Potlatch City limits has been designated for residential use. This designation is intended to keep residential development close to the areas already in residential use, helping to keep future land uses compatible with current land uses. Thus, the areas around the cities of Potlatch and Onaway, and also the area on Fiddler's Ridge, have been designated as single-family residential. See the attached map for precise location boundaries. As previously mentioned, several of these areas are large enough for subdivision development. Due to the special issues and concerns surrounding these types of development, a separate zoning designation will be made for subdivisions. For any residential development, the guidelines and ordinances provided by Latah County and the City of Potlatch should be conformed to. In the event of annexation, zoning ordinances will be provided by the City of Potlatch.

#### **16.4.2 Commercial**

**16.4.2.1** In order to provide for the future economic health of the city of Potlatch, several areas outside City Limits have been designated for commercial use. The area along Highway 6 west of town is the primary choice for commercial use. In order to accommodate future needs for additional commercial area, a small area along Highway 6 east of the City will also be designated as Commercial. However, in order to focus on and control commercial developments in Potlatch, the core downtown area and the area along Highway 6 west of town will be given preference for commercial development. Any proposed businesses in these areas would need to be addressed through Latah County, as these areas are currently under their jurisdiction. County guidelines and Potlatch's guidelines governing industrial and commercial development should be followed. In the event of annexation of said areas, zoning ordinances will be provided by the City of Potlatch.

#### **16.4.3 Industrial**

**16.4.3.1** Several areas are proposed for future light industrial use. One area lies to the north and west of the high school east of town, and another area lies south of Highway 6 on the east side of town. Also, two areas along Highway 95 to the north and south of the Potlatch Junction have been designated for this type of use. See the Proposed Land Use map for locations of these areas. Development in these areas would need to be addressed through Latah County, as these areas are

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currently under their jurisdiction. County guidelines and Potlatch's guidelines governing industrial and commercial development should be followed. In the event of annexation, zoning ordinances will be provided by the City of Potlatch.

### **16.4.4 Agriculture/Forestry**

**16.4.4.1** All lands within the designated Area of Impact which are not currently designated for industrial, commercial or residential use will be considered as having an agriculture/forestry designation. Agricultural uses in the floodplain area should comply with appropriate land use practices referred to in the natural resources section. Alteration of stream channels should be discouraged so as to avoid future liability problems as the DEQ water quality standards for the Palouse drainage are implemented (see following section on 'Floodplain Areas' under **Areas of Special Concern**).

**16.4.4.2** An outer boundary has not been defined for those areas which are outside the Area of Impact but which are still considered to have an effect on the City of Potlatch. Generally speaking, the City will have an interest in those areas which appear on the attached land use map, or even beyond map boundaries (but within reason) if proposed land uses are thought to affect the City and its residents. This will particularly be the case when proposed land uses may affect transportation patterns, water quality, City services, air quality or other issues affecting the health, safety and quality of life of City residents.

### **16.4.5 Other Land Uses**

**16.4.5.1** The City shall establish special land use categories as needed to address unique characteristics of the land or environment. This shall include identifying public lands, floodplain areas and areas of critical concern such as historical sites, recreational sites, geographic features, and wildlife and natural resource areas.

## **16.5 Areas of Special Concern**

### **16.5.1 Flood plain Areas**

**16.5.1.1** The flood-prone areas surrounding Potlatch were identified using the Federal Emergency Management Agency's (FEMA) floodplain designation map. This information was addressed in the Hazardous Areas section of this plan. The Department of Environmental Quality (DEQ) is planning to write and implement maximum load guidelines for pollutants in the Palouse River by the year 2003, as discussed in the Natural Resources chapter. Once these regulations are implemented, the City may be required to adopt a 'no-channeling' policy within city limits, because channeling increases the sediment load of the river, which is one of the principle pollutants currently identified. If this ban on channeling results in property damage to any property owners in these areas, the city may be forced to purchase those properties in order

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to preserve property rights of those owners. A very similar scenario is currently underway in Moscow with regards to Paradise Creek, and the situation there should be monitored by Potlatch because that will likely set the precedent for how these situations are handled in the future. At the current time, it would be advisable that no new constructions be allowed in Flood plain areas, particularly in places where channeling has been used as a means of preventing flood damage. Buildings currently in Flood plain areas, which include a number of residences and commercial businesses near the Potlatch Junction, should continue to be allowed as prior uses. The City of Potlatch should proceed with caution when considering annexing the area of the Potlatch Junction, and consider the potential liabilities involved.

### 16.5.2 Area between Potlatch and Onaway

**16.5.2.1** The area between Potlatch and Onaway is currently identified as Onaway's Impact Area (see map). Therefore, any decisions made in Potlatch regarding this land must be made after consultation with the Onaway City Council. This land is currently in agriculture, but being considered for future residential development. Concerns have been voiced both for and against development of this land by the residents of both Potlatch and Onaway. The area would have to be annexed into one city or the other to be developed. At one time the owners of this property presented a proposal for developing the property to the City. Due to its location between two developed towns and the fact that it is virtually surrounded by residential areas, this site is a logical choice for future residential development. However, any decision on annexation and residential/subdivision development of this land should take into account the designated guidelines for that type of zoning, as well as the desires expressed by citizens of both Potlatch and Onaway. Similarly, any proposed commercial, industrial, or agricultural/forestry development of this area must undergo public review and zoning designation procedures, and will be subject to development guidelines for that type of zone.

**16.6 GOAL:** To provide land use designations that will meet the needs of Potlatch's residents and businesses, and to provide for standards under which land is developed to ensure quality development and equitable distribution of the costs of growth.

### **16.7 Objectives:**

- 16.7.1** Design zoning, subdivision and other land use regulations to protect the continuity of all Potlatch's neighborhoods.
- 16.7.2** Work to avoid undesirable development inside city limits through appropriate zoning and subdivision regulations.
- 16.7.3** Develop standards within each land use category to ensure attractive and cost efficient developments and to ensure their maintenance, while encouraging the preservation of open space and the rural feeling of the community.

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- 16.7.4** The City may wish to extend the Area of Impact to include those areas which are thought to affect the City of Potlatch and whose development may impact the health, safety and quality of life of City residents.

### **16.8 Implementation Strategies:**

- 16.8.1** Monitor home sales, vacancies, and homeowner/renter ratios in Potlatch and surrounding areas to help determine demand for additional housing.
- 16.8.2** Track development trends and home sales in Moscow and Pullman to help determine need for additional housing in Potlatch.
- 16.8.3** Monitor inception dates and success rates of commercial businesses in Potlatch and surrounding areas to help determine the need for modification or creation of additional commercial zoning designations.
- 16.8.4** Monitor parking complaints and traffic flows in commercial areas to help adjust guidelines and activities in these areas.
- 16.8.5** Track permit requests for all new construction and building modifications in Potlatch to help determine current and future development trends and needs.
- 16.8.6** Monitor the issues in Moscow regarding the recovery efforts on Paradise Creek, particularly where property rights and Moscow's liability are concerned.

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