

Harrison Comprehensive Land Use Plan



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I. Preface

The city's prior Comprehensive Plan was adopted in 2005. In 2007, the Harrison Planning and Zoning Commission began the arduous task of amending the plan to create a more complete version for Harrison for the present and future. The writing was done entirely by the volunteers serving as P&Z Commissioners without the benefit of professional consultation. This required the monumental task of researching and implementing all of the state statutes regarding comprehensive plan requirements and current city codes along with all maintaining the essence of the city's rich history, with the realization that change and growth is inevitable. The Planning and Zoning Commission formally presented their final draft of the plan to City Council for adoption in 2008. Since that time, the plan has been reviewed by a professional planner and the city's attorney. Throughout the lengthy process the plan has been known as the 2007 Harrison Comprehensive Plan, the official name that it was given is the 2025 City of Harrison Comprehensive Land Use Plan.

The Powderhorn Peninsula Sub-Area Plan was adopted in 2009. It amended the existing 2005 Comp Plan and any subsequent plans which include this one.

The City of Harrison appreciates the diligence and dedication of the Planning and Zoning Commissioners whose efforts updated the 2025 Harrison Comprehensive Land Use Plan.

History

The town of Harrison was founded in 1891. The town was incorporated as the Village of Harrison in 1899 and named for the presiding 23rd United States President, Benjamin Harrison. Most of the present-day city was located on land settled by S.W. Crane. The town was platted in 1897, however, until the land was surveyed in 1901, the property was held by lease from the Crane family.

In the year 1911, the City of Harrison had a population of 1,250. It was a flourishing town on the O.W.R. and N. Railways. Located on the east shore of Lake Coeur d'Alene, the city is 20 miles south of Coeur d'Alene, the county seat. It had four large saw mills, giving employment to a large number of men; a shingle mill, a bank, several general stores, four churches, a high school, and grade school employing seven teachers. The town supported a weekly newspaper, "The Harrison Searchlight" and two hotels as well.

The most devastating blow to Harrison was the fire of 1917. There had been other fires, but none were as severe to Harrison as this one. The main part of town was so severely destroyed that much of it was never rebuilt.

Today the City is primarily a seasonal tourist city. As of January 2006, 59.5% of the resident population are year-round residents; 37.5% are out-of-state residents who own vacations homes in the town; and 3 % leave during the winter months, minimizing the amount of daily commerce.

II. Introduction

The Planning Process

The planning process can be defined as the development or regulation of events in the most logical order. The same principles, which apply to operating a successful business, hold true for city planning and nearly every aspect of cities, in a logical way and to “plan” so that their lives are not dictated by events, but so that events are shaped by their desires.

A comprehensive plan is an official public document adopted by the local government as a policy guide to make decisions about the community’s physical, social, and economic development. It relates the general way residents want their community to act or proceed in the present and future.

The Comprehensive Plan is not intended to take land from private individuals for public use, nor is it designed to place individual restrictions upon private land and individuals. It is, rather, a guide to land use, which influences orderly development and land acquisition through normal procedures.

The preparation of precise plans, provisions, for public facilities, and the adoption of laws and ordinances affecting land development should all be based on the comprehensive plan.

The Comprehensive Plan’s importance is expressed through goals and objectives of each planning element. These goals and objectives are based upon the background data collected and the opinions of Harrison residents.

Plan Stages

The city planning process generally takes place in three essential stages. The first stage consists of identifying resources and facilities possessed by the city and its citizens. This “inventory stage” includes all comprehensive plan elements.

The second stage involved formulating the city's goals and objectives. At this stage, the citizens, the Planning and Zoning Commission and the City Council must answer the questions, "What is the vision for the community?" Everyone involved must take into account future populations and their needs for schools, parks, and other facilities and where these facilities would be best located. Streets, parking facilities, public utilities, and endless other factors including development must be considered and incorporated into the plan. After modification prompted by public hearings, the plan is adopted by the City Council.

The third stage, zoning regulations, subdivision controls, housing codes, and similar regulations are designed to implement the third stage of the planning process: the carrying out of the plans, goals, and objectives.

Plan Organizations and Administration

The planning process is a continual or an on-going process. Once the comprehensive plan is written and adopted, and implementation tools are organized, the planning process must continue. As various conditions change in the community, it is necessary to change the comprehensive plan accordingly.

The City Council should direct all matters dealing with planning, zoning, future development, etc. to the Planning and Zoning Commission for their evaluations and recommendations. The Commission acts as the City Council's planning staff and should be fully utilized.

The Planning and Zoning Commission has the authority to recommend or suggest decisions that should be made. The City Council is responsible for final decisions on all planning and zoning matters. To reach the best decisions possible the City Council should be responsive to their Planning and Zoning Commission's recommendations and a close relationship, in both communications and trust, is needed between these two bodies.

The City Council is responsible for directing the Planning and Zoning Commission in producing special studies, plans, and ordinances. The Council shall utilize these necessary documents while making the best decisions possible for the community.

In order to be an effective recommending body, the Planning and Zoning Commission needs to:

- Hold public hearings;
- Provide ways and means to obtain citizen participation;
- Recommend ordinances which will put the plan in effect;
- Recommend changes to the comprehensive plan and other sub area plans-as required;
- Recommend a map for future annexations and a governing plan and ordinances for an area of city impact that is within the unincorporated area of Kootenai County;
- Prepare procedures for processing all development permits, namely: special use permits, rezone applications, planned unit development proposals, and subdivisions and variance applications.

Residents are encouraged to participate in the planning process, primarily by becoming involved, and providing constructive input in decisions about Harrison's future. Citizens should feel empowered in their ability to the development of their city. The Planning and Zoning Commission considers citizen input in making recommendations to the City Council on planning and zoning matters. Harrison residents are encouraged to provide the stimulus for the decision making that affects their community. The Commission and the City Council, acting as public servants, consider citizens' input in guiding the Harrison community.

To become involved and aware of the city's planning process, Harrison residents should try to attend City Council meetings and volunteer to join any citizen committee which assists the Commission in planning studies or specific plans.

State Requirements

The comprehensive plan is organized to comply with the fifteen components mandated by State Law as defined in Section 67-6508 of the Idaho State Code. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable, future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and

actions unless the plan specifies reasons why a particular component is
unnneeded.

The Harrison elements are:

1. Property Rights
2. Populations
3. School Facilities and Transportation
4. Economic Development
5. Land Use
6. Natural Resources
7. Hazardous Areas
8. Public Services, Facilities, and Utilities
9. Transportation
10. Recreation
11. Special Areas or Sites
12. Housing
13. Community Design
14. National Interest Electric Transmission Corridors
15. Implementation

Each Comprehensive Plan (State Mandated) element contains:

- Goals
- Policies
- Implementation Methods

Among other things, the State requirements imply consistency among plan elements to make them equally important to make them easier to follow. The comprehensive plan must be visionary, but also realistic.

III. Vision Statement

The citizens of Harrison, through their citizens' involvement Opportunities, create the vision our city and community has of itself.

The broad policies and goals that are identified in the plan and that make it work are determined by the community and its leaders and should reflect the aspirations and visions of all of its residents. In the early part of the 1900's, many rural communities lost population because of changing times. New jobs and opportunities were offered elsewhere in larger cities with more jobs and opportunities. The entire structure of employment opportunities has drastically changed again in the past few years. The mobility of the automobile that led many people away from local jobs to larger cities may now be reversing itself. People don't need to live where they work. Computers, high speed transportation, flex time, part time, home occupations, are all new innovations which may rely on high tech ingredients.

Reasons people are returning-to some important life treasures found in small towns are:

- Neighborhood integrity and the closeness of small community relationships;
- More time to spend as individuals and less time commuting to work and shop; and
- Small business establishments that cater to an individual's need – "Everybody knows your name."

Harrison, in years to come, will be a community that has growth and change, but can clearly maintain a desirable small-town quality of life. A vision of the community's future is as follows:

- The city is blessed with a lake at its doorstep. An emphasis is placed on developing lakeshore recreational facilities and activities that capitalize on this asset.
- The community's housing inventory includes a variety of housing types and age. Many housing units in Harrison are over 70 years old. The community chooses to accept an increase in mixed used

(residential and commercial) housing in the downtown area along the Scenic Byway, Highway 97.

- A strong emphasis is placed on the “Trail of the Coeur d’Alenes” and new facilities related to its use such as restrooms, destination and information centers, parking areas, etc.
- A strong emphasis is placed on providing pedestrian and bicycle paths, walkways, and trails that connect the “Trail of the Coeur d’Alenes” to all parts of the city.

The City is characterized as a small historic community located on a hillside overlooking a beautiful lake and river. The community senses a feeling of place and identity that goes back to the early 1900’s when it was much larger. Historic structures and site preservation will be emphasized as the city grows.

- The City encourages economic development on a scale that is commensurate with its setting and its expansion plans. Entrepreneurs who wish to create small business opportunities and services in Harrison are welcome, especially when those goods and services benefit the residents and offer services to an increasing tourist trade.
- Our vision is to expand the area of city impact to promote a more diverse economic community while retaining the integrity of the environment and small-town atmosphere.
- Vehicular access, street improvements, and parking area are a top priority for the downtown area to provide access to and from businesses, the trail, the boat dock and other city amenities, and to ease the flow of traffic during special events.
- Encourage business which promote and support a desirable, self-sufficient, stable community.
- Facilitate economic opportunities through the consideration of zoning change or variances that pose minimal impact on residential zones.

IV. Property Rights

Property Rights – An analysis of provision which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

A land use regulation or action must not be unduly restrictive so that it causes a “taking” of landowner’s property. The Fifth Amendment to the United States Constitution states, “Nor shall private property be taken for public use without just compensation.”

In 1994, the Idaho legislature amended 67-6508 and 67-8000 “Idaho Regulatory Taking Act” of the Idaho Code to include an analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate or create unnecessary technical limitation on the use of property rights.

Goals:

1. Ensure the Harrison city land use policies, restrictions, conditions and fees do not violate private property rights and to establish a predetermined orderly, consistent review process for the City of Harrison to evaluate whether proposed regulatory or administrative action may result in a taking of private property without due process of law.

Policies:

1. Ensure that city land use actions, decisions, and regulations will not cause an unconstitutional physical occupation of private property.
2. Ensure that city land use actions, decisions, and regulations do not cause an unconstitutional physical invasion of private property.
3. Ensure that city land use actions, decisions, and regulations do not effectively alter economic value of the private property.

4. Ensure that city land use actions, decisions, and regulations depend upon the city's responsibility to protect public health, safety, and welfare.
5. Ensure that city land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right or impose a substantial and significant limitation of the use of the property.

Implementation:

1. It shall be the policy of the City that city staff shall consider the following questions in reviewing the potential impact of a regulatory or administrative action on specific property.
2. While these questions provide a framework for evaluating the impact proposed regulations may have generally, "taking" questions normally arise in the context for specific affected property. The public review process used for evaluating proposed regulations is another tool that the city should use aggressively to safeguard rights of private property owners. If property is subject to regulatory jurisdiction of multiple government agencies, each agency should be sensitive to the cumulative impacts of the various regulatory restrictions.
3. Although a question may be answered affirmatively, it does not mean that there has been a "taking". Rather, it means there could be a constitutional issue and that the city staff should carefully review the proposed action with legal counsel.
 - Does the regulation or action result in a permanent or temporary physical occupation of private property?
 - Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?
 - Does the regulation or action deprive the owner of all economically viable uses of the property?
 - Does the regulation have a significant impact on the landowner's economic interest?

- Does the regulation deny a fundamental attribute of ownership?
- Does the regulation serve the same purpose that would be served by directly prohibiting the action; and does the condition imposed substantially advance that purpose?

V. Population

A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

Between 1930 and 1960, the population of Harrison declined sharply from 480 in 1930 to 249 in 1960. The population remained virtually static during the 1960's, with the official population pegged at 249 in the 1970 census.

The 1980 census showed the population of Harrison to be 260. The 1990 U.S. Census fixed the population at 226, a decline of 13%. These figures do not include "seasonal" residents. The 2000 census indicated that the population had risen to 267, representing an increase of approximately 15%.

The current population for the City of Harrison is 219. The housing stock in the City of Harrison stands at 152 units. Stonegate, new subdivision recently annexed south of the city will contain approximately 134 single- family dwelling sites. The estimated population projection for the City of Harrison is 200 in 2031.

The estimated population projections for the City of Harrison are based on an average population increase of -.9% per year, which is less than the current Kootenai County average population increase of 1.8%. This projection can be expected to change if current circumstances change.

**City of Harrison
2026 - 2031 Population Projection Estimates**

2026	2027	2028	2029	2030	2031
219	217	213	210	207	200

Age Groups

Under 14	23	10.5 %
15-24	7	3.2%
25-34	3	1.6 %
35 - 44	13	5.8 %
45 - 54	53	24.2%
55 - 64	61	27.9%

Over 65	59	26.8%
TOTAL	219	100.00%

Growth Goals:

1. Achieve stable population growth through orderly development.
2. Plan for growth that is consistent with the character of the community and within the fiscal capability of the city.

Policies:

1. Unimproved or previously used land within the city should be utilized to maximize public investment.
2. Assure growth does not unduly burden existing services and facilities.

Implementation:

1. The permissible population density in each residential zone should be based on existing density levels or as amended by the City Council. These residential zones are established in the Zoning Ordinance for existing neighborhoods.
2. Residential development in areas which are intrinsically unsuited to such development should be discouraged.
3. Land areas which are intrinsically unsuited to residential or commercial development should be zoned accordingly.
4. Residential development should be permitted only by “Special Use Permit” in such areas as noted in the Official Land Use Classification Matrix [Harrison Zoning Ordinance, Ordinance 341, 09-10-1996 (or as amended), Chapter 3 – Schedule of Regulations, Section 9-9-3] and/or by the process outline in the Subdivision Ordinance to ensure that such development will not jeopardize the safety, health, and welfare of the public or environment.

VI. School Facilities and Transportation

An analysis of public-school capacity and transportation considerations associated with future development.

It is important that Harrison plan for the provision of adequate services and infrastructure as it grows, including schooling. Harrison is included in the Kootenai Consolidated School District. In recent history, the school enrollment at Kootenai has remained flat. Enrollment was its highest in 1993 at 310 and declined to 222 in 2025.

Due to the location of the school in the rural area on the Harrison flats, almost all students are eligible for busing. Therefore, transportation will remain a significant cost factor for the school district.

Goals:

1. Encourage families with school-age children through housing, which supports and sustains the population.

Policies:

1. Develop and maintain a close working relationship with Kootenai School District to ensure that school facility expansion is planned and coordinated, so that it most efficiently meets the needs of the community as development and growth in Harrison continues.

Implementation:

1. Notify and consult with the school district on all proposed major residential developments.
2. Approve only those residential developments that can be adequately accommodated by the school system with regard to school capacity, class size, and busing and transportation ability.
3. Be consistently aware of the potential need for new and/or expanded school facilities and coordinate the best possible expansion alternatives and new site locations with the school district.

VII. Economic Development

An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

Income Distribution

The data in the table was obtained from the 2020 U.S. Census and 2023 American Community survey representing 5-year estimates.

INCOME	\$
Median Household Income	\$95,417
Married Couple Families	\$105,875
Nonfamily Households	\$51,875

The principal economic activity in Harrison is based upon tourism and services. With the recent opening of the “Trail of the Coeur d’Alenes,” many cyclists and walkers are coming to the town. Shops have been added and merchants of the city have provided other needed accommodations for the trail.

Kootenai School District with an annual budget of \$7,026,000 million has 48 employees, which have an annual payroll and benefits of approximately \$3,423,498.

Goals:

1. Create incentives to develop and maintain a viable, growing, diversified local economy that provides necessary goods and services including marina, gas stations, restaurants, lodging and groceries to the local citizens and tourists.

Policies:

1. Promote the expansion of existing business and support new business in the existing downtown area that will encourage successful operations.
2. Encourage new business and commerce to hire from the local citizens as much as possible.
3. Encourage the revitalization of the downtown core and provide visible access and parking from major arterials to the lake and to the trail.
4. Future commercial development should be permitted only in areas which are served by adequate public facilities and which are compatible with adjacent land use.

Implementation:

1. The City of Harrison should further pursue such funding options as Tax Increment Financing, Urban renewal Districts, Impact Fees and grants.
2. Commercial development in areas beyond those designated in the Plan Map should be in conformity with the goals of the community.
3. Commercial development should be limited to non-residential areas.

VIII. Land Use

An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities.

The Comprehensive Plan is the main tool for managing growth and channeling it into an orderly course of community development as mandated by Idaho Statute 67-6502. Uncontrolled growth normally results in an undesirable land use pattern which is difficult, if not impossible, to change. The best method to plan Harrison's future land use pattern is by designing areas of the city for particular uses, in relations to all the goals and objectives in each section of this comprehensive plan.

Land use recommendations in this plan emphasize the importance of land use planning and cooperative planning among various jurisdictions and agencies in the area. While the plan sets forth a vision for mixed uses, it still recognizes the requirement for maintaining compatible uses. Modern technology (i.e. air quality improvements, noise reductions, etc.) has created the means by which residential uses and commercial uses can be compatible, for example, multi-family housing and downtown commercial shops are mixed.

During the process of approving all types of development, the responsibilities and rights of landowners must be respected, while reinforcing the role of the city in regulating the use of land for the benefit of future generations.

The Area of City Impact is an area identified in the plan which the city expects to annex at some future time. The Area of City Impact can be a large trade area and is always outside the city limits and may define whose ordinances apply. The area designated is negotiated with the county.

Residential

The largest percentage of designated land in use in Harrison is residential. Residential areas also provide for parks, churches, and quasi-residential uses, including utilities. Housing types in Harrison are mostly single-family units with a few multi-family units and a few manufactured homes.

In most of the community, especially the downtown area, a variety of land uses can be successfully integrated. Sites adjacent to Highway 97 or collector streets (heavily traveled streets) should be considered as opportunities for mixed-use development utilizing specific development plans and criteria.

Commercial

The services provided in Harrison are supplemented by those available in the nearby city of St. Maries. The commercial center with its central location provides the necessary commerce factors needed by the community for essential services. Our focus is to encourage the revitalization and redevelopment of the unique area.

Parking requirements are defined in the Harrison City Code Book under Title 9, Chapter 5.

A source of pride is our historic business district recognized by the National Register of Historic Places. As a lakefront community, Harrison has many advantages, which can stimulate commercial and residential revitalization and business expansion. Among the factors that will stimulate growth are the “Trail of the Coeur d’Alenes,” the current Transportation Capital Improvement Plan, and potential benefits of a unique waterfront setting.

Industrial

The city has some light manufacturing industries and provision for heavy industry. The development of new manufacturing establishments which are clean, quiet, and free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare that are operated within enclosed structures and generate little traffic is encouraged.

Open Space and Public Areas

Open Space is generally defined as land without buildings or structures. The open space land designation may be public or privately owned. It may be used for recreation, water supplies, utilities, trails, and resource development or agricultural.

How open spaces are utilized will affect Harrison's development. Likewise, development will affect open spaces.

Open space serves basically four functions in Harrison:

- 1) Meeting positive "human needs" – both physically and psychologically in recreation amenities.
- 2) Enhancing and protecting the "resource base" – the air, water, soil, plants, and in turn, the animals;
- 3) Affecting "economic development decisions," tourism, development patterns, employment, real estate values, etc.
- 4) Preserving natural areas that are unsuitable for development and encourage clusters of development to reduce the impact on the open space areas.

Land Use Classifications – Zoning Districts

- Agricultural (A) – The purpose of the A District is to preserve and protect the decreasing supply of prime agricultural land (including land used for timber production). This district is also established to control the spread of urban type of development into agricultural areas which will adversely affect agricultural operators.
- Low Density Residential (R-1 and R-2) – The purpose of the R-1 and R-2 zones is to permit the establishment of low-density single-family dwellings, not to exceed 1 dwelling unit per acre in the R-1 one and 2 dwelling units per acre in the R-2 one. City water and sewer facilities are required.
- Low-Medium Density (R-3) – The purpose of the R-3 zone is to permit the establishment of low medium density single family dwellings, not to exceed three (3) units per acre. City water and sewer facilities are required.
- Medium-Low Density residential (R-4) – The purpose of the R-4 zone is to permit the establishment of medium low density single and two

(2) family dwellings not to exceed four (4) dwelling units per net acre. City water and sewer facilities are required.

- Medium Density Residential (R-6) – The purpose of the R-6 zone is to permit the establishment of medium density single and two (2) family dwellings not to exceed six (6) dwelling units per acre. City water and sewer facilities are required.
- Medium-High Density Residential (R-8) – The purpose of the R-8 zone is to permit the establishment of medium density single and two (2) family dwellings not to exceed eight (8) dwelling units per acre. City water and sewer facilities are required.
- High Density Multi-Family Residential (R-20) – The purpose of the R-20 zone is to permit the establishment of high-density multi-family dwellings not to exceed twenty (20) dwelling units per acre. The predominant housing type will be townhouses or apartments. City water and sewer facilities are required.
- Central Business District (CB) – The purpose of the CB district is to accommodate existing and encourage future commercial development in the historical core business area of the community. A variety of business, public, quasi-public, cultural, and other uses are encouraged in order to provide the mix of activities that are necessary to protect the economic health of the community.
- Neighborhood Business District (C-1) – The purpose of the C-1 zone is to permit the establishment of certain enumerated business uses which tend to meet the daily needs of the residents. [Added by Resolution 91-2, adopted June 4, 1991].
- Light Manufacturing (LM) – The purpose of the LM zone is to encourage the development of manufacturing establishments which are clean, quiet, and free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare that is operated entirely within enclosed structures and generate little industrial traffic.
- Industrial (I) – means manufacturing, processing, assembling, storing, testing and similar industrial uses which are generally major

operations and extensive in character requiring large sites, open storage, and service areas, extensive services and facilities, ready access to regional transportation. Special use permits will be required.

- Heavy Industrial (HI) – The purpose of the HI zone is to allow basic or primary industries which are not compatible with residential and /or commercial activity and should not be allowed within the watershed. Environmentally obnoxious or hazardous uses will require a special or conditional use permit. No residential uses are permitted.
- Flood Plain Overlay District (FP) – The purpose of the FP district is to guide future development in the flood prone areas of any water course, and to minimize the expense and inconveniences to the individual property owners and the general public which result from flooding. Uses to be encouraged in this district are generally associated with open space and public recreational use. This district is superimposed.
- Shoreline District (SD) – The purpose of the SD district is to provide access to Lake Coeur d’Alene by the public for the purpose of recreation and to provide for those businesses and facilities that will meet the needs of and be compatible with recreational use. Uses that would be permitted, subject to the granting of a Special Use Permit, and subject to all other Federal, State, County, and local regulations, include public parks, docks, (public or private), marinas, and uses customarily incidental to any of the above uses, including accessory buildings when located on the same lot. [Added by resolution 96-1, adopted July 2, 1996].

Height shall be measured from the natural lay of the land as it existed on January 1, 2000. Refer to official Land Use Classification Matrix and Schedule of Area and Height Regulations.

Goals:

1. Maintain Harrison’s unique quality of life and develop innovative guidelines to guide land use.
2. Streets, pedestrian walks, bike and equestrian trails should contribute to a system of connected routes that serve all destinations.

3. High quality residential areas that contain parks, schools, churches, or open space should be encouraged.
4. Mixed uses in commercial areas downtown to ensure viability of the downtown's uses should be encouraged.
5. Ensure that future development occurs with minimum adverse impact to the public, the environment and the rights of individual property owners.
6. Consider floodplain ordinance which allows Idaho Citizens to qualify for FEMA flood insurance.

Policies:

1. Encourage a balance of land uses to ensure that Harrison remains a desirable, stable, and self-sufficient community.
2. Encourage flexibility and innovation in all development proposals that will contribute to quality of life.
3. Expansion of the city boundaries should be based on the ability of the city to provide public facilities and services in an orderly manner.
4. Upon adoption or amendment of the Zoning Ordinance consistent with the Comprehensive Plan, pre-existing land uses prior to the adoption becomes non-conforming and such uses shall be permitted to continue so long as they are not otherwise unlawful or a change of use occurs.

Implementation:

1. Establish and enforce a consistent set of zoning, subdivision and development regulations and standards.
2. Development decisions requiring council approval should be based upon adequate information, analysis and citizen input.

IX. Area of City Impact (ACI)

Under Idaho Law, cities and counties can enter into “area of city impact agreements” to jointly administer planning and development activities in the area immediately outside the city limits. The City of Harrison and Kootenai County reached an agreement in December 1994, and designated an area as Harrison’s Area of Impact. The area includes those areas around Harrison with potential for urban-type development. Because land in the ACI is in the proximity of the City of Harrison, it is an area in which growth, development, and annexation may be expected to occur. Thus, the ACI is a transition area, including some areas where existing, scattered residential development will intensify, and still other areas where agricultural uses will continue for some time.

Procedurally, changes to the ACI agreement and the boundaries designated for the ACI must be jointly approved by the Harrison City Council and the Kootenai County Board of Commissioners.

City of Harrison zone designations can be applied within the area of impact upon annexation to the city, and if they are consistent with the land designation shown in the Comprehensive Plan.

Goals:

1. Strive for the best development lands near the City of Harrison.
2. Provide for a coordinated Comprehensive Plan and set of development regulations that apply to land within the ACI consistent with the ACI agreement.
3. Allow for the expansion of the city boundaries by assuring that development adjacent to the City is compatible with city standards.
4. Provide for the cost-effective and well-planned delivery of city services (water, sewer, streets, etc.) within these expanding boundaries upon annexation.

5. Preserve and enhance the function of state highways and Eastside Highway District roads in the Area of Impact as safe and efficient transportation corridors for various modes of transportation.
6. Protect the interim viability of agriculture in areas more distant from the city and not yet ready for urban development by minimizing conflict with scattered development.
7. Identify, protect, and where possible, acquire lands in the Area of City Impact that will in the future be appropriate for shorelines and undeveloped open space.

Policies:

1. Encourage urban-type development to locate contiguous with present city limits. Such contiguous development should be annexed so that city services (water, sewer, streets, etc.) can be provided.
2. The City of Harrison's sewer and water services should not be extended beyond the city limits.
3. Discourage both residential and commercial strip development with multiple accesses off local roads which are, or may become, arterial streets.
4. Because land policies in the county beyond the Area of City Impact significantly affect development pressures close to the City of Harrison, it is the policy of the City to use Kootenai County development regulations in setting regulations for the Area of City Impact.
5. The Area of City Impact should be reevaluated regularly by the city and Kootenai County to identify and add areas that have a reasonable chance of experiencing significant development and to identify and delete areas with little chance of such developments.
6. The City of Harrison recognizes that private mechanisms such as land trust or restrictive covenants can enhance development planning and preserve environmental amenities in the Area of City Impact. The City is willing to work with landowners and developers in planning such agreements.

Implementation:

1. Pursuant to the Area of Impact agreement, provide timely and substantive comments to Kootenai County to ensure that developers and subdividers can demonstrate that any residential development that occurs is compatible with the street layout and service access requirements.
2. Seek to ensure that roads and intersections be designed to restrict and control vehicular access along state highways and local roads in the Area of City Impact to preserve the primary transportation function of these highway corridors. Buffer requirements should be considered where industrial and commercial areas are located near major entrances to the city.
3. Allow some rural no-retail businesses beyond those ordinarily permitted in the Agriculture/Forestry Zone as conditional uses in that zone under the Kootenai County Zoning ordinance, as the ACI is regulated by Kootenai County in coordination with the City of Harrison.

X. Natural Resources

An analysis of the used of rivers and other waters, forest, soils, harbors, wild-life, minerals, beaches, watersheds, shorelines, and air quality.

Physical Characteristics

a. Topography

The City of Harrison is built on a point of land bounded by Coeur d'Alene Lake and The Coeur d'Alene River on the westerly and northerly sides, respectively. The corporate limits extend one quarter of a mile into the lake, but the city's authority to regulate development below the summer mean high water mark is essentially preempted by Federal, State and Coeur d'Alene Tribe law and regulations.

The developed part of the city is primarily situated on a hillside, which rises steeply from the lakeshore to a plateau approximately 500 feet above an elevation of 2,700 feet.

Elevations of the City of Harrison range from 2,128 feet (mean summer level of Lake Coeur d'Alene) to approximately 2,700 feet.

b. Geology

The lower reaches of The Coeur d'Alene River, including the planning area, have been eroded in Miocene basalts which overlie the basement complex. These basalts are overlain by glacial alluvium or windblown loess deposits of post glacial origin.

c. Soils

A soil survey of Kootenai County has been conducted by the United States Department of Agriculture, Soil Conservation Service, in cooperation with the University Of Idaho College Of Agriculture, the Idaho Agriculture Experimentation Station, the United States Department of Interior, Bureau of Indian Affairs, and the Idaho State Soil Conservation Commission.

The analysis of the soils found in the planning area, and the intrinsic suitability of each soil type for different types of development, has been abstracted from this soil survey.

Lacy-Bobbitt

The soil of the lower elevations of the planning area (2,125 to 3,000 feet) has been classified by the Soil Conservation Service as “Lacy-Bobbitt” association, 5 to 35 percent slopes. This classification describes shallow and moderately deep soils on mountain sides and terrace escarpments, between elevations of 2,125 and 3,000 feet, where average annual precipitation is 25 inches, average annual temperature is 48 degrees Fahrenheit, and average frost-free period is 120 days.

The **Lacy** soil is shallow, well drained soil that formed in material weathered from basalt that has a small amount of loess in the upper part of the profile. Typically, the surface area of Lacy soil is dark brown stony loam about 7 inches thick, and is slightly acid or strongly acid. The rooting depth is 10 to 20 inches, and the available water capacity is very low. Permeability is moderate, runoff is very rapid, and the hazard of erosion is very high. Lacy soil is suited to the production of Ponderosa Pine and can produce about 3,400 cubic feet per acre, 0.6 inch and more in diameter, or 3,500 board feet of merchantable timber, 11.6 inches or more in diameter from an unmanaged stand of 80 year old trees. The main limitations to timber production are the shallow depth to bedrock, the presence of stones, and the low available water capacity.

The **Bobbitt soil** is a moderately deep, well drained soil that is formed in material weathered from basalt and a thin mantel of loess and volcanic ash. It is found on concave or flatter areas than the Lacy soil. The surface layer of Bobbitt soil is typically grayish brown and dark stony loam about 10 inches thick, and is neutral. The subsoil is brown and very pale very stony clay loam about 25 to 40 inches. Permeability is moderate, runoff is rapid, and the erosion hazard is high. The soil is suited to produce Douglas Fir and Ponderosa Pine.

Santa Variant Silt Loam

A portion of the northeastern part of planning area has been classified as “Santa Variant silt loam, 5 to 20 percent slopes”. This soil is moderately deep, well drained soil that formed in loess deposits over fractured basalt or meta-sedimentary rock. It is found dissected, loess covered plains at elevations ranging from 2,300 to 3,000 feet. The average frost-free period is 110 days. This area is best suited to woodland and rangeland wildlife habitats. This soil is suited to Grand Fir, Douglas Fir, Ponderosa Pine, Western Larch, Lodgepole Pine, and Western White Pine. The main limitations to timber production are the very slow permeability, in the fragipan, the perched water table during rainy winter and spring months, depth to bedrock, and severe wind thrown hazard. Suitability for building development is limited by the slow permeability of the subsoil, the perched water table, and the depth to bedrock.

Blinn Stony Loam

The highest elevations in the planning area are classified in the soil survey as “Blinn stony loam, 5 to 35 percent slopes”. This soil is moderately deep, well-drained soil that formed in material weathered from basalt and a thin mantle of loess and volcanic ash. It is found on terrace escarpments and foot slopes at elevations of 2,125 to 3,200 feet. The average frost-free period is 100 days. The rooting depth is 20 to 40 inches. Permeability is moderate, runoff is rapid to very rapid, and the hazard of erosion is very high. This soil is suited for woodland, wildlife habitat, grazing and some pasture and hay. Timber species suited to this soil include Grand Fir, Douglas Fir, Ponderosa Pine, Western Larch, Lodgepole Pine, and Western White Pine. The main limitations to building development and road constructions include slope, bedrock, and stoniness.

Slickens

The marshy wetland area in the extreme northwesterly portion of the planning areas (i.e., the areas commonly known as the mill pond and extending to the mouth of the Coeur d’Alene River) is classified as “Slickens”. This classification describes an area made up of poorly drained accumulations of medium textured materials, separated in ore mill operations, over stratified moderately fine and fine textured soil and organic. This particular classification is found on the flood plain along the Coeur d’Alene River and mainly consists of mine tailings

from the Coeur d'Alene Mining District, on slopes ranging from 0 to 2 percent. Typically, this material is freshly ground rock that has been chemically treated during the milling process and is often mixed with other soil and organic matter. This soil area is detrimental to plant growth because of the salinity and high concentrations of heavy metals. Agricultural development in this area is limited by the high water table, flooding, and the nature of the material. However, portions of this area may have good potential for wetland wildlife habitat.

Tables prepared by the Soil Conservation Service, and contained in the soil survey, showing the characteristics of each soil type, and the suitability of each type discussed above for various types of development activity, are presented in appendix A.

Topographical and Soils Maps are found in Appendix A.

Climate

The Harrison area has several microclimates depending of course on location, elevations, topographic features and proximity to the lake. Most of the weather in the sub region of Harrison is brought on by the northeasterly flow of the lower layers of the atmosphere from the Pacific. Precipitation varies widely with the seasons; the mean annual precipitation at Harrison is approximately 24 to 27 inches. Average snowfall ranges from a low of 55 inches to a high of 80 inches. Temperature follows the season with cool winters and warm summers. The longest growing season between occurrences of 32 degrees Fahrenheit temperatures is 175 days in Coeur d'Alene and perhaps a few days longer in Harrison. Wind is quite a variable and less than 10 mph average wind speeds for the entire year. The mean discharge in cubic feet per second (CFS) of the Coeur d'Alene River over a 30 year period at Cataldo is 468 CFS in August and 7652 in April.

Air Quality

Emissions of street dust are being eliminated. In an effort to reduce street dust the City of Harrison has a continued effort to hard surface all streets to eliminate most airborne particulate from this source. Wood smoke generated during winter months.

is minimal since Harrison is in a steady flow air mass (direct current) of air moving across the lake and few wood stoves are used for heat. On site emissions are minimal and there are not other off site sources of emissions or odor that affects the city.

Wildlife

The City of Harrison is home to several bird and animal species that have been observed in or near the city.

Birds: Hawks, Osprey, Ducks, Geese, Grouse, Turkey, Bald Eagles, and various song birds.

Mammals: White Tail Deer, Bear, Elk, Moose, Coyote, Bobcat, Cougar, Rabbit, Squirrel, and Field Mice.

Fish: Salmon, Bass, Trout, Kokanee, Catfish, Whitefish Carp, Suckers, and Pike.

Several animal species in the Harrison area are listed as threatened or endangered and are protected.

The Coeur d'Alene River and St. Joe River can be considered segments of a larger flyway for migrating waterfowl. Measures to protect wildlife and enhance the habitat are an ongoing responsibility of the Idaho Department of Fish and Game.

Coeur d'Alene Lake Watershed

The City of Harrison is a hillside community that entails multiple drainage areas through which rain and snow melt drains to Lake Coeur d'Alene. Storm water technologies are a rapid evolving technology that should be monitored and implemented to ensure the protection and improvement of the water quality and environmental health of rivers, lakes, streams, tributaries, beaches, and shorelines.

Minerals

Aggregate mining in or near the city is a viable source of material for construction. Basalt pits in the area are a primary source of material for road construction. Base metal mining is not common near Harrison, but is prevalent in the surrounding mountains.

Goals:

1. Encourage the conservation, wise management and utilization of Harrison's and the surrounding area's important natural resources.

Policies:

1. The City of Harrison should take an active role in maintaining the environment of the surface waters thus ensuring the quality within its area of impact.
2. The city requires the protections and preservation of the area waterways.
3. The city's Site Disturbance and other city ordinances protect steep slopes, floodplains and floodways, habitat areas, and native vegetation.
4. The city requires adherence to applicable Idaho State environmental regulations that control the disposal of toxic substances.
5. Responsible environmental behavior is required of all Harrison residents and neighbors.
6. Development should be located in areas that are capable of hosting such development with soils suitable for development.

Implementation:

1. The city should participate in the water monitoring program sponsored by the Idaho Department of Environmental Quality, and should periodically sample the quality of water within the harbor area in order to identify and correct water quality problems before they pose a serious threat to the public health and welfare.
2. Adequate waste disposal facility to the boating public should be a priority.
3. The city should ascertain if it has authority to adopt ordinances to prohibit boats from discharging waste directly into Lake Coeur d'Alene within designated city limits. If it has such authority, the city should adopt enforceable ordinances to this effect.
4. Waterfront land uses to be encouraged include parks and open space, public recreation, and public access. Waterfront land uses which may be permitted with proper design precautions include marinas, moorage facilities (public and private), campgrounds, and private water recreation facilities.
5. Update, adopt, and enforce ordinances that would prohibit private landowners from creating or maintaining any condition that would pose an erosion hazard or cause a significant depletion of their forest resources.
6. The city requires that undeveloped lands are actively protected and maintained, and where necessary, restored with appropriate groundcover to reduce erosion potential.

XI. Hazardous Areas

Hazardous Areas – An analysis of known hazards as may result from susceptibility to surface ruptures from–faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snow slides and avalanched and floodplain hazards.

Description of known Hazardous Areas:

- **Floodplain**

All of the land within the Harrison city limits lying below an elevation of 2,128 feet above sea level, according to Avista datum, is designed on the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency as an area of special flood hazard. This means that it is subject to a one percent (1%) or greater chance of flooding in any given year.

The city owned R.V. campground and associated facilities are located within the designated floodplain.

The only privately owned structures located in the floodplain are an existing restaurant and marina, which were originally expressly developed for the purpose of providing a public marina and restaurant.

- **Slide Areas**

The steep grades which characterize the overall topography of much of the undeveloped land in the western portion of the city pose potentially serious landslide and mudslide hazards if existing ground cover is substantially damaged or otherwise removed. Based upon the soil classifications of these areas by the Soil Conservations Service, it would appear that much of this area is unsuited to any type of building development, at least without substantial addition expense.

Erosion Control:

As the population density and land values increase, the effects of uncontrolled runoff becomes an economic burden and a serious threat to the health and wellbeing of a community and its citizen. Therefore, the focus of storm water management is to protect the health, safety, and welfare of the

general public and mitigate property damage by reducing the frequency and severity of flooding.

Steep and unstable slopes present additional problems. It should be recognized that while a certain site may be stable under natural conditions, the same site with steeper slopes may have increased erosion potential and an unstable slope when the site is developed. Any development permanently alters the natural equilibrium and may affect the stability of the slope.

Compliance with minimum engineering standards does not relieve the designer of the responsibility to apply conservative, sound professional judgment. Special site conditions and environmental constraints may require a greater level of protection than would normally be required.

Goals:

1. To ensure the safety of residents and the protection of property and the environment.

Policies:

1. Future development in any identified hazardous area should be subject to special review germane to that particular area.

Implementation:

1. Future development should be in strict compliance with the Harrison Site Disturbance Ordinance and the Harrison Site Disturbance Criteria Manual
2. Development within the area overlying the aquifer from which the city wells draw their water shall be in conformance with the City's Wellhead Protection Plan which prohibits potential contamination of the public drinking water.
3. The City Council adopted Ordinance 341 to regulate further development within the designated floodplain area; and, future development within the designated floodplain will have to be conducted in conformity with this ordinance and any applicable federal and state laws and regulations. Passage of this ordinance and

subsequent ordinances are necessary for the city to continue to participate in the National Flood Insurance Program (NFIP).

XII. Public Services, Facilities, and Utilities

An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water facilities, libraries, solid waste disposal sites, storm drainage, cemetery, post office, street lighting, schools, public safety facilities, and related services. The plan also shows locations of civic centers and public buildings.

Water

The city owns and operates the water supply system, which provides domestic water to 187 connections within city limits. The city currently sells water to one residence just outside city limits. The last major upgrade of the system occurred in 2002.

The system consists of 3 wells (the lower well, the school well, and the lake well), a transfer pump, three reservoirs (the upper and lower reservoirs and the cemetery reservoir), and distribution lines.

The lower reservoir is a ground level concrete reservoir with a concrete cover and a cast iron bolted down lid. It has a capacity of 120,000 gallons and an operations capacity of 112,000 gallons.

The upper reservoir is constructed of welded steel with a welded steel cover that is locked. It has a capacity of 200,000 gallons and an operations capacity of 180,000 gallons.

The cemetery reservoir is constructed of concrete with a concrete cover and a locked metal lid. The capacity of the reservoir is 50,000 gallons with an operations capacity of 40,000 gallons.

The distribution system consists of three separate dead-end lines, one on the lower system and two on the upper system, due to elevation differences between the upper and lower systems. Two pressure reducer valves connect the upper system to the lower system. A booster pump is used to supply water from the lower system to the upper system. The system consists of a combination of 2-inch to 8-inch lines of AC transit and PVC. Each distribution system is fed by its own reservoir.

The maximum daily capacity of stored water in the existing water supply system is estimated to be 332,000 gallons. The maximum daily capacity of pumped water is estimated to be 190,080 gallons. The maximum monthly capacity of pumped water is approximately 5,702,400 gallons per month. The stored water capacity is 732,000. The system is also used for the city's fire protection water source.

Sewer

The city owns and operates a wastewater treatment system which utilizes three lagoons located in the northeast part of the city. All of the wastewater generated in the city is pumped to the lagoons. The initial system was constructed in 1978 and was upgraded in 2002. The system currently has approximately 187 connections with a capacity for 400 connections.

A major sewer system upgrade is scheduled to come online December 1, 2026. The upgrade includes acquisition of land for effluent land application to compliment point discharge. The upgraded system is anticipated to have a capacity for 400 connections.

Solid Waste

A private waste disposal contractor serves the City of Harrison for a five (5) year period. Contracts are renewed on a regular basis for residential, commercial, and the city's waste disposal stream.

Fire Protection

The St. Maries Rural Fire Protection District provides fire protection within the city. The district has resident volunteers that answer any calls. Fire fighting is supported within the city limits by 39 fire hydrants throughout the city. Hydrants are tied to the city domestic water supply.

Police Service

The City of Harrison does not have a police department. The Kootenai County Sheriff's Department provides police protection within the planning area on a contractual basis with the city.

Medical Service

Emergency and Ambulance services are provided by resident volunteer Certified EMT Personnel. According to the EMT organizations, There are two paramedics, one Advanced EMT, ten EMTs, and nine EVO drivers on call 24/7.

The service area covers Highway 3 from the Junction (Y) to Medimont, and Highway 97 from the Junction to Carlin Bay, including half of Peterson Hill. The total coverage spans approximately 123 square miles, with some overlap from neighboring jurisdictions.

Harrison Community Ambulance operates two ambulances. Unit 97 is stationed near Kootenai Junior/Senior High School at the O’Gara Station, and Unit 98 is located in Harrison Township. They also partner with Life Flight.

The medical service responded to 193 calls, resulting in 64 transports in 2025.

The 911 service in Coeur d’Alene acts as dispatch (via radio) to the Harrison EMT Unit. The average response time is 5 – 15 minutes depending on the location of the emergency.

Other Community Services

Libraries

The City of Harrison is served by the Community Library Network. The Harrison Branch is downtown at 111 Coeur d'Alene Avenue. The main office is in Hayden with branches in Athol, Harrison, Pinehurst, Rathdrum, and Spirit Lake, Driftwood Point, outside Kootenai County.

The libraries have a board of trustees that include six members to oversee finances and the general operations of each library. The libraries had a circulation of 1,085,470 in Fiscal Year 2024. The Harrison Library has access to all materials in the system and contributed 26,836 to the circulation figure. The library is open on Tuesday- Saturday each week. The library has added community programs to encourage children to read year-round.

Public Utilities

Electrical service to the city and its residents is provided by Avista Utilities, Inc. Some areas adjacent to the city have electrical service provided by the Kootenai electric Cooperative. The rates which Avista charges its customers for electricity are regulated by the Idaho Public Utilities Commission (IPUC), and are set forth in published tariff sheets available from IPUC.

Phone service to the city and its residents is provided by Ziply High speed internet is also available.

Goals:

1. Provide a system of public services adequate to serve the present needs of this community and any growth that can be reasonably anticipated. Where existing services adequately meet present needs, the benefactor of expanded services will be responsible for all costs associated therewith unless other arrangements are negotiated with City Council and approved by the citizens of the community.

Policies:

1. The provision of public facilities and services are to be based on need, desired service level and cost effectiveness.
2. All developed services must comply with utility and facility plans identifies in the Comprehensive Plan and adopted capital improvement plans.
3. All development (resident, commercial, or industrial) should utilize existing sewer and water services extended to approval sites and participate in facility upgrades at the owner's expense at the time of approval.
4. The city requires that costs for adding or improving infrastructure, including utilities, be paid by the developer or builder relieving the city of any and all burdens.
5. The city will require developers to provide services and utilities or fees in lieu of to serve their projects.
6. The city shall continue to provide support for economic development.
7. All new and extended roads and water systems must comply with International Fire Code 2005 and NFPA Standards and be financed by the developer or builder.

Implementation:

1. Finance future additions or improvements through development impact related construction or contribution, Local Improvement Districts, Capital Improvements Levies, General Obligations Bonds, Impact Fees, Grant Funds, and Urban Renewal Districts.

XIII. Transportation

The City of Harrison is situated on the southeastern end of Lake Coeur d'Alene. The only major highway in and out of Harrison is U.S. Highway 97. To the north, highway 97 follows the shoreline for 28 miles and intersects with U.S. Interstate Highway 90. To the south Highway 97 intersects with Idaho State Highway 3, which is approximately 7 miles out of town.

Where Highway 97 passes through Harrison, it is also known as Coeur d'Alene Avenue. This highway is maintained by the State of Idaho. Highway 97, approximately 1 block of Lakefront Avenue and Harrison Street are paved. All other city streets are chip sealed or gravel. Most city street right-of-ways are between 40 and 60 feet in width.

The majority of the residences do not have off-street parking. These residents must park their vehicles on the street right-of-way.

Goals:

1. Provide safe efficient transportation within the City of Harrison.
2. Provide a looped bike access off the trails of Coeur d'Alene through Harrison.

Policies:

1. All future residential, commercial, and industrial developments shall have adequate off-street parking.
2. The zoning adopted by this plan, prescribes minimum lot size, set back requirements, etc. for each land use classification created by this

plan. In setting these standards, parking need for each type of development are outlined.

3. Streets and intersections should be made safe and practical.
4. Where possible all obstructions to visibility at intersections should be removed. Where it is possible, adequate warning and traffic signs should be placed.
5. Street grades alignments and widths should be maintained to meet safety requirements.
6. Street right-of-ways should be free of obstacles that interfere with traffic, street maintenance and emergency vehicles.
7. Sidewalks and crosswalks should be maintained for safety.
8. Off-street and overflow parking should be located to address community events and enhance economic development in the Central Business District.

Implementation:

1. Apply for federal and state grants to pave, chip seal, storm drainage control, upgrade-city sidewalks and crosswalks.
2. Keep the City of Harrison Capital Improvement Plan current. (separate document)
3. Seek funding through development and any other legal resources.
4. Seek funding through Urban Renewal Agency.

Parks, recreation, and the “Trail of the Coeur d’Alenes”

Open space and recreation areas are essential to the city’s quality of life. Fortunately, Harrison residents and visitors can take advantage of the many recreational opportunities afforded by Lake Coeur d’Alene, the Coeur d’Alene River, and the nearby Coeur d’Alene National Forest.

The “Trail of the Coeur d’Alenes” pedestrian/bike trail extends 15 miles to the west across the lake to the City of Plummer and 66 miles east to the City of Mullan. From the time the trail opened in 2015, Idaho Parks and Recreation reported 86,000 trail users. Recreational bicyclists and local residents would benefit from bike paths in the city that are connected to the trail. The trail also needs destination points (buildings or gazebos) that offer such things as shelter, concessions, information, displays, etc. Transportation goals call for a looped bike access route through the city.

State Highway 97 is designated as a scenic byway under the State of Idaho, as the Lake Coeur d’Alene Scenic Byway. Opportunities to provide byway information could enhance the nature of the route through the city’s central core and provide area history.

With any annexation, subdivision, re-subdivision, Special Use Permit, or lot division filed or applied for, lands shall be dedicated, of fees in lieu therefore, shall be paid to the City of Harrison in order that adequate sites for public parks may be properly located and preserved as the city develops to ensure that the current ratio of public parkland and green area to population is maintained or improved.

Harrison Baseline Park Inventory

Harrison, with a population of 233, has an inventory of 6.099 acres of parkland.

Existing Inventory

Facilities used by residents and visitors

City Main Park	0.544 acres
Gymnasium and Recreation Court	0.689 acres
City Beach and Restrooms	0.918 acres
County Owned Boat Launch	

Facilities used by visitors

R.V. Campground	2.927 acres
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Undeveloped Facilities

Crane's Park	1.021 acres
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Total areas for Recreational use

6.099 acres

Goals:

1. A community with such an extraordinary setting should strive for more than ordinary parks. As growth and visitation increase in our community, long range planning becomes more important for the recreational areas of our city. The importance of establishing and using park and recreation standards for planning acquisition and development of these areas will help provide a vision for the future needs of the community. It will be important to provide for the different types of uses to meet various needs of Harrison residents and visitors.
2. Develop parks and recreation programs to optimize the existing facilities while adding new parks to adequately plan for future development.

3. Encourage the citizens of Harrison and tourists to use the “Trail of the Coeur d’Alenes”.
4. Maintain developed parkland area at current ratio per capita.
5. Develop a visitors’ center to enhance recreational uses in the Harrison area and enhance economic development related to recreational resources.

Policies:

1. Continue to identify potential parks, recreation and open space sites in the Harrison area.
2. Design parks to provide for multiple uses (school, public, etc.) These uses should be compatible with adjacent uses.
3. Increase facility planning and development to support the growing community.
4. Maintain and improve existing facilities.
5. Consider the off-street parking requirements depending on the type of facility they serve and the density of the area.
6. Analyze the effects of tourism on local use and enjoyments of recreational areas.
7. Actively manage motorized vs. non-motorized use conflicts by developing a comprehensive interconnecting system for bicycles and pedestrians.
8. Meet the needs of the disabled.
9. Require that development of major private recreational facilities be accompanied by development of equivalent public use facilities to retain current ratio per capita.

Implementation:

1. Apply for federal and state grants that may be available for acquiring and improving recreational facilities.
2. Where appropriate, charge reasonable user fees to defray the cost of maintaining and operating recreations facilities.
3. Approach service and special interest groups such as, Nature Conservancy existing recourses, public funded entities, and Trust for Public Lands for assistance in acquiring and maintaining open space.

XIV. Special Areas or Sites

An analysis and identification of sites or structures of historical, archeological, architecture, ecological, wildlife, or scenic significance:

- **The Crane House**

It was built in 1891 by the father of the founders of Harrison, is the first house built in the City of Harrison. The house was donated to the Crane Historical Society in 1984, which have restored the house and now use it as a museum of local history.

- **The Harrison school site**

This lies between Park Avenue and Frederick Avenue in Crane's Park Addition and contains approximately 2.5 acres. This site is comprised of the old Harrison school building, gymnasium, and all adjoining land, which was formerly owned by Kootenai School District #274.

The Board of Trustees of Kootenai School District #274 discontinued use of the site as an elementary school in 1985, citing concerns over the structural integrity of the school building and other safety concerns. All of the school district's classroom facilities are presently located at the site of the Kootenai Jr. / Sr., High and Kindergarten School on Harrison Flats. The school district, and other groups, still uses the gymnasium for a variety of purposes.

The city presently owns the gymnasium and six lots immediately to the south of the school site. In addition, a combination sport court was built by the city south of the gymnasium.

- **Mill Pond Wetlands**

The land area lying north of Harrison Harbor and west of the railroad right-of-way to the city limits meets the definition of a wetland area. As such, the area performs many functions, which are generally considered beneficial and important to the public. These include natural biological functions such as, food chain production, general habitat and nesting, spawning, and rearing and resting sites for aquatic and land species. They are often significant in shielding the shoreline from wave action, erosion, or storm damage, and serve as storage areas for storm and flood waters. Wetlands are often significant ground water recharge sources.

This particular wetland area is a favorite fishing spot for many area residents.

- Independent Order of Off Fellows (IOOF)

This includes buildings and other business district buildings that are of historic significance.

- Downtown Corridor

This area is on the National Register of Historic Places.

- Scenic Trail of the Coeur d'Alenes

Goals:

1. Refurbish old gymnasium, upgrade and cover sport courts.
2. Purchase and restore old school and grounds located on Frederick and Park Avenue.
- ~~3. Preserve and protect Mill Pond Wetland from and form of incompatible development.~~
- ~~4. Support Historical Society.~~

Policies:

1. Preserve and maintain historic buildings.
2. Retain current historic theme and appearance in new buildings.

Implementation:

1. Utilize resources available through federal and state grants.
2. Utilize resources available through the Gem Community and Chamber of Commerce.

3. Negotiate with private owners of wetland to acquire this land either through outright gift, or by a land exchange.

XV. Housing

An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the citing of manufactured housing in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community. The city will encourage the pursuing affordable housing through HUD, Habitat for Humanity, and other appropriate grants as well as adequate percent commitment of affordable homes by developers. Before city properties are surpluses, consideration should be given to properties' viability for public housing.

Future construction will have to meet county and state building, plumbing and electrical codes. Construction on lots served by the city sewer system will be required to be connected to the system. Construction on lots not served by the City's sewer system will be under jurisdiction of the Panhandle Health District.

Dwelling Units and Type Data in tables obtained from the 2020 U.S. Census.
Dwelling Units and Type

Housing Values of Owner Occupied

Specified occupied	
Less than \$50,000	0
\$50,000-\$99,999	0
\$100,000-\$149,999	3.1%
\$150,000-\$199,999	9.2%
\$200,000-\$299,999	4.6%
\$300,000-\$499,999	43.1%
\$500,000 or more	40.0%

Goals:

1. Provide an adequate choice of housing opportunities to meet the needs of all the citizens including the elderly, the disabled and low income. All housing should be maintained in a safe and sanitary condition for the general appearance of the neighborhood.

Policies:

1. Encourage a wide range of housing types i.e. - single family, multi-family, manufactured homes, and choices between ownership and rental units for all income groups.
2. The city will work with public and private housing organizations in both Kootenai and Benewah Counties to develop affordable housing opportunities.
3. The city will require innovative site development techniques and a mix of dwelling types in all residential zones and in a mixed-use zone.
4. The city will support maintenance of the all-housing stock through enforcement of health and fire zoning and code regulations and ordinances.

XVI. Community Review

The Panhandle Area Council, Idaho Department of Commerce, USDA Rural Development, and Idaho Rural Partnership conducted a community review for the City of Harrison to assess current conditions, challenges, and opportunities. This review was completed in two phases and involved collaboration with local stakeholders and community members.

Phase I took place from **September 17–19, 2019**. During this phase, discussions focused on key community issues, including the local economy, infrastructure, housing, and roads and streets.

Phase II was conducted on **March 3–4, 2022**. The agenda for the March 3 session centered on reaching group consensus on the three to four highest-priority projects within each focus area. On March 4, action plans were developed for the top one or two priority projects in each category. The primary focus areas for Phase II included infrastructure, housing, community recreation, and economic development.

Copies of the Phase I and Phase II community review materials are available for public review at **Harrison City Hall**.

Goals:

1. Preserve, protect, and enhance areas of special interest, historical, and scenic beauty.
2. Increase public parkland.
3. Establish rentable boat moorings in the Harrisons Shoreline District.

Polices:

1. Develop a specific plan to revitalize the downtown area, landscaping, signs, community layout, and recreational areas.

Implementation:

1. City Council should adopt and enforce codes and ordinances for Harrison, Idaho

landscaping, signs, and building standards, including the adopted community design.

XVIII. National Interest Electric Transmission Corridors

After notification by the Public Utilities Commission (PUC) concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States Department of Energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

This legislation gives limited authority to the Public Utilities Commission to act as the state transmission siting authority only if the U.S. Department of Energy designates a "national interest electric transmission corridor" in Idaho. To promote national security and enhance the energy independence of the United States, Congress enacted the Energy Policy Act of 2005.

For states that do not have a transmission siting agency (such as Idaho), the Energy Policy Act allows an entity seeking to build such a transmission line in Idaho to simply file an application with the Federal Energy Regulatory Commission (FERC) for permission to construct the requested line. Under FERC regulations, there would be no local hearing in Idaho.

To avoid FERC preemption, provide a local forum in Idaho and allow for local government decision making, this bill authorizes the PUC to act as the state transmission siting authority. This legislation generally mirrors the FERC procedures for obtaining a transmission siting permit. This bill requires that a "Transmission Utility" notify affected landowners, affected local governments, and state and federal permitting entities. The legislation contemplates that local land use decisions will be completed no later than six months after the transmission utility files its notice with the PUC.

XVIII. Implementation of Comprehensive Plan

Implementation is the process phase or action phase, which makes the goals and objectives stated in comprehensive plan become realities. The plan, no matter how good it is, is a useless document if it is never used or implemented.

It is the responsibility of the City Council to implement the provisions of this plan. The Planning Commission is charged with recommending to the City Council actions regarding all aspects of city government considered within the plan.

Implementation Tools:

Zoning Ordinance

A zoning ordinance and map are among the most useful tools for carrying out a plan. The zoning map shows the location of districts in which residential, commercial, and industrial uses may be located to form a compatible arrangement of land uses. The ordinance text establishes conditions under which land may be used to create stable future land use development for the city. The zoning ordinance must be in compliance with the Comprehensive Plan. It is the Planning and Zoning Commission's duty to review all new development proposals, zone changes, variances, Special Use Permits, etc., to insure compatibility with the zoning ordinance and the Comprehensive Plan. The commission will file its recommendations with the City Council. It is then the City Council's responsibility to conduct the same review, accompanied by the Commission's recommendations, and make the final decision on the particular zoning issue.

Subdivision Ordinance

Subdivision regulations establish various standards for dividing land (new subdivision development). An ordinance may require the developer, among other things, to grade and pave streets and install water and sewer lines to applicable City, East Side Highway District, Idaho Department of Transportation, Idaho Department of Environmental Quality, Panhandle Health District, or other agency requirements and specifications. In essence, subdivision regulations protect prospective homeowners, ensuring that they are purchasing a substantial house, they have access to a street built to specifications,

and adequate utilities have been installed. The regulations also guarantee new subdivisions will be an asset instead of a liability.

Non-Conforming Uses

Existing uses of land buildings are permitted to continue, though they may not meet the current Comprehensive Plan or requirements of the Zoning Ordinance. Existing uses are allowed to continue as long as they are lawful and do not have a change in use. Any change in use or change to an unlawful use requires compliance with the current adopted Comprehensive Plan and ordinances, as well as other agency requirements and regulations.

Other Codes, Ordinances, and Resolutions

Codes, ordinances, and resolutions are adopted by the city to cover business and vendor practices and construction requirements for new development and improvements. They are as follows.

Development Ordinance

Planned Unit Development (PUD) Ordinance

Mixed Use (MU) Ordinance

Mobile Home Ordinance – Promotes safety, health, construction density, and appearance regulations. These requirements are included in a section of the zoning ordinance.

Flood Plain Ordinance – Designates the flood plain area in Harrison and regulations regarding uses and construction. These requirements are included in a section of the zoning ordinance.

Site Disturbance Ordinance adopted in 2006 – Provides guidelines for construction and environmental changes.

Building Code – The international Building Codes were adopted in 2019 and 2024.

Life Safety Code – Adopted by a fire department, this code covers such safety features as emergency fire exit lighting and similar devices. The National Fire Protection Association publishes this.

Uniform Plumbing Code – Adopted by the State of Idaho

National Electric Code – Adopted by the State of Idaho

Business Licenses – Adopted by the city

Vendor Permits – Adopted by the city

Other Planning Tools:

Transportation Capital Improvement Plan

Capital Improvement Program

Essentially, a capital improvement program includes scheduling of public physical improvements for the community over a certain period of time with consideration for priorities and financial capabilities of the community.

A capital improvement is any nonrecurring expenditure or any expenditure for physical facilities of government, such as costs for acquisition of land; construction, addition, or alteration of buildings, construction of highways or utility lines; fixed equipment; landscaping and similar expenditures.

Future Acquisition Map

A future acquisition map may be prepared and adopted which designates land proposed for acquisition by a public agency for a maximum six (6) year period. Land acquisition may include land for.

- Streets, roads, other public ways or transportation facilities proposed for construction or alteration
- Proposed schools, airports, or other public buildings.
- Proposed parks or other open spaces
- Lands for other public purpose

