CITY COUNCIL MEETING AGENDA

July 15, 2026 at 5:30 PM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Roll Call

Pledge of Allegiance

Announcements and Reports

1. Presentation: Idaho Department of Lands Watershed/Baldy Site Discussion

Public Comment

Consent Calendar - action item

2. Approval of Minutes from Council's July 1, 2026, Special Council Meeting - ***action item***
3. Payables Report / Approval of Bills for Payment - ***action item***
4. Confirmation of Mayor's Appointment to Sandpoint Sustainability Committee: Nicholas Belfry - ***action item***

Public Hearing

5. Public Hearing: Skyway Estates PS26-0001 - ***action item***
6. Public Hearing: Ridley Village Court PS25-0003 & PPUD25-0001 - ***action item***
7. Public Hearing: Amendments to Title 6, Parking Regulations to Implement the City's Parking Management Program
8. Proposed Ordinance: Amending Title 6 Parking Regulations to Implement the City's Parking Management Program - ***action item***

Old/Unfinished Business

9. Tentative Approval of Proposed FY 2027 Revenues and Expenditures, and Declare Intent to Use Forgone Levying Authority - ***action item***

New Business

10. Request for Approval: Festival at Sandpoint Pesticide Application - ***action item***
11. Council Discussion: Analysis and discussion on the LOT Survey
12. Council Discussion/Direction: Regarding Data Centers in the City of Sandpoint - ***action item***

Executive Session

13. Vote to Convene in Executive Session pursuant to Idaho Code § 74-206(1)(c) to acquire an interest in real property not owned by a public agency, Idaho Code § 74-206(1)(f) to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated - ***action item***

14. Executive Session will be held pursuant to Idaho Code §§ 74-206(1)(c) and (f), as noted above.

Reconvene and Adjourn

Public Participation Options and Information

Before the meeting, comment in writing: Email cityclerk@sandpointidaho.gov or deliver to City Hall.
Attend in person: See above for meeting location. Seating available on first-come, first-served basis.
Attend remotely: Register at https://www.sandpointidaho.gov/meetings.
After the meeting, view the recording on YouTube: https://www.youtube.com/c/CityofSandpoint.
For questions or requests for special accommodation: At least 48 hours prior to the meeting, send a message to the email address above or call (208) 263-3310.

CITY COUNCIL SPECIAL MEETING/WORKSHOP MINUTES

July 01, 2026 at 1:00 PM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Mayor Grimm called the special meeting of the Sandpoint City Council to order at 1:00 p.m. on Wednesday, July 1, 2026, in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

Roll Call

PRESENT
Mayor Jeremy Grimm
Councilor Deb Ruehle, Council President
Councilor Joel Aispuro
Councilor Kyle Schreiber
Councilor Pam Duquette
Councilor Joe Tate
Councilor Joshua Torrez

As required by the City's adopted Code of Ethics and Civility, as the presiding officer, Mayor Grimm identified law enforcement personnel serving as sergeant-at-arms for the meeting: Police Lieutenants Michael Aerni and Steven Chamberlain.

Mayor Grimm announced that there would be no general public comment period during the meeting. He provided opening remarks and outlined the procedures for members of the public wishing to speak during the public comment portion of the agenda related to the RV Park and City Beach Parking Lot community engagement item.

Pledge of Allegiance

Mayor Grimm welcomed and introduced special guests from the local Girl Scouts, noting that the Council was honored to have them lead the Pledge of Allegiance.

1. The Local Girl Scouts led all present in the Pledge of Allegiance

Budget Workshop

Mayor Grimm and Finance Director Sarah Lynds opened the workshop with an overview of the agenda.

Finance Director Sarah Lynds provided some introductory information regarding the annual budget.

2. Department Budgets - Public Works (PW) Department, and Community Planning and Development Department.

   Ms. Lynds presented an overview of the City's fiscal well-being, including current financial conditions, budget considerations, and factors affecting the City's financial outlook. The presentation provided Council with information to support ongoing budget discussions and long-term financial planning.

   Public Works Director Holly Ellis, Community Planning and Development Director Jason Welker, and Ms. Lynds presented the proposed FY2027 budgets for their respective departments and funds, including the Fiber Fund, Recreation Fund, Park Capital Improvement Fund, Capital

Improvement Fund, Park Maintenance and Government Buildings, and Community Planning and Development Administration, Planning, and Building.

Council discussed the proposed budgets and asked questions which were addressed by Mayor Grimm, Ms. Ellis, Mr. Welker, and Ms. Lynds. No Council action was taken.

Mayor Grimm announced Councilor Aispuro needed to depart the meeting at 2:30 p.m. and called for a brief recess, with the meeting reconvening at 2:42 p.m.

Announcements and Reports

Mayor Grimm reported that the City's new downtown and City Beach parking program is in its soft launch phase. Parking enforcement will issue warnings during the transition period, with full enforcement to begin in the coming weeks. He thanked City staff for assisting the public and encouraged residents to contact the city with any questions.

Councilors provided reports from the citizen advisory boards on which they serve as Council liaison.

At the request and invitation of the Mayor, Department directors provided updates and reports on activities in their respective departments. Staff fielded questions from Council members.

3. Report: Cash and Investment Transactions Financial Report – May 2026 (for information only)

   No Council questions or comments regarding this item.

Consent Calendar

Mayor Grimm noted for the record the amount of bills for payment approval, and the Consent Calendar was approved by a unanimous vote of Council members present.

Motion made by Councilor Schreiber, Seconded by Councilor Duquette
Voting Yea: Councilor Schreiber, Councilor Ruehle, Councilor Tate, Councilor Duquette, Councilor Torrez

4. The Minutes from Council's June 17, 2026, special meeting were approved as presented.
5. The Minutes from Council's June 17, 2026, regular meeting were approved as presented.
6. Bills in the total amount of $1,782,474.84, reflecting $985,809.84 for regular payables and $796,665.00 for payroll, were approved for payment.
7. **Resolution 26-049**: Approving contract with Apollo, Inc. for the Wastewater Treatment Plant (WWTP) Screw Press Improvements Project (Agreement A26-3257-1)

New Business

8. Council Update: RV Park and City Beach Parking Lot Community Engagement Update

   Mr. Welker, Dan Tadic with HMH Engineering, and Jeff Stiltz with MTLA Landscape Architects of Spokane provided an update and presentation on the community engagement for the RV Park and City Beach Parking Lot. They also fielded questions from the Council members. Information only; no Council action.

Public Comment – RV Park and City Beach Parking Lot

9. Mayor Grimm opened the meeting for public comment regarding the RV Park and City Beach Parking Lot community engagement only. He reviewed the City’s public meeting decorum guidelines and asked attendees to remain respectful, avoid disruptive behavior, and limit comments to the topic at hand. He noted that public comment is for comments only and not for questions or debate.

Old/Unfinished Business

10. Council Direction: RV Park and City Beach Parking Lot Community Engagement Direction from Council

Mr. Welker requested Council direction on the RV Park and City Beach Parking Lot project. Council discussed the proposed RV park concepts and provided feedback on RV circulation, parking, amenities, access, and future parking lot design.

Council supported moving forward with Concepts B and C, with continued refinement of the entrance location, EV charging, lift station, restroom facilities, tent camping, and pet area. Council requested consideration of preserving green space, improving site circulation, and coordinating future parking lot and boat launch improvements.

Mr. Welker provided an update on potential grant funding and future design considerations. He noted that additional public and committee/commission review will occur before final design.

A motion was made to direct staff to proceed with refinement of concepts B and C, incorporating council feedback.

Motion made by Councilor Ruehle, Seconded by Councilor Torrez
Voting Yea: Councilor Duquette, Councilor Tate, Councilor Torrez, Councilor Schreiber, Councilor Ruehle

Adjourn

With no further business before the Council, the meeting was adjourned at 4:44 p.m.

I presided over this meeting and can confirm that the foregoing minutes, prepared by the City Clerk, were approved by City Council during their meeting held _____ 2026.

_____ _____

Jeremy Grimm, Mayor Attest: Meri Jane Bohn, City Clerk

DRAFT

CITY OF SANDPOINT INVOICE REGISTER
PAYABLE DATES OF: 07/02/2026 THROUGH 07/15/2026

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
Vendor: AARON DUNCOMBE				
SH1-26000508	AUTO DECALS FOR CITY VEHICLES			$216.00
	PUBLIC WORKS ADMINISTRATION	VEHICLE & MACH SUPPLIES/PARTS	36.00	
	BUILDING DIVISION	VEHICLE & MACH SUPPLIES/PARTS	36.00	
	CENTRAL SERVICES DEPARTMENT	VEHICLE & MACH SUPPLIES/PARTS	144.00	
		Total For: AARON DUNCOMBE		**$216.00**
Vendor: ACCURATE TESTING LABS LLC				
154694	WWTP: MERCURY TESTING (2) (2026050401)			$260.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	260.00	
154772	WWTP: MERCURY TESTING (2) (2026050486)			$260.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	260.00	
154771	WWTP: MERCURY TESTING (2) (2026050485)			$260.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	260.00	
154796	WWTP: MERCURY TESTING (2) (2026050510)			$260.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	260.00	
155451	WTP: COLIFORM TESTING (5) (2026060481)			$200.00
	WATER TREATMENT	TECH SERVICES - LABORATORY	200.00	
155509	WWTP: TOC, COPPER & NO3? TESTING (2026060540)			$330.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	330.00	
		Total For: ACCURATE TESTING LABS LLC		**$1,570.00**
Vendor: ALPINE MOTORS COMPANY INC				
166211	SPD: OIL CHANGE - '17 FORD EXPLORER - SP15			$76.90
	POLICE DEPARTMENT	SERVICES - AUTOMOTIVE - R&M	76.90	
166046	SPD: OIL CHANGE/REAR BUMPER ASSY - FORD EXPLORER - SPD3			$782.96
	POLICE DEPARTMENT	SERVICES - AUTOMOTIVE - R&M	782.96	
166144	SPD: DIAG SCAN - FORD EXPLORER - SPD21			$90.00
	POLICE DEPARTMENT	SERVICES - AUTOMOTIVE - R&M	90.00	
165991	SPD: OIL CHANGE - 2022 EXPLORER - SPD21			$66.68
	POLICE DEPARTMENT	SERVICES - AUTOMOTIVE - R&M	66.68	
		Total For: ALPINE MOTORS COMPANY INC		**$1,01**
Vendor: ANATEK LABS INC				

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
2617503	WWTP: LITEHOUSE ANNUAL TESTING (WGF1315)			$556.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	556.00	
		Total For: ANATEK LABS INC		**$556.00**
Vendor: ANATEK LABS, INC				
2616319	WWTP: CERES ANALYTICAL LAB TESTING (3)			$2,895.00
	WASTEWATER TREATMENT	TECH SERVICES - LABORATORY	2,895.00	
		Total For: ANATEK LABS, INC		**$2,895.00**
Vendor: ANNALEE HARRIS				
A26-5110-2	ARTIST STIPEND - DOWNTOWN PUBLIC ART 2026 SILVER BOX			$1,000.00
	COMMUNITY DEVELOPMENT ADMINISTRATION	TECH SVS - PARK/REC & ART/GRAPHC DESIGN	1,000.00	
		Total For: ANNALEE HARRIS		**$1,000.00**
Vendor: AQUA PLUMBING 2.0 INC				
32141	SHOP: TOILET 4" RISER INSTALL			$1,427.56
	STREET MAINTENANCE DIVISION	SERVICES - BUILDING - R&M	475.85	
	WATER DISTRIBUTION	SERVICES - BUILDING - R&M	475.85	
	WASTEWATER COLLECTIONS	SERVICES - BUILDING - R&M	475.86	
32154	SHOP: TOILET FLANGE REPLACEMENT			$255.98
	STREET MAINTENANCE DIVISION	SERVICES - BUILDING - R&M	85.33	
	WATER DISTRIBUTION	SERVICES - BUILDING - R&M	85.33	
	WASTEWATER COLLECTIONS	SERVICES - BUILDING - R&M	85.32	
32146	WTP: HOSE PORT INSTALL			$337.50
	WATER TREATMENT	SERVICES - BUILDING - R&M	337.50	
32102	WTP: PRESSURE TANK CONNECTION			$959.93
	WATER TREATMENT	SERVICES - BUILDING - R&M	959.93	
		Total For: AQUA PLUMBING 2.0 INC		**$2,980.97**
Vendor: ARROW CONSTRUCTION HOLDINGS, LLC				
S37297	ST: ROAD CHALK			$52.17
	STREET MAINTENANCE DIVISION	PAINT & THERMO SUPPLIES/EQUIPMENT	52.17	
		Total For: ARROW CONSTRUCTION HOLDINGS, LLC		**$52.17**
Vendor: ASAP SERVICES INC				
133676081	MONTHLY CUSTODIAL SERV CITY HALL & COMMUNITY HALL JUN'26			$4,630.00
	GOVERNMENT BUILDING & GROUNDS DIVISION	SERVICES - CUSTODIAL	2,240.00	
	GOVERNMENT BUILDING & GROUNDS DIVISION	SERVICES - CUSTODIAL	1,080.00	
	GOVERNMENT BUILDING & GROUNDS DIVISION	SERVICES - CUSTODIAL	1,310.00	
		Total For: ASAP SERVICES INC		**$4,63**

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
Vendor: ASSOCIATION OF IDAHO CITIES				
13628	FY 2027 AIC MEMBERSHIP DUES			$4,520.00
	CENTRAL SERVICES DEPARTMENT	LICENSES/DUES & SUBSCR (JOB RELATED)	4,520.00	
		Total For: ASSOCIATION OF IDAHO CITIES		**$4,520.00**
Vendor: AT&T MOBILITY II, LLC				
287336485071X	WIRELESS PHONE/DATA CHGS - POLICE JUN'26			$616.64
	INFORMATION TECHNOLOGY DIVISION	TELEPHONE - WIRELESS	616.64	
28735492666X0	MONTHLY VEHICLE GPS TRACKING JUN'26			$699.12
	WATER TREATMENT	SOFTWARE/SAAS - IMAGERY/TRACKING	75.13	
	WASTEWATER TREATMENT	SOFTWARE/SAAS - IMAGERY/TRACKING	59.96	
	WASTEWATER COLLECTIONS	SOFTWARE/SAAS - IMAGERY/TRACKING	58.37	
	WATER DISTRIBUTION	SOFTWARE/SAAS - IMAGERY/TRACKING	104.99	
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - IMAGERY/TRACKING	400.67	
287339154011X	WIRELESS PHONE/DATA CHGS - FIRE JUN'26			$127.91
	INFORMATION TECHNOLOGY DIVISION	TELEPHONE - WIRELESS	127.91	
287339152904X	WIRELESS/PHONE/DATA CHGS - CITY HALL - 05.24.26-06.23.26			$67.78
	INFORMATION TECHNOLOGY DIVISION	TELEPHONE - WIRELESS	67.78	
287339153398X	WIRELESS/PHONE/DATA CHGS - PARKS JUN'26			$167.55
	RECREATION	TELEPHONE - WIRELESS	23.74	
	INFORMATION TECHNOLOGY DIVISION	TELEPHONE - WIRELESS	110.07	
	CITY BEACH CONCESSIONS	TELEPHONE - WIRELESS	33.74	
287339151180X	WIRELESS PHONE/DATA CHGS - PUBLIC WORKS JUN'26			$928.48
	INFORMATION TECHNOLOGY DIVISION	TELEPHONE - WIRELESS	73.38	
	PUBLIC WORKS ADMINISTRATION	TELEPHONE - WIRELESS	135.89	
	WATER DISTRIBUTION	TELEPHONE - WIRELESS	59.41	
	WATER TREATMENT	TELEPHONE - WIRELESS	104.17	
	RECREATION	TELEPHONE - WIRELESS	36.69	
	WASTEWATER COLLECTIONS	TELEPHONE - WIRELESS	518.94	
		Total For: AT&T MOBILITY II, LLC		**$2,607.48**
Vendor: AVISTA UTILITIES				
4707730000 06.2	MONTHLY UTILITIES 05.17.26 - 06.23.26 (FY'26)			$37,526.38
	GOVERNMENT BUILDING & GROUNDS DIVISION	ELECTRICITY	1,831.31	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	255.37	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	49.62	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	23.44	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	120.70	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	726.48	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	41.79	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	1,363.43	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	20.40	
	GOVERNMENT BUILDING & GROUNDS DIVISION	ELECTRICITY	84.95	
	STREET MAINTENANCE DIVISION	ELECTRICITY	10,594.67	
	PARK MAINTENANCE & CAPITAL	ELECTRICITY	753.68	
	WATER TREATMENT	ELECTRICITY	7,669.68	
	WASTEWATER COLLECTIONS	ELECTRICITY	948.46	
	WASTEWATER TREATMENT	ELECTRICITY	9,965.45	
	RECREATION	ELECTRICITY	30.37	
	STREET MAINTENANCE DIVISION	ELECTRICITY	617.71	
	WATER DISTRIBUTION	ELECTRICITY	195.05	
	GOVERNMENT BUILDING & GROUNDS DIVISION	ELECTRICITY	80.73	
	JAMES E. RUSSELL SPORTS CENTER FACILITY	ELECTRICITY	2,153.09	
		Total For: AVISTA UTILITIES		**$37,526.38**
Vendor: B&E ELECTRIC INC				
CS4450	WTP: RAW WATER INTAKE GENERATOR & ATS			$40,380.00
	WATER CAPITAL PROJECTS	CAPITAL EQUIPMENT & MACHINERY	40,380.00	
		Total For: B&E ELECTRIC INC		**$40,380.00**
Vendor: BADGER METER INC				
80242246	WD: BEACON WTR METER READER - JUNE'26 (FY26)			$916.37
	WATER DISTRIBUTION	SOFTWARE/SAAS - WATER METER READING	916.37	
		Total For: BADGER METER INC		**$916.37**
Vendor: BONNER COUNTY DAILY BEE				
0000051315-062	BCB#7993 SUMMARY OF ORD NO. 1439			$67.75
	STREET MAINTENANCE DIVISION	ADVERTISING	67.75	
0000050979-061	BCB#7972 NOXIOUS WEED CONTROL			$58.51
	CITY CLERK'S OFFICE	ADVERTISING	58.51	
		Total For: BONNER COUNTY DAILY BEE		**$126.26**
Vendor: BONNER COUNTY PROSECUTING ATTY				
BCPA091	FY'26 - PROSECUTING ATTORNEY SERVICE JUN'26			$7,366.66
	LEGAL	OTHER PROF SERVICE - LEGAL - CRIMINAL	7,366.66	
		Total For: BONNER COUNTY PROSECUTING ATTY		**$7,36**

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
Vendor: BOUNDARY TRACTOR YAMAHA				
BTC-225804	SPORTS COMPLEX: KUBOTA TRACTOR CAB DOOR REPAIR			$1,123.30
	PARK MAINTENANCE & CAPITAL	SERVICES - EQUIPMENT - R&M	1,123.30	
		Total For: BOUNDARY TRACTOR YAMAHA		**$1,123.30**
Vendor: BROWN'S NORTHSIDE				
S176190	ST: FUEL/WATER SEPARATOR (1) FUEL FILTER (1) SPIN ON LUBE (1)			$142.40
	STREET MAINTENANCE DIVISION	VEHICLE & MACH SUPPLIES/PARTS	142.40	
S176530	PW: BALDWIN B329 OIL FILTER - 25' FORD ESCAPE			$9.33
	PUBLIC WORKS ADMINISTRATION	VEHICLE & MACH SUPPLIES/PARTS	9.33	
		Total For: BROWN'S NORTHSIDE		**$151.73**
Vendor: CC VENDOR - WELLS FARGO				
114-1478371-19	AMZN: PRINTABLE INDEX CARDS (900) - PARKING			$111.20
	POLICE DEPARTMENT	OPERATIONAL SUPPLIES/EQUIPMENT	111.20	
117639	COURTRESERVE SUBSCRIPTION 6/27/2026 - 07/27/2026			$199.00
	JAMES E. RUSSELL SPORTS CENTER FACILITY	SOFTWARE/SAAS - RECTRAC/REC1/TEAMSIDELIN	199.00	
079417/0043988	WTP: TOILET VALVE-HOME DEPOT			$20.48
	WATER TREATMENT	FACILITY SUPPLIES	20.48	
476870	HARBOR FREIGHT: WTP: ELECTRIC PRESSURE WASHER			$249.99
	WATER TREATMENT	TOOLS	249.99	
28540	STAPLES: WD: FILE HOLDER & FILE TOTE			$41.98
	WATER DISTRIBUTION	OFFICE SUPPLIES/EQUIPMENT	41.98	
111-1957325-09	AMZN: BEACH: VOLLEYBALL NETS (2)			$176.79
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	176.79	
224	USPS: NOXIOUS WEED NOTIFICATIONS			$54.72
	FIRE DEPARTMENT - SANDPOINT	POSTAGE	54.72	
PSI-1	PSI EXAMS: WWTP: WASTEWATER CLASS 2 - N. SPARKS			$108.00
	WASTEWATER TREATMENT	TRAINING AND TRAVEL	108.00	
22866	KING SOD: SOD FOR TRAVERS SHADE STRUCTURE			$1,738.44
	PARK MAINTENANCE & CAPITAL	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	1,738.44	
113-2287479-81	AMZN: SC: COLOR PRINTER FOR VAC TRUCK			$319.00
	WASTEWATER COLLECTIONS	OPERATIONAL SUPPLIES/EQUIPMENT	319.00	
00247505812545	WTP: 100' FISH TAPE			$39.99
	WATER TREATMENT	OPERATIONAL SUPPLIES/EQUIPMENT	39.99	
112-0484765-55	AMZN: STREAMLIGHT SPOTLIGHT			$135.99
	FIRE DEPARTMENT - SANDPOINT	OPERATIONAL SUPPLIES/EQUIPMENT	135.99	
06182026	AIRBNB: CERT WORKERS COMP - K. EAGLESTON - T0117			$7
	CENTRAL SERVICES DEPARTMENT	TRAINING AND TRAVEL	765.34	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
00000088	SAFEWAY: BUDGET MEETING SNACKS			$72.64
	CENTRAL SERVICES DEPARTMENT	SUSTENANCE/FOOD	72.64	
432481	PRINTMOZ: CUSTOM POLE BANNERS (50)			$1,464.86
	GENERAL GOVERNMENT PROJECTS	ART/HISTORICAL MASTER PLAN SERVICES	1,464.86	
00010032601	UPS: EVIDENCE POSTAGE TO ISP			$25.66
	POLICE DEPARTMENT	POSTAGE	25.66	
112-6453900-96	AMZN: WD: PRESSURE WASHER NOZZLE			$89.99
	WATER DISTRIBUTION	OPERATIONAL SUPPLIES/EQUIPMENT	89.99	
113-6348742-94	AMZN: 4 PORT USB HUBS (4)			$39.88
	INFORMATION TECHNOLOGY DIVISION	IT SUPPLIES/EQUIPMENT	39.88	
112-7749595-68	AMZN: SHOP: EVAP SMOKE TESTER			$109.38
	WATER DISTRIBUTION	OPERATIONAL SUPPLIES/EQUIPMENT	36.46	
	WASTEWATER COLLECTIONS	OPERATIONAL SUPPLIES/EQUIPMENT	36.46	
	STREET MAINTENANCE DIVISION	OPERATIONAL SUPPLIES/EQUIPMENT	36.46	
		Total For: CC VENDOR - WELLS FARGO		**$5,763.33**
Vendor: CENTURY WEST ENGINEERING CORP				
252177	CEDAR STREET QLPE SERVICES THROUGH 05/29/2026			$2,055.00
	WATER CAPITAL PROJECTS	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	2,055.00	
252179	WOODLAND DR WATER MAIN THRU 05/29/2026			$42,220.00
	WATER CAPITAL PROJECTS	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	42,220.00	
		Total For: CENTURY WEST ENGINEERING CORP		**$44,275.00**
Vendor: CHECKR INC				
2540490	BACKGROUND SVCS - 2 POLICE - CIVILIAN			$151.48
	POLICE DEPARTMENT	BACKGROUND CHECK SERVICES	151.48	
		Total For: CHECKR INC		**$151.48**
Vendor: CLEARWATER SPRINGS				
938128	WWTP: 4/1 GAL STEAMED DIST 6/23/26 TICKET 938128			$35.00
	WASTEWATER TREATMENT	LABORATORY SUPPLIES	35.00	
		Total For: CLEARWATER SPRINGS		**$35.00**
Vendor: COEUR D'ALENE UMPIRES ASSC INC				
CUA-2613	CDA UMPIRES - 2026 COED SFTBALL - JUN 15-30			$1,094.00
	RECREATION	TECH SVS - PARK/REC & ART/GRAPHC DESIGN	1,094.00	
		Total For: COEUR D'ALENE UMPIRES ASSC INC		**$1,094.00**
Vendor: COLEMAN OIL				
CP-0412773	PARKS/PW/CS: JUNE'26 FUEL CHARGES (FY26)			$8,5
	STREET MAINTENANCE DIVISION	FUEL - GASOLINE/DIESEL	1,949.43	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	CENTRAL SERVICES DEPARTMENT	FUEL - GASOLINE/DIESEL	40.01	
	WATER DISTRIBUTION	FUEL - GASOLINE/DIESEL	1,695.46	
	WASTEWATER COLLECTIONS	FUEL - GASOLINE/DIESEL	1,362.80	
	CENTRAL SERVICES DEPARTMENT	FUEL - GASOLINE/DIESEL	107.76	
	WATER TREATMENT	FUEL - GASOLINE/DIESEL	659.71	
	WASTEWATER TREATMENT	FUEL - GASOLINE/DIESEL	1,117.60	
	PARK MAINTENANCE & CAPITAL	FUEL - GASOLINE/DIESEL	742.37	
	PARK MAINTENANCE & CAPITAL	FUEL - GASOLINE/DIESEL	247.46	
	PARK MAINTENANCE & CAPITAL	FUEL - GASOLINE/DIESEL	247.46	
	PARK MAINTENANCE & CAPITAL	FUEL - GASOLINE/DIESEL	424.94	
CP-0412806	POLICE: FUEL CHARGES JUNE 2026			$4,726.89
	POLICE DEPARTMENT	FUEL - GASOLINE/DIESEL	370.76	
	POLICE DEPARTMENT	FUEL - GASOLINE/DIESEL	247.17	
	POLICE DEPARTMENT	FUEL - GASOLINE/DIESEL	4,108.96	
CP-0412813	FIRE: JUNE 2026 FUEL CHARGES (FY26)			$1,436.64
	FIRE DEPARTMENT - SANDPOINT	FUEL - GASOLINE/DIESEL	451.01	
	FIRE DEPARTMENT - SANDPOINT	FUEL - GASOLINE/DIESEL	55.05	
	FIRE DEPARTMENT - SANDPOINT	FUEL - GASOLINE/DIESEL	59.73	
	FIRE DEPARTMENT - SANDPOINT	FUEL - GASOLINE/DIESEL	838.00	
	FIRE DEPARTMENT - SANDPOINT	FUEL - GASOLINE/DIESEL	32.85	
		Total For: COLEMAN OIL		**$14,758.53**
Vendor: CONSOLIDATED SUPPLY CO.				
S012984019.001	ST: INVERTED TIP MARKING PAINT			$49.31
	STREET MAINTENANCE DIVISION	OPERATIONAL SUPPLIES/EQUIPMENT	49.31	
		Total For: CONSOLIDATED SUPPLY CO.		**$49.31**
Vendor: CULLIGAN LLC				
695182 06/28/26	WWTP: MNTHLY H2O & COOLER - JUNE DEL JULY'26 RNTL			$42.75
	WASTEWATER TREATMENT	OPERATIONAL SUPPLIES/EQUIPMENT	42.75	
		Total For: CULLIGAN LLC		**$42.75**
Vendor: DAVID GEORGE GONZALEZ				
A26-5110-1	ARTIST STIPEND - DOWNTOWN PUBLIC ART 2026 SILVER BOX			$1,000.00
	COMMUNITY DEVELOPMENT ADMINISTRATION	TECH SVS - PARK/REC & ART/GRAPHC DESIGN	1,000.00	
		Total For: DAVID GEORGE GONZALEZ		**$1,000.00**
Vendor: DAVID SISSON				
12737	DAVID S.- MOORAGE DIFFERENCE REFUND - SLIP 44 TO 35			$2

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	UNCLASSIFIED	CUSTOMER CREDITS	291.25	
			Total For: DAVID SISSON	**$291.25**
Vendor: EAGLESTON, KYLE				
PER DIEM T011	PER DIEM T0117 - CERT WORKERS COMP SPECIALIST			$301.00
	CENTRAL SERVICES DEPARTMENT	TRAINING AND TRAVEL	301.00	
			Total For: EAGLESTON, KYLE	**$301.00**
Vendor: EBERL IRON WORKS INC				
554138	WD: HYDRANT LOCKS (50)			$6,247.97
	WATER DISTRIBUTION	OPERATIONAL SUPPLIES/EQUIPMENT	6,061.00	
	WATER DISTRIBUTION	OPERATIONAL SUPPLIES/EQUIPMENT	186.97	
			Total For: EBERL IRON WORKS INC	**$6,247.97**
Vendor: EMSCONNECT				
15898	EMS & FIRE TRAINING SUBSCRIPTIONS (10) JULY'26			$75.00
	FIRE DEPARTMENT - SANDPOINT	TRAINING AND TRAVEL	75.00	
			Total For: EMSCONNECT	**$75.00**
Vendor: ESRI				
900280058	ARCGIS RENEWAL - 08/02/2026 - 08/01/2027			$6,200.00
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - GIS & STR	6,200.00	
900280111	ARCGIS SUBSCRIPTION ADD ONS 08/02/2026 - 08/01/2027			$6,100.00
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - GIS & STR	500.00	
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - GIS & STR	2,000.00	
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - GIS & STR	1,400.00	
	INFORMATION TECHNOLOGY DIVISION	SOFTWARE/SAAS - GIS & STR	2,200.00	
			Total For: ESRI	**$12,300.00**
Vendor: FATBEAM LLC				
71910	FIBER MNTHLY INTERNET SVC AT JER - JUL'26			$395.00
	JAMES E. RUSSELL SPORTS CENTER FACILITY	INTERNET - FIBER/T1	395.00	
71717	INTERNET SRVCS - CITY HALL JULY'26			$643.75
	INFORMATION TECHNOLOGY DIVISION	INTERNET - FIBER/T1	643.75	
			Total For: FATBEAM LLC	**$1,038.75**
Vendor: FREIGHTLINER NORTHWEST				
M001001353	2027 FREIGHTLINER - 114SD & DOCUMENTARY FEE			$129,338.09
	STREET MAINTENANCE DIVISION	CAPITAL EQUIPMENT & MACHINERY	129,138.09	
	STREET MAINTENANCE DIVISION	CAPITAL EQUIPMENT & MACHINERY	200.00	
			Total For: FREIGHTLINER NORTHWEST	**$129,3**

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
Vendor: HACH COMPANY				
15063127	WTP: TEST SAMPLE CELLS 25X60MM PK/6 10ML			$93.55
	WATER TREATMENT	LABORATORY SUPPLIES	93.55	
		Total For: HACH COMPANY		**$93.55**
Vendor: HMH ENGINEERING				
GS025-16-10	HMH CITY ENG SERV THRU JUNE-14-2026 (A25-2410-6)			$10,021.94
	PUBLIC WORKS ADMINISTRATION	OTHER PROF SERVICE - ENGINEERING/ARCHITE	10,021.94	
		Total For: HMH ENGINEERING		**$10,021.94**
Vendor: IDAHO ASPHALT SUPPLY INC				
90022290	ST: TACK OIL FOR ASPHALT SEALING			$2,528.50
	STREET MAINTENANCE DIVISION	ROADWAY/PATH SUPPLIES/EQUIPMENT	2,528.50	
		Total For: IDAHO ASPHALT SUPPLY INC		**$2,528.50**
Vendor: IDAHO RURAL WATER ASSOCIATION				
5365	CITY WIDE SUPPORT - MEMBERSHIP DUES 07/01/26 - 06/30/27			$520.00
	PUBLIC WORKS ADMINISTRATION	LICENSES/DUES & SUBSCR (JOB RELATED)	520.00	
		Total For: IDAHO RURAL WATER ASSOCIATION		**$520.00**
Vendor: INTERSTATE CONCRETE & ASPHALT				
755244-2	PINE ST. MILL AND FILL A25-3100-3 PAYAPP 2			$236,023.65
	STREET CAPITAL & PROJECTS	CONSTRUCTION SERVICES - NON CAPITAL	236,023.65	
		Total For: INTERSTATE CONCRETE & ASPHALT		**$236,023.65**
Vendor: IPS GROUP, INC.				
INV126537	IPS: NEW PARKING METER HARDWARE (23) & MOUNT KITS (21)			$99,130.00
	POLICE DEPARTMENT	OPERATIONAL SUPPLIES/EQUIPMENT	99,130.00	
		Total For: IPS GROUP, INC.		**$99,130.00**
Vendor: KELLEY CREATE				
42354404	SPD: COPIER LEASE - JUNE 2026 - 06/26/2026			$261.02
	POLICE DEPARTMENT	COPIER LEASE	261.02	
		Total For: KELLEY CREATE		**$261.02**
Vendor: KG & T SEPTIC INC				
63209	KG&T PORTABLE TOILET RENTAL 4/27/26-5/24/26			$3,304.00
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	249.60	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	581.00	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	316.00	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	291.00	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	316.00	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	316.00	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	(316.00)	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	326.00	
	RECREATION	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	316.00	
	RECREATION	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	267.00	
	WATER TREATMENT	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	132.00	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	218.40	
	PARK MAINTENANCE & CAPITAL	MULTI-PURPOSE WASTE DISPOSAL/PORTALOO	291.00	
64167	WWTP: JET LINE - SEWER LINE CLEANOUT			$625.00
	WASTEWATER TREATMENT	SERVICES - INFRASTRUCTURE - R&M	625.00	
		Total For: KG & T SEPTIC INC		**$3,929.00**
Vendor: LAKE CITY LAW GROUP PLLC				
46929	LEGAL SERVICES - SYRINGA LITIGATION JUN'26			$4,321.70
	WATER DISTRIBUTION	OTHER PROF SERVICE - LEGAL - LIT/OTHER	4,321.70	
46870	LEGAL SERVICES: GENERAL COUNSEL & KG&T JUN'26			$13,172.50
	LEGAL	OTHER PROF SERVICE - LEGAL - CIVIL	12,553.75	
	WASTEWATER CAPITAL PROJECTS	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	618.75	
46872	LEGAL SERVICES: STRATEGIC PLANNING 4/01/26 - 06/05/26			$14,437.50
	CENTRAL SERVICES DEPARTMENT	STRATEGIC PLANNING SERVICES	14,437.50	
		Total For: LAKE CITY LAW GROUP PLLC		**$31,931.70**
Vendor: LAKE PEND OREILLE SCHOOL				
789	P&R ADULT OPEN GYM MARCH 29, 2026			$30.00
	RECREATION	RENTAL OF LAND AND BUILDING	30.00	
788	P&R OPEN GYM BASKETBALL - YOUTH - MAR 29TH, 2026			$15.00
	RECREATION	RENTAL OF LAND AND BUILDING	15.00	
		Total For: LAKE PEND OREILLE SCHOOL		**$45.00**
Vendor: LEXISNEXIS RISK SOLUTIONS				
49799266	IDAHO CODE '26 SUPP PACKAGE			$619.52
	CITY CLERK'S OFFICE	BOOKS AND PERIODICALS	619.52	
		Total For: LEXISNEXIS RISK SOLUTIONS		**$619.52**
Vendor: LOCAL HIGHWAY TECHNICAL				
T62426EC-4	ST: EFFECTIVE COMMUNICATION CLASS - W. ALBIN			$80.00
	STREET MAINTENANCE DIVISION	TRAINING AND TRAVEL	80.00	
T261526TTC-10	ST: TTC BOOTCAMP 2 CLASSES - W. ALBIN			$40.00
	STREET MAINTENANCE DIVISION	TRAINING AND TRAVEL	40.00	
		Total For: LOCAL HIGHWAY TECHNICAL		**$120.00**

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
Vendor: NAPA AUTO PARTS				
247370	FIRE: BLSTR PK MINIATURES - LIGHTS (2) - RESCUE 1161			$9.68
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	9.68	
253683	FIRE: FAN BELT - RESCUE 1161			$22.52
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	22.52	
257215	FIRE: 5W30 (2 QTS), RAINX DE-ICER, BUTTON BATTERIES & WIPER BLADES - 1101			$40.18
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	40.18	
259010	FIRE: OIL DRY (12)			$112.32
	FIRE DEPARTMENT - SANDPOINT	OPERATIONAL SUPPLIES/EQUIPMENT	112.32	
260932	FIRE: WIPERS (2), ROTELLA GREASE (3), 10W30 (5 QT)			$92.86
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	92.86	
263567	FIRE: ROAD FLARES (12) -1161			$44.04
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	44.04	
265016	FIRE: WIPER BLADES (2) - 1101			$10.36
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	10.36	
282048	FIRE: STOP TOWELS, GLASS CLEANER & SUNSHADES (4) - FIRE BOAT			$28.62
	FIRE DEPARTMENT - SANDPOINT	VEHICLE & MACH SUPPLIES/PARTS	28.62	
		Total For: NAPA AUTO PARTS		**$360.58**
Vendor: NEWCO INC				
954927	WTP: NALCOLYTE DRUMS (4)			$9,261.00
	WATER TREATMENT	CHEMICAL SUPPLIES	9,240.00	
	WATER TREATMENT	CHEMICAL SUPPLIES	21.00	
		Total For: NEWCO INC		**$9,261.00**
Vendor: NORTHERN LIGHTS				
94200 06/26/202	WTP: 856 SCHWEITZER MTN RD 94200 06-26-26 (FY26)			$389.51
	WATER TREATMENT	ELECTRICITY	389.51	
94201 06.26.202	WTP: 300 WOODLAND DR ELECTRIC 06-26-26 (FY26)			$215.57
	WATER TREATMENT	ELECTRICITY	215.57	
94202 06.26.202	WTP: 295 WOODLAND DR ELECTRIC 06-26-2026 (FY26)			$92.58
	WATER TREATMENT	ELECTRICITY	92.58	
3521201 06-26-2	WWC: BOYER AVE JAIL LFT STN N ELECTRIC 06-26-26 (FY26)			$63.75
	WASTEWATER COLLECTIONS	ELECTRICITY	63.75	
3521202 06.26.2	WWC: AIRPARK LIFT STATION 3521202 06-26-26 (FY26)			$54.83
	WASTEWATER COLLECTIONS	ELECTRICITY	54.83	
50278925 06.26.	ST: SPRING HAVEN LIGHTS (BOYER & JENNY) 50278925 06-26-26 (FY26)			$48.16
	STREET MAINTENANCE DIVISION	ELECTRICITY	48.16	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
50430350 06.26.	WC: ELECTRICITY 3200 GREAT NORTHERN RD 50430350 06-26-26 (FY26)			$46.22
	WASTEWATER COLLECTIONS	ELECTRICITY	46.22	
50242287 06.26.	ST: GRANDVIEW ST LIGHTS 50242287 06.26.2026 (FY26)			$24.32
	STREET MAINTENANCE DIVISION	ELECTRICITY	24.32	
3521203 06.26.2	BALDY MNT RADIO SITE 1 ELECTRIC 3521203 06.26.26			$93.12
	GENERAL GOVERNMENT PROJECTS	ELECTRICITY	93.12	
		Total For: NORTHERN LIGHTS		**$1,028.06**
Vendor: ONE CALL CONCEPTS, INC				
60623017	WD/SC: UTILITY LOCATOR SERVICES JUNE'26			$202.41
	WASTEWATER COLLECTIONS	TELEPHONE - LANDLINE & OTHER	101.20	
	WATER DISTRIBUTION	TELEPHONE - LANDLINE & OTHER	101.21	
		Total For: ONE CALL CONCEPTS, INC		**$202.41**
Vendor: OXARC INC				
0062306737	WTP: CYLINDER RENTALS CL (9) SMALL (3) HP (1)			$157.50
	WATER TREATMENT	CHEMICAL SUPPLIES	157.50	
0062304966	WWTP: CI (13) SMALL (1) & GASES (6) H. PRESSURE (2) L. PRESSURE (1) CYL REN			$162.30
	WASTEWATER TREATMENT	CHEMICAL SUPPLIES	162.30	
0032601608	WWTP: CHLORINE CYL (3) & S02 (2) CYLINDERS			$5,708.11
	WASTEWATER TREATMENT	CHEMICAL SUPPLIES	5,708.11	
		Total For: OXARC INC		**$6,027.91**
Vendor: PANHANDLE AREA COUNCIL				
MD26	FY'26 PANHANDLE AREA COUNCIL MEMBER DUES			$1,094.40
	MAYOR'S OFFICE	ECONOMIC DEVELOPMENT/HOUSING SERVICES	1,094.40	
		Total For: PANHANDLE AREA COUNCIL		**$1,094.40**
Vendor: PASSWORD ANSWER SERVICE INC				
000040-742-491	ANSWERING SERVICES AGREEMENT JULY'26 (FY26)			$451.18
	PUBLIC WORKS ADMINISTRATION	TELEPHONE - LANDLINE & OTHER	451.18	
		Total For: PASSWORD ANSWER SERVICE INC		**$451.18**
Vendor: PEAK SAND & GRAVEL INC				
116788	TRAVERS : TOP SOIL - SHELTER IMPROVEMENT			$242.64
	PARK MAINTENANCE & CAPITAL	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	242.64	
116706	TRAVERS: TOP SOIL - PICNIC SHELTER IMPROVEMENT			$336.00
	PARK MAINTENANCE & CAPITAL	CAPITAL IMPROVEMENTS OTHER THAN BUILDING	336.00	
		Total For: PEAK SAND & GRAVEL INC		**$578.64**
Vendor: PIERCE AUTO CENTER				
VIN 51950	ST: 2026 RAM 1500 VIN 1C6RRFCG7TN351950			$41,556.00

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	STREET MAINTENANCE DIVISION	CAPITAL VEHICLES	41,556.00	
		Total For: PIERCE AUTO CENTER		**$41,556.00**
Vendor: R5 INC				
1890	ST: BIKE LANE PAINT (25 GAL)			$1,072.45
	STREET MAINTENANCE DIVISION	PAINT & THERMO SUPPLIES/EQUIPMENT	1,072.45	
		Total For: R5 INC		**$1,072.45**
Vendor: REHN & ASSOCIATES				
INV-00213238	COBRA NOTICE LETTER - K. KEENEY			$28.00
	CENTRAL SERVICES DEPARTMENT	OTHER PROF SERVICE - HUMAN RESOURCES	28.00	
INV-00211818	COBRA NOTICE LETTER - M. WARD			$28.00
	CENTRAL SERVICES DEPARTMENT	OTHER PROF SERVICE - HUMAN RESOURCES	28.00	
		Total For: REHN & ASSOCIATES		**$56.00**
Vendor: REX EDWARDS				
DOPL REIMB 07/	SC: DOPL PROFESSIONAL LICENSES WWC/WD CLASS I - R. EDWARDS			$60.00
	WASTEWATER COLLECTIONS	LICENSES/DUES & SUBSCR (JOB RELATED)	60.00	
		Total For: REX EDWARDS		**$60.00**
Vendor: RWC GROUP				
RA106018155:01	ST: PTO WORK ON PLOW TRUCK (1HTWMAZR0BJ322823) #2			$676.47
	STREET MAINTENANCE DIVISION	SERVICES - EQUIPMENT - R&M	676.47	
		Total For: RWC GROUP		**$676.47**
Vendor: SANDPOINT BUILDING SUPPLY				
2535369	PINE ST: CONCRETE PRE-MIX (52)			$385.40
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	385.40	
		Total For: SANDPOINT BUILDING SUPPLY		**$385.40**
Vendor: SANDPOINT SUPER DRUG				
35395/1	FIRE: HEAVY DUTY INDUSTRIAL STRENGTH ADHESIVE			$8.99
	FIRE DEPARTMENT - SANDPOINT	OPERATIONAL SUPPLIES/EQUIPMENT	8.99	
		Total For: SANDPOINT SUPER DRUG		**$8.99**
Vendor: SELKIRK PRESS INC				
23927	BUSINESS CARDS (100) - E. BUSH			$29.00
	PUBLIC WORKS ADMINISTRATION	PRINTING AND BINDING	29.00	
23954	BUSINESS CARDS - A. COOK (100)			$29.00
	CENTRAL SERVICES DEPARTMENT	PRINTING AND BINDING	29.00	
		Total For: SELKIRK PRESS INC		**$58.00**
Vendor: SOUTH FORK HARDWARE (PARKS)				

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
432212	BEACH: TOOLS & SUPPLIES FOR 4TH JULY CLEANUP			$87.96
	PARK MAINTENANCE & CAPITAL	TOOLS	49.96	
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	38.00	
432269	BEACH: ELECTRONIC CLEANER - FORD RANGER			$21.99
	PARK MAINTENANCE & CAPITAL	VEHICLE & MACH SUPPLIES/PARTS	21.99	
431825	BEACH: EPOXY FOR PARKING KIOSKS			$63.98
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	63.98	
432713	RV PARK: BLK MED ABS CEMENT FOR SEPTIC LINE			$9.49
	CITY BEACH RV PARK	OPERATIONAL SUPPLIES/EQUIPMENT	9.49	
432433	DTS: PIPE TAPE FOR DTS DRINKING FOUNTAIN			$17.92
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	17.92	
431345	BEACH: CAUTION TAPE (1000') AND WET PAINT TAPE (300')			$20.28
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	20.28	
		Total For: SOUTH FORK HARDWARE (PARKS)		**$221.62**
Vendor: SOUTH FORK HARDWARE (PUB WKS)				
431641	WWTP: NUTS & BOLTS (10)			$7.66
	WASTEWATER TREATMENT	OPERATIONAL SUPPLIES/EQUIPMENT	7.66	
431831	ST: SPRAY PAINT (2)			$15.98
	STREET MAINTENANCE DIVISION	OPERATIONAL SUPPLIES/EQUIPMENT	15.98	
431783	SC: SPRAY FOAM (2)			$13.98
	WASTEWATER COLLECTIONS	OPERATIONAL SUPPLIES/EQUIPMENT	13.98	
		Total For: SOUTH FORK HARDWARE (PUB WKS)		**$37.62**
Vendor: SPOKANE TESTING SOLUTIONS				
21391	DOT TESTING - JUNE'26 - 2 PW			$120.00
	WASTEWATER COLLECTIONS	OTHER PROF SERVICE - MEDICAL	30.00	
	WATER DISTRIBUTION	OTHER PROF SERVICE - MEDICAL	30.00	
	STREET MAINTENANCE DIVISION	OTHER PROF SERVICE - MEDICAL	60.00	
21161	DOT TESTING MAY'26 - 2 UTILITIES			$120.00
	WATER DISTRIBUTION	OTHER PROF SERVICE - MEDICAL	60.00	
	WASTEWATER COLLECTIONS	OTHER PROF SERVICE - MEDICAL	60.00	
		Total For: SPOKANE TESTING SOLUTIONS		**$240.00**
Vendor: TORK ELECTRIC INC				
9404	ST: RECTANGULAR RAPID FLASHING BEACON REPAIR			$105.00
	STREET MAINTENANCE DIVISION	SERVICES - STREET LIGHT - R&M	105.00	
9407	WTP: PRESSURE PLATE REPLACEMENT & ADJUSTMENT			$105.00
	WATER TREATMENT	TECH SERVICES - ELECTRICAL	105.00	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
9402	WWTP: CONNECTING ROTATING PECKER HEAD REPLACEMENT			$498.00
	WASTEWATER TREATMENT	TECH SERVICES - ELECTRICAL	498.00	
9403	WWTP: NEW BATTERY CONNECTION			$190.00
	WASTEWATER TREATMENT	TECH SERVICES - ELECTRICAL	190.00	
		Total For: TORK ELECTRIC INC		**$898.00**
Vendor: TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC				
5922531-202606	SPD: TRANSUNION - BACKGROUND CHECK SERVICES JUNE'26			$135.00
	POLICE DEPARTMENT	BACKGROUND CHECK SERVICES	135.00	
		Total For: TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC		**$135.00**
Vendor: USA BLUE BOOK				
INV01093331	WWTP: CLOROX WIPES (35) NITRILE GLOVES 100 PK (5)			$150.09
	WASTEWATER TREATMENT	LABORATORY SUPPLIES	150.09	
		Total For: USA BLUE BOOK		**$150.09**
Vendor: VERIZON WIRELESS				
6146574613	VZ WIRELESS PHONE/DATA CHGS 05.21.26-06.20.26			$164.82
	WATER DISTRIBUTION	TELEPHONE - WIRELESS	41.23	
	WATER TREATMENT	TELEPHONE - WIRELESS	20.02	
	WASTEWATER TREATMENT	TELEPHONE - WIRELESS	38.69	
	WASTEWATER COLLECTIONS	TELEPHONE - WIRELESS	64.88	
		Total For: VERIZON WIRELESS		**$164.82**
Vendor: WOOD'S CRUSHING & HAULING INC				
59695	WTP: 3/4"- GRAVEL FOR SANDCREEK (15.58 TONS)			$285.37
	WATER TREATMENT	ROADWAY/PATH SUPPLIES/EQUIPMENT	285.37	
		Total For: WOOD'S CRUSHING & HAULING INC		**$285.37**
Vendor: ZIPLY FIBER				
3469 06.25.26	3469 PHONE CHGS - TURTLE ROCK 06.25.26-07.24.26			$61.44
	WATER TREATMENT	TELEPHONE - LANDLINE & OTHER	61.44	
		Total For: ZIPLY FIBER		**$61.44**
Vendor: ZW USA INC				
820714	PARKS: MUTT MITTS ANNUAL PURCHASE (80 BOXES)			$7,920.00
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	1,980.00	
	GOVERNMENT BUILDING & GROUNDS DIVISION	OPERATIONAL SUPPLIES/EQUIPMENT	1,980.00	
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	990.00	
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	990.00	
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	990.00	

Invoice Number	Invoice Description / Department/Division	GL Account Description	Line Item Amount	Invoice Amount
	PARK MAINTENANCE & CAPITAL	OPERATIONAL SUPPLIES/EQUIPMENT	990.00	
		Total For: ZW USA INC		**$7,920.00**

Grand Payables Total: $784,611.65

Councilor Signature: _____ Date: _____

Councilor Name: **JOEL AISPURO**

MEMO

TO: Sandpoint City Council
FROM: Mayor Jeremy Grimm
DATE: July 15, 2026
SUBJECT: City Commission, Advisory Committee and Board Appointment

I have appointed Nicholas Belfry to the Sustainability Committee for a 3-year term, set to expire on June 30, 2029. Nicholas has been a Sandpoint resident for many years and brings a diverse background in fields related to sustainability.

I sincerely appreciate Nicholas' willingness to step forward and volunteer in this capacity to serve our community, and I thank you in advance for your consideration of the confirmation of his appointment.

Citizen Advisory Board Application - Sustainability Committee

Complete and submit this application to be considered for a seat on the Sandpoint Sustainability Committee.

Thank you for your interest in serving on the Sandpoint Sustainability Committee, a City of Sandpoint volunteer citizen advisory board. We appreciate your desire to serve our city in this capacity and look forward to reviewing your application. For more information, including qualifications for serving on this Committee, please visit Chapter 7 of Title 2, Sandpoint City Code.

Applicant Information

First Name: * Nicholas

Last Name: * Belfry

Phone Number: *

Ex. 208-555-5555. Please include area code.

Email Address: *

Home Address: * Street Address

Address Line 2

City: Sandpoint

State / Province / Region: ID

Postal / Zip Code: 83864

Country: USA

Mailing Address: *

Street Address

Address Line 2

City
Sandpoint

State / Province / Region
ID

Postal / Zip Code
83864

Country
USA

Employment and Volunteer History

Please upload a copy of your resume or any additional information relevant to your application.

Upload your Resume or Curriculum Vitae *

Resume for Nicholas Belfry.pdf 103.32KB

Please relay any add'l information regarding your experience or background and the reason(s) you wish to serve in this capacity: *

Before moving to Sandpoint, I used to bring the brush I generated from landscape and pruning work to a farmer that had created a composting operation on his small family farm. I was surprised by the way that his small business gave local people a convenient and cheap place to get rid of their yard waste, turned that waste into a valuable product, and returned that valuable product to those same local people. There are few examples of this kind of closed loop in our economy

I agree that monitoring and regulating pollutants is an important part of a sustainably managed community, but I think that there's more to it. I think that another essential part of a community's sustained prosperity are the kinds of closed loops that I witnessed on that small farm. In my work, I support local food systems by helping people keep their yard ecosystems, and in particular their fruit trees, healthy. The fruit is entirely produced, consumed, and recycled right here. Locally produced fruit feeds local people and animals, fertilizes local soil, and helps to foster a local culture of cuisine and traditions like our annual Apple Festival downtown. In addition to advising the city on pollutants, I think my specific role on this advisory board would be to help the city to support local manufacturing and recycling businesses in order to emulate and reproduce the positive effects of closed loops like local composting and local food systems.

Nicholas C. Belfry

Sandpoint Idaho, 83864

My personal goal is to help build a stronger, more resilient and sustainable community. I hope to pursue this by working with others to create and support systems for local recycling, manufacturing, and food production. I believe that the first step towards a sustainable community is to encourage local production and pursue greater local control of capital through tools like community investment funds and promotion of local businesses.

Work Experience:

Ooh La La Arboriculture and Fine Pruning
Co-Owner/Operator

- Communicate with clients at every stage from onboarding through follow up after payment
- Find creative solutions that allow for plants and people to share space
- Care for health and maintenance of all types of plants at every stage of plant lifecycles
- Stay educated on current industry best practices and relevant developing scientific research
- Bookkeeping, including purchasing, billing, and taxes

We Love Worms LLC
Co-Owner/Operator

- Build systems to attract clients, gather their food waste, and turn that waste into compost
- Perform research in order to understand the composting process and composting systems
- Educate interested community members about the benefits of local food waste collection, compost production, and use

Clark Horticultural
Supervisor: Gordon Clark
Landscaper/Assistant Horticulturalist

- Maintain private and commercial landscapes for plant health, function, and aesthetics
- Prune trees of all sizes for health, safety and beauty
- Maintain and improve equipment including vehicles, mowers, and other tools
- Help train new employees
- Facilitate client goals through efficient and effective communication
- Lead ground operations for large pruning and removal projects

Pacific Rim Log Scaling and Grading
Bureau Supervisor: Dave VanAusdle
Senior Scaler

- Inspect and assess hardwood and softwood logs to determine species, volume, defects, and quality of manufacture
- Provide unbiased information and assessments as a third party to timber deals
- Build relationships with customers in order to build trust and create clear channels of communication

Idaho Department of Fish and Game Supervisor:
Bruce Barnett
Fisheries Technician

- Operate, maintain and repair screw-type fish traps
- Identify, anesthetize, measure, and inject target juvenile fish with PIT tags
- Conduct stream-side Chinook spawning surveys using GPS
- Locate, measure, collect and record samples from and Chinook carcasses
- Accurately transcribe large amounts of data into digital formats

Education:

Oregon State University Graduated 2008, Cum Laude
Zoology Major
Chemistry Minor
Provost Scholar
GPA 3.55, Honor Roll
International study-abroad program (GAIAS- Ecuador and Galapagos Islands)

Ketchikan High School Graduated 2005, Honor roll
GPA 3.8
Inducted into National Honor Society
Top Senior Award
Presidential Academic Award

Community Involvement:

Blacksmithing teacher for the Kaniksu Folk School
Friends of the Pend d'Oreille Bay Trail Board Member (formerly)
Clallam County Search and Rescue
Eagle Scout Award

NOTICE OF PUBLIC HEARING

NOTICE IS [redacted]'EN that the San[redacted]ouncil will hold a p[redacted] during their meeting on Wednesday, July 15th, 2026, which begins at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

Item # 5.

The purpose of the hearing is to receive public comment on City Application No. PS26-0001 request for approval of a preliminary plat to subdivide two parcel's(RPS00000108151A & RPS00000108290A) Consisting of ±4.6acres to create twenty-six lots, along with associated public infrastructure. The legal description of the parcel's is 10-57N-2W S2 LOT 15, LESS S 104FT OF W 258FT & LESS N 116FT OF W 110FT & 10-57N-2W S 104FT OF W 258FT OF LOT 15, Boise Meridian, Bonner County, Idaho.

Seating in Council chambers is available on a first-come, first-served basis. The overflow areas outside chambers will accommodate additional attendance, with live meeting video and audio provided. For public hearings/public comment periods, those who may not be able to be seated within chambers will be allowed entrance to the room and given the opportunity to speak from the podium.

Copies of the complete files for this matter are available for review online at www.sandpointidaho.gov/CurrentProjects or at the Sandpoint City Clerk's office at City Hall (address above), 208-263-3310. Any written testimony to be considered at this meeting must be delivered to City Hall or by email to cityclerk@sandpointidaho.gov before 5:00 p.m. on July 8, 2026. To request special accommodation to view the application files or participate in the above-noticed meeting, send a message to the email address above or [redacted]3-263-3310 at least two [redacted]ness days prior to the m[redacted]

Legal#8011 AD#51740
July 1, 2026

SKYWAY ESTATES
SUBDIVISION NARRATIVE
Parcel # RPS00000108290A & RPS00000108151A

Introduction

On behalf of the property owner, Dobler Engineering is requesting approval of a major subdivision located on the east side of Boyer Rd, approximately 500' south of the intersection with Alexander Way The project consists of subdividing two existing parcels into 26 lots. The smaller parcel is approximately 0.38 acres and currently contains one single family residence and garage. The larger parcel is approximately 4.137 acres and is undeveloped with only an existing barn. We are proposing a 26-lot subdivision conforming to the RS site performance criteria with lots varying in size from about 5348 sf to about 6470 sf. A variance for right of way width of forty' is being requested for the first 200' of roadway, to allow the existing residence to remain.

Evaluation

Provision has been made for a water supply system that is adequate in terms of quantity and quality for the type of subdivision proposed.

Water

The City of Sandpoint will serve the proposed subdivision. There is an existing 8" main in Boyer Rd. We will construct an 8" main which will extend through the property for future extension.

Sanitary sewer

Adequate provisions have been made for a public sewage system and that the existing Municipal system can accommodate the proposed sewer flows.

The city will provide sewer service. There is an existing 12" main in Boyer Rd, which will be extended through the property to the east. Initial evaluation of the sewer indicates that easterly portion of the site will need to be raised 2'-3' to maintain minimum cover over the sewer line.

Storm sewer

Adequate provisions have been made for a public storm sewage system and that the existing Municipal system can accommodate the proposed flows.

The city will provide storm sewer service. There is an existing 12" main in Boyer Rd, which will be extended through the property to the east. Initial evaluation of the storm

sewer indicates that minimum cover over the pipe can be maintained if the eastern portion of the property is raised to accommodate the sanitary sewer.

Streets
Proposed streets are consistent with the transportation element of the Comprehensive Plan. The proposed internal streets will be extended through the subdivision to provide connectivity.

The internal street will be constructed to City standards for local residential streets with parking on both sides (32' width / 50' RW). The first 200' of roadway will utilize a 32' width and 40' RW to allow the existing residence to remain and create a usable lot. Utility easements (10') for private utilities will be granted outside of the right of way on both sides of the street and on Boyer Ave. An additional 10' of right of way will be granted on Boyer Ave.

Site hazards.
All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards have been identified and there is no known soil, topographical, or other hazards present on the site that would preclude the proposed use.

Conformance to the current zoning and future land use designation in the Comp Plan
The area proposed for subdivision is currently zoned for the proposed use and the use conforms to future land use plan of the Comp Plan. The proposed land use and density conform to the requirements of the RS zone regarding lot size, minimum frontage, and overall density.

Cost of Development
The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that, in most cases, off site mitigation will be dealt with through the obligation to pay development impact fees. In addition, the full cost of the proposed improvements will be borne by the development**.**

Summary

The proposed project meets the density requirements of the underlying zoning and can be adequately served by the available infrastructure. The proposed development is consistent with the Comprehensive Plan and the surrounding land uses. Approval of the requested modification will allow the creation of a neighborhood compatible with the surrounding developments.

Instrument # 1051349
Bonner County, Sandpoint, Idaho
08/27/2025 03:48:54 PM No. of Pages: 4
Recorded for: NEXTITLE NORTH IDAHO
Michael W. Rosedale Fee: $15.00
Ex-Officio Recorder Deputy njanes
Index to: WARRANTY DEED

Warranty Deed Bonner County

PTC 882390

NXNI-0562823

Unofficial Document

N TITLE
NORTH IDAHO
File No.: NXNI-0562823

WARRANTY DEED

Title No. 882390

FOR VALUE RECEIVED

Joanne E. Ames, a single woman

GRANTOR(s) does(do) hereby GRANT, BARGAIN, SELL and CONVEY unto:

Polar Built, LLC, an Idaho limited liability company

GRANTEE(s), whose current address is: **14363 Pristine Circle, Rathdrum, ID 83858**

the following described real property in Bonner County, State of Idaho more particularly described as follows, to wit:

See attached Exhibit "A"

TO HAVE AND TO HOLD the said premises, with their appurtenances unto said Grantee(s), and Grantee(s) heirs and assigns forever. And Grantor(s) does(do) hereby covenant to and with said Grantee(s) that Grantor(s) is/are the owner(s) in fee simple of said premises, that said premises are free from all encumbrances, EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s), and subject to reservations, restrictions, dedications, easements, rights of way and agreements, if any, of record, and general taxes and assessments, (including irrigation and utility assessments, if any) for the current year which are not yet due and payable and the Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Unofficial Document

EXHIBIT A

Parcel 1:

A portion of Lot 15 of a subdivision of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, according to the plat thereof, recorded in Book 1 of Plats, Page 128, records of Bonner County, Idaho, described as follows:

Beginning at the intersection of the East right of way line of North Boyer County Road and the South line of said Lot 15;

thence North 104 feet;

thence East 258 feet;

thence South 104 feet, to the South line of said Lot 15;

thence West to the Point of Beginning.

Parcel 2:

The South half of Lot 15 of a subdivision of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, according to the plat thereof, recorded in Book 1 of: Plats, Page 128, records of Bonner County, Idaho.

Less the following described tract:

Beginning at the intersection of the East right of way line of the North Boyer County Road and the South line of said Lot 15,

thence North 104 feet;

thence East 258 feet,

thence South 104 feet, to the South line of said Lot 15; thence West to the Point of Beginning.

Also less Boyer Avenue

Also less the following described tract:

The North 116 feet of the West 110 feet of the South half of Lot 15, a subdivision of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, according to Book 1 of Plats, Page 128, records of Bonner County; Except Boyer Avenue.

Unofficial Document

Dated: August 26, 2025

Joanne E. Ames

STATE OF IDAHO)

COUNTY OF)

On this 26th day of August, in the year of 2025, before me the undersigned Notary Public in and for said State, personally appeared Joanne E. Ames known or identified to me, to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
My commission expires:

GENEVIEVE MILBERY
COMMISSION #20252298
NOTARY PUBLIC
STATE OF IDAHO

GENEVIEVE MILBERY
Residing in: Sandpoint, ID
Commission Expires: 06/26/2031

Unofficial Document

SANDPOINT
PLANNING DEPARTMENT

SUBDIVISION APPLICATION

File #: _____

Please read and complete the application carefully. Failure to provide all required information could result in a delay in processing your application.

Applicant Information:

Applicant's Name: Gordon Dobler
Address: PO BOX 3181, Hayden, ID 83815
Phone: (H) _____ (W) 208 755-9732
E-mail: gordon@doblerengineering.com

Holder of Legal Title: Polar Built LLC
Address: 14363 Pristine Circle, Rathdrum, ID 83858
Phone: (H) _____ (W) _____
E-mail: polarcomatt@gmail.com

Representative Information:

Business Name: Dober Engineering
Surveyor: Trueline surveying
Address: 3881 N Schreiber Wy
Phone: (H) _____ (W) _____
E-mail: _____

Project Information:

Proposed Development Name: Skyway Estates
Legal Description of Site: Lot(s) _____ Block # _____ Addition _____
(or) PIN RPS00000108290A and RPS00000108151A
Section 10 Township 57N Range 2W
Total Size of Parcel: 4.137ac and 0.380ac
Number of Lots/Units: Existing: 2 Proposed: 26 lots
Smallest Lot Size: 5348 sf Largest Lot Size: 6470 sf

Current Zoning:

Residential	Commercial	Industrial
☐ Rural Residential RR2	☐ Mixed-use Residential (MUR)	☐ Industrial General (IG)
☐ Rural Residential RR1	☐ Commercial A (CA)	☐ Industrial Business Park (IBP)
☒ Residential Single-Family (RS)	☐ Commercial B (CB)	☐ Industrial General w / IBP uses allowed
☐ Residential Multi-Family (RM)	☐ Commerical C (CC)	☐ Industrial Technology Park (ITP)

Current Comprehensive Plan Designation:

Future Land Use Categories

- ☐ Low Density Clustered Residential
- ☒ Low Density Residential
- ☐ Medium Density Residential
- ☐ High Density Residential
- ☐ Neighborhood Mixed Use
- ☐ Mixed Use Corridor
- ☐ Downtown
- ☐ Public/Quasi Public
- ☐ Light Industrial/Commercial
- ☐ Parks and Open Space

Airport Safety Zones

- ☐ Inner Critical Zone
- ☐ Lateral Safety Zone
- ☐ Runway Protection Zone
- ☐ N/A

What land uses border the site? Describe lot sizes, structures and uses:

North: SFR - 0.147ac to 0.53ac

South: SFR - 3.0ac to 5.0ac

East: SFR - 5.0ac

West: SFR - 2.48ac , Undeveloped 2.31ac

What Zones border the project site?

North: RS South: RS East: RS West: RS

Utility Information:

Power will be provided by:

- ☒ Avista Utilities
- ☐ Northern Lights Inc

Water will be supplied by:

- ☐ Existing public or community system
- ☐ Individual well
- ☒ Proposed public or community system

Sewage disposal will be provided by:

- ☐ Existing community system
- ☐ Individual system
- ☐ Proposed community system

Site Information - provide detailed descriptions on the following:

1. Topography (lay of land), including estimated maximum slope, rock outcroppings, benches, etc.: Flat, generally slopes down to the east < 5%

2. Water courses (springs, streams, rivers, etc.): NONE

3. Existing structures (size & use): Existing SF residence and shop on smaller parcel. Existing shop on larger parcel

4. Land cover (timber, pasture, etc.): Pasture on smaller parcel, timber on larger parcel

5. Other pertinent information:

Note: The Planning and Zoning Director may request additional information in specific circumstances in order to assist the Planning and Zoning Commission in reviewing this request.

The date of the Planning and Zoning Commission hearing will be established by the Planning and Zoning Department upon the acceptance of a ***complete*** application. An application will be considered complete when all of the requested information has been submitted.

I am the owner or owner's representative of the property described in this application. I further attest that all information submitted with this application is true and accurate to the best of my knowledge.

Signature of Applicant

2/16/2026

Date

Recording requested by:

City of Sandpoint
1123 Lake St
Sandpoint, ID 83864

When recorded return to:

City of Sandpoint, Attn: City Clerk
1123 Lake St
Sandpoint, ID 83864

FAIR DISCLOSURE STATEMENT
DISCLOSURES BY OWNER/BUYER
OF REAL PROPERTY IN CITY OF SANDPOINT, IDAHO

This is a notification, disclosure (Fair Disclosure Statement), and acknowledgement by _____, of _____, regarding real property located in the vicinity of the Sandpoint Airport (ICAO: KSZT) in the City of Sandpoint, Idaho.

The undersigned hereby acknowledge the following:

1. The subject property is addressed at _____, Sandpoint, ID and more particularly identified and described in Attachment "A" (Subject Property).

2. Proximity to the Airport:

The Subject Property is located within the Sandpoint Inner Critical Zone/Lateral Safety Zone, as defined in Chapter 12, Title 9, Airport Overlay Zone District, Sandpoint City Code.

3. Airspace

The Subject Property lies under the Airport's FAR Part 77 Airspace, and is subject to Federal law and Chapter 12, Title 9 of the Sandpoint City Code.

4. Future Improvements and Aircraft Operations

The Airport may wish to expand its facilities and operations in the future. Expansion plans include, but are not limited to, those shown on the approved Sandpoint Airport Master Plan. These improvements may result in increased aircraft operations, operations by larger aircraft, and increased nighttime operations which could increase the noise levels within the vicinity of the Airport.

5. Disclosure of Airport Impacts

Due to the proximity of the parcel to the Airport; owners and/or buyers of the Subject Property should expect frequent overflight and varying degrees of noise and other impacts from these overflying aircraft, which some persons may find intrusive. Further, owners and/or buyers of the Subject Property should expect varying degrees of vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft landing at, taking off from, or operating on or at public airport facilities.

CERTIFICATION

This undersigned owners and/or buyers of said Subject Property certify that they have read the above Fair Disclosure Statement, and acknowledge the existence of limitations placed upon the property under Federal law and the Sandpoint City Code described herein, the noise and other exposure due to the operation of said Airport, and consent to the same.

Dated: _____

_____
[OWNER]

VERIFICATION

STATE OF IDAHO)
: ss.
County of BONNER)

The undersigned, _____, being sworn, having read the foregoing, say that the facts set forth herein are accurate and complete to the best of their knowledge and belief.

DATED this _____ day of _____, 2020.

_____
[OWNER]

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2020.

_____
Notary Public, State of Idaho
Residing at:
Commission expires:

DOBLER ENGINEERING

May 15th, 2026

City of Sandpoint
1123 W Lake Street
Sandpoint, ID 83864

RE: Revised Trip Distribution and Generation Letter for Skyway Estates
2708 N Boyer Rd

Gentlemen:
The purpose of this letter is to provide an estimate of the traffic generation for the subject project. The property is located on the east side of Boyer Rd, about 275' south of Plaza Lane. The proposed project will access Boyer Rd directly through a single internal street.

The proposed use is single family residential development, and the existing use is single family, with one residence on the property. We anticipate creating no more than 26 single family lots on the property, including a lot for the existing residence. Therefore, the additional traffic load would be generated by 25 new single-family residences.

The ITE Trip Generation Manual, 10th edition, estimates the average weekday trip ends for single family detached housing (210) to be 9.44 trips per dwelling unit, the average pm peak hour trips to be 0.99 trips per dwelling unit, and the average am peak hour trips to be 0.76 trips per dwelling unit. Based on 25 new single-family residences, the trips generated by the development would be as follows.

Total Average Weekday Trips:	246
Total Average PM Peak Hour Trips:	26
Total Average AM Peak Hour Trips	19

Because the sole access to the subdivision will be from Boyer Rd, 100% of the traffic will flow through the Boyer Rd intersection. Trip distribution for the PM peak hour is estimated to be 60% northbound and 40% southbound on Boyer Rd. This is based on proximity and ease of access to the most common trip attractors such as grocery stores, restaurants, post office, etc.

Please contact me if you have any questions or concerns regarding this issue.

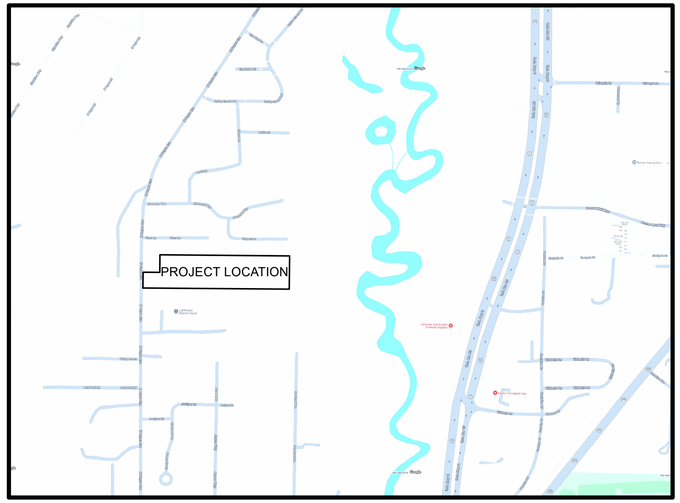
Respectfully submitted,

Gordon Dobler

Gordon Dobler, P.E.
Dobler Engineering

SKYWAY ESTATES RRELIMINARY PLAT

A PORTION OF LOT 15 OF A SUBDIVISION OF SECTION 10 LOCATED IN THE NW1/4 OF THE SE1/4 OF SECTION 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, B.M., CITY OF SANDPOINT, BONNER COUNTY, IDAHO



VICINITY MAP
1"=500'

NORTH

0 40 80 120

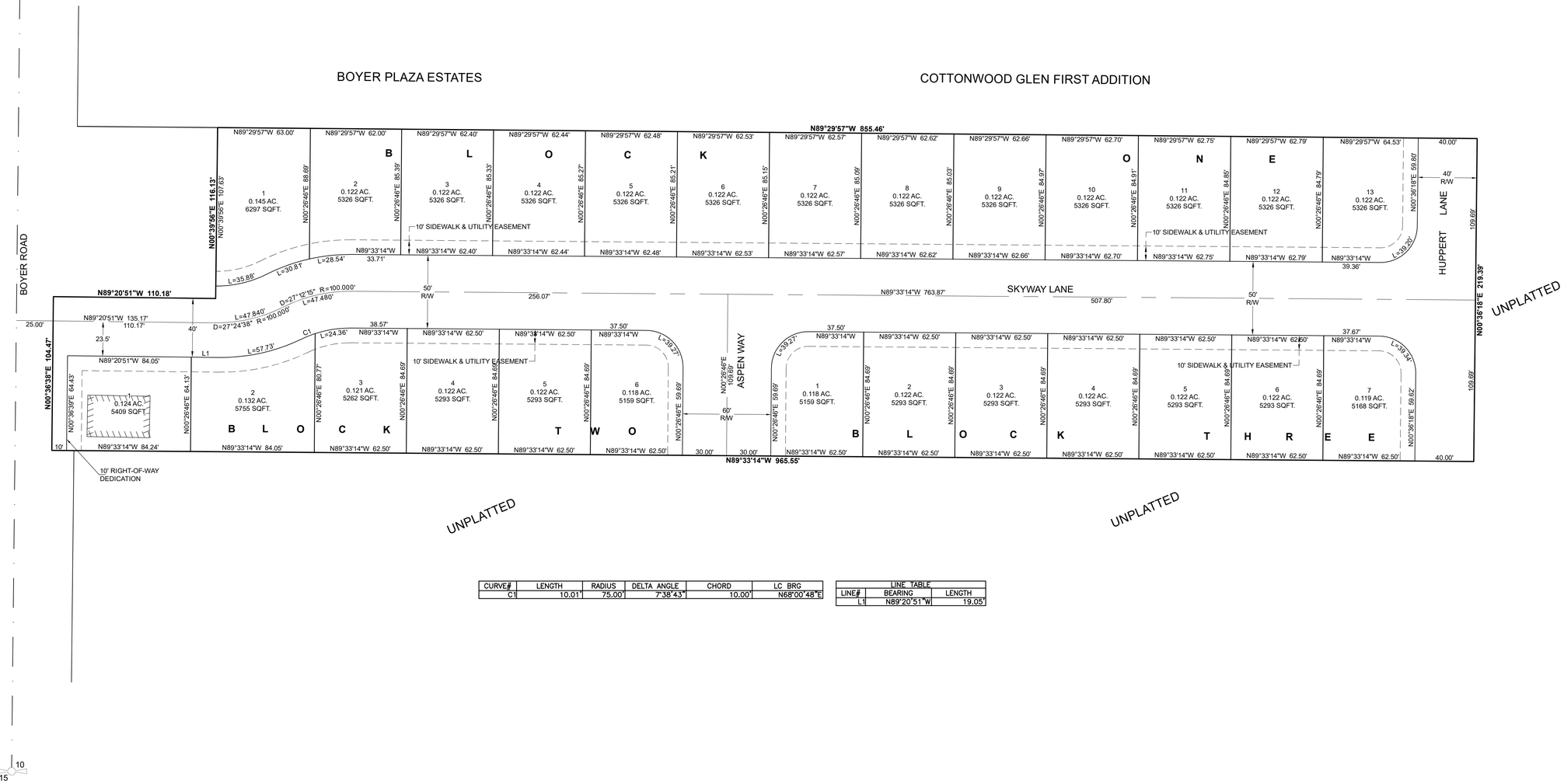
NOTES:

1) ELEVATION DATUM IS NAVD88
2) BENCHMARK IS A CHISLED SQUARE AT TBC EAST SIDE OF BOYER ROAD AT PROJECT FRONTAGE, SEE PLAN VIEW
3) NO WETLANDS ARE PRESENT ON SITE.
4) FEMA - SITE IS NOT LOCATED IN A FLOOD HAZARD ZONE.
5) LOTS ARE FOR USES CONSISTENT WITH ZONING.
6) ALL STREETS SHOWN HEREON ARE PROPOSED FOR PUBLIC DEDICATION AND AN ADDITIONAL 10' DEDICATION ALONG BOYER ROAD.

PLAT STATISTICS:

1) PARCEL NO. = RPS00000108290A
2) PARENT PARCEL AREA = 4.58 ACS.
3) PROPOSED WATER = CITY OF SANDPOINT
4) PROPOSED SOLID WASTE = COUNTY TRANSFER
5) FIRE PROTECTION = CITY OF SANDPOINT

ZONING = RS (RESIDENTIAL SINGLE FAMILY)



CURVE#	LENGTH	RADIUS	DELTA ANGLE	CHORD	LC BRG
C1	10.01'	75.00'	7°38'43"	10.00'	N68°00'48"E

LINE TABLE		
LINE#	BEARING	LENGTH
L1	N89°20'51"W	19.05'

REVISION BLOCK

NO.	DESCRIPTION	INITIALS	DATE
1	40' R/W & ASPEN WAY EXTEND	TY	5/19/26

Item # 5.

DOBLER ENGINEERING
CIVIL ENGINEERING & LAND DEVELOPMENT
CARSON@DOBLERENGINEERING.COM
208.315.9732

PROFESSIONAL ENGINEER
CARSON M. DOBLER
7432
5/19/2026
STATE OF IDAHO
CARSON DOBLER

PRELIMINARY PLAT

SKYWAY ESTATES

PROFESSIONAL LAND SURVEYOR
LICENSED
THOMAS A. YERGER
STATE OF IDAHO
13
5/19/2026

TRUE LINE SURVEYING

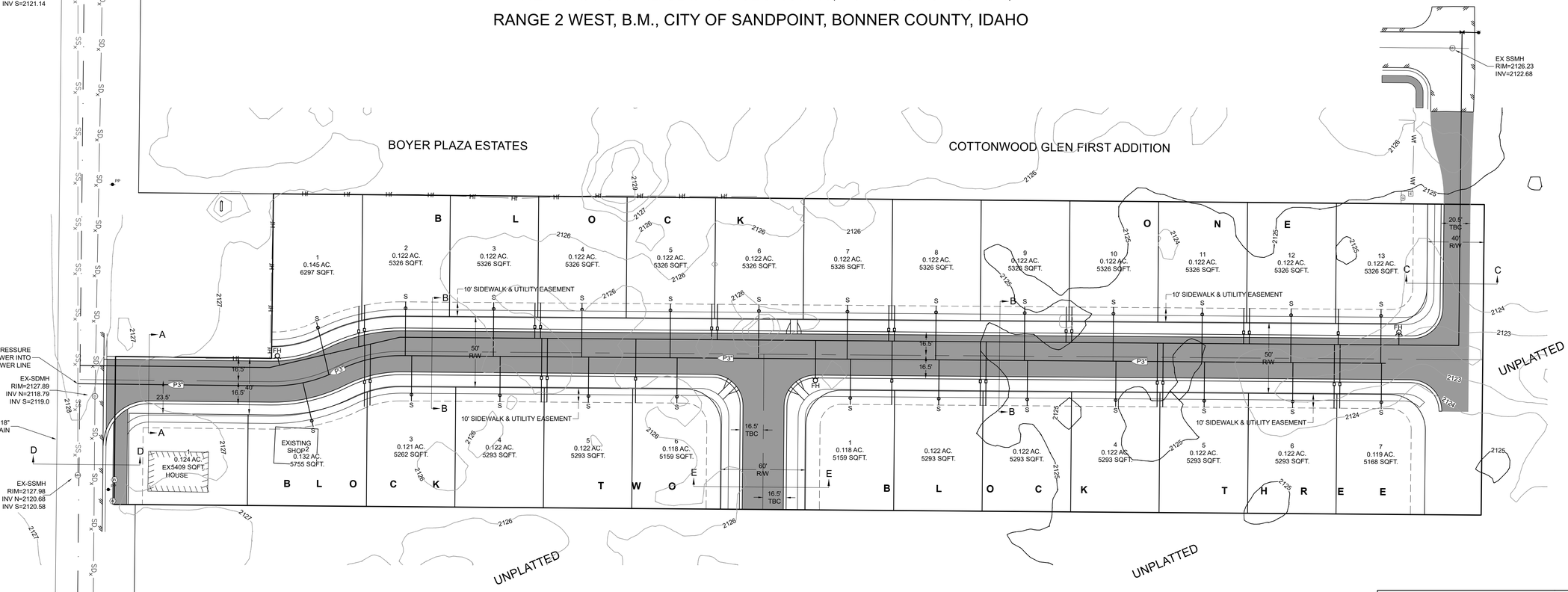
DESIGNED BY: GD
DRAFTED BY: TY
CHECKED BY: GD
DATE: 5/19/2026
JOB No.: 2541

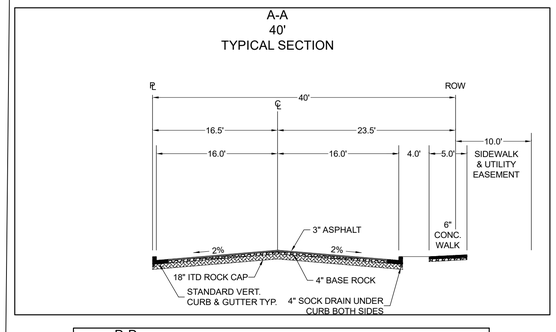
SHEET
1

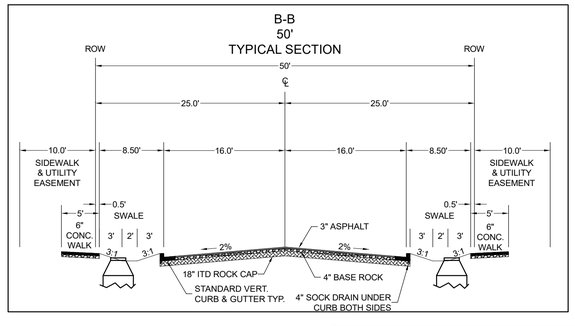
41

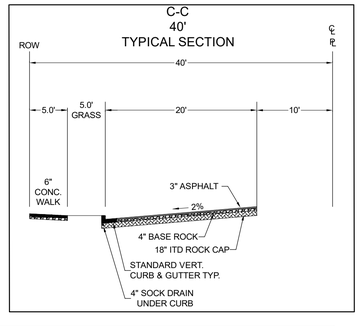
SKYWAY ESTATES
STREET AND UTILITY PLAN

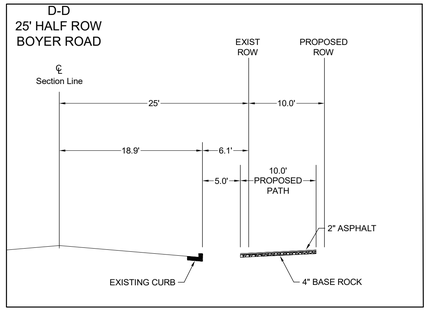
A PORTION OF LOT 15 OF A SUBDIVISION OF SECTION 10 LOCATED IN
THE NW1/4 OF THE SE1/4 OF SECTION 10, TOWNSHIP 57 NORTH,
RANGE 2 WEST, B.M., CITY OF SANDPOINT, BONNER COUNTY, IDAHO

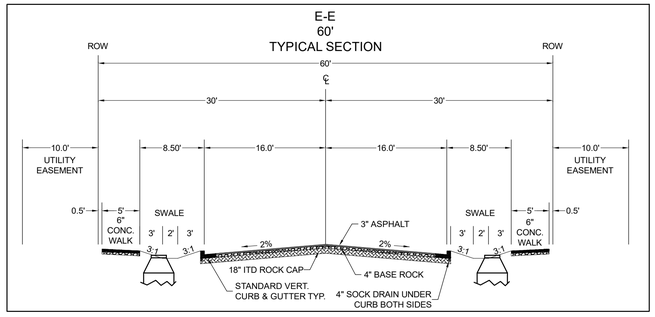












LEGEND

- TRANSFORMER
- POWER POLE
- GAS STUB
- SEWER MANHOLE
- STORM MANHOLE
- CATCH BASIN
- WATER METER
- WATER VALVE
- HYDRANT
- SS_X SEWER PIPE
- Hf HOGWIRE FENCE
- Wf WOOD FENCE
- SD_X STORM PIPE
- P3" PROPOSED 3" PRESSURE SEWER

NOTES:

1) ELEVATION DATUM IS NAVD88
2) BENCHMARK IS A CHISLED SQUARE AT TBC EAST SIDE OF BOYER ROAD AT PROJECT FRONTAGE, SEE PLAN VIEW

NORTH

STREET AND UTILITY PLAN

SCALE 1" = 40'

REVISION BLOCK

NO.	DESCRIPTION	INITIALS	DATE
1	40' RW/EASEMENT	TY	5/19/26

Item # 5.

DOBLER ENGINEERING
CIVIL | SURVEY | PLANNING | DEVELOPMENT
CARSONDOBLER@HOTMAIL.COM
208.610.9172

PROFESSIONAL ENGINEER
GORDON DOBLER
7432
5/19/2026
STATE OF IDAHO

STREET AND UTILITY PLAN

SKYWAY ESTATES

DESIGNED BY:	GD
DRAFTED BY:	TY
CHECKED BY:	GD
DATE:	5/19/2026
JOB No.:	2541

SHEET

2

Staff Report

To: City of Sandpoint – Mayor/Council
Prepared by: Erik Brubaker, Associate Planner
Report: July 8, 2026
Meeting: July 15, 2026
Item: PS26-0001: Skyway Estates Subdivision Preliminary Plat - Public Hearing

Summary

Polar Built, LLC has applied for approval to subdivide an approximately ±4.5-acre site into 26 lots. Preliminary plats along with preliminary public infrastructure plans set forth the basic information for the Planning & Zoning Commission and the City Council to determine if the proposed subdivision complies with applicable requirements.

Staff Report is organized as follows:

- Project Information
- Application Summary and Project Notice
- Maps and Project Plans
- Agency Comments
- Public Comments
- Staff Analysis
- Commission Findings and Reasoning
- Action
- Attachments

Following public testimony and subsequent deliberations, the Council may take one of the following actions in accordance with Sandpoint City Code §9-9-9 (A):

1: Approve, approve with conditions, or deny by determining whether or not the findings in the review standards table can be made:

2: Continue the agenda item with direction to return with additional information in order to conclude review.

Project Information

Applicant:	Polar Built, LLC, c/o representative Gordon Dobler, PE – Dobler Engineering
Requested Action:	Review the proposal, take public testimony and make a recommendation to the City Council
Proposal:	Subdivide 4.5 acres site into 26 single-family residential lots ranging from ~5160sf to ~6297sf along with associated right-of-way and public easement dedications
Location:	Parcels RPS00000108151A & RPS00000108290A are located at 2708 N. Boyer Avenue. Project is in Section 10-57N-2W S2 & within the City of Sandpoint.
Size:	Total is ±4.52 acres
Existing Zoning	Zoning: Single-family Residential (RS)
Comp Plan - Future Land Use Map	Low Density Residential - Characterized by Large Lots of 5000 – 7000 sf & a grid, modified grid, or curvilinear street pattern
Surrounding Land Use and Zoning:	North: Single family dwellings in residential development; Residential Single Family (RS) Zoning District South: Church and rural parcel single family dwelling; RS Zoning District East: Rual parcel single family dwelling; RS Zoning District West: Undeveloped land zoned Industrial Technical Park(ITP) and Industrial Uses; ITP Zoning District
Existing Site Conditions	The site is generally flat and developed with a single family dwelling and associated accessory and agricultural structures. The applicant states that no wetlands are present on site. The headwaters of a small seasonal drainage slopes east discharging into Sand Creek.
Property Description	The property has a single family home of rural character with forest land towards the east half and pasture lands toward the west half.

Application Summary and Project Notice

On behalf of the property owner, Dobler Engineering is requesting approval of a preliminary subdivision and associated infrastructure located on the east side of Boyer Rd, approximately 500' south of the intersection with Alexander Way The project consists of subdividing two existing parcels into 26 lots. The smaller parcel is approximately 0.38 acres and currently contains one single family residence and garage. The larger parcel is approximately 4.137 acres and is undeveloped with only an existing barn. The applicant is proposing a 26-lot subdivision conforming to the RS site performance criteria with lots varying in size from about 5160sf to 6297sf. As the street is a local drive they are requesting dedication of a 50 foot wide, east/west right-of-way(R-O-W) along with public access and utility easements of 10 feet on either side. They are also providing for R-O-W dedications for future north south connections to adjoining properties.

Per Sandpoint City Code §9-9-5, notice has been provided to property owners within 300 feet of the parcel boundaries on which the proposal is being considered. Notice has been provided to affected political subdivisions and agencies. Notice has also been posted at the site 7 days in advance of the hearing, and a summary has been provided in the official newspaper of general circulation 15 days prior to the hearing date.

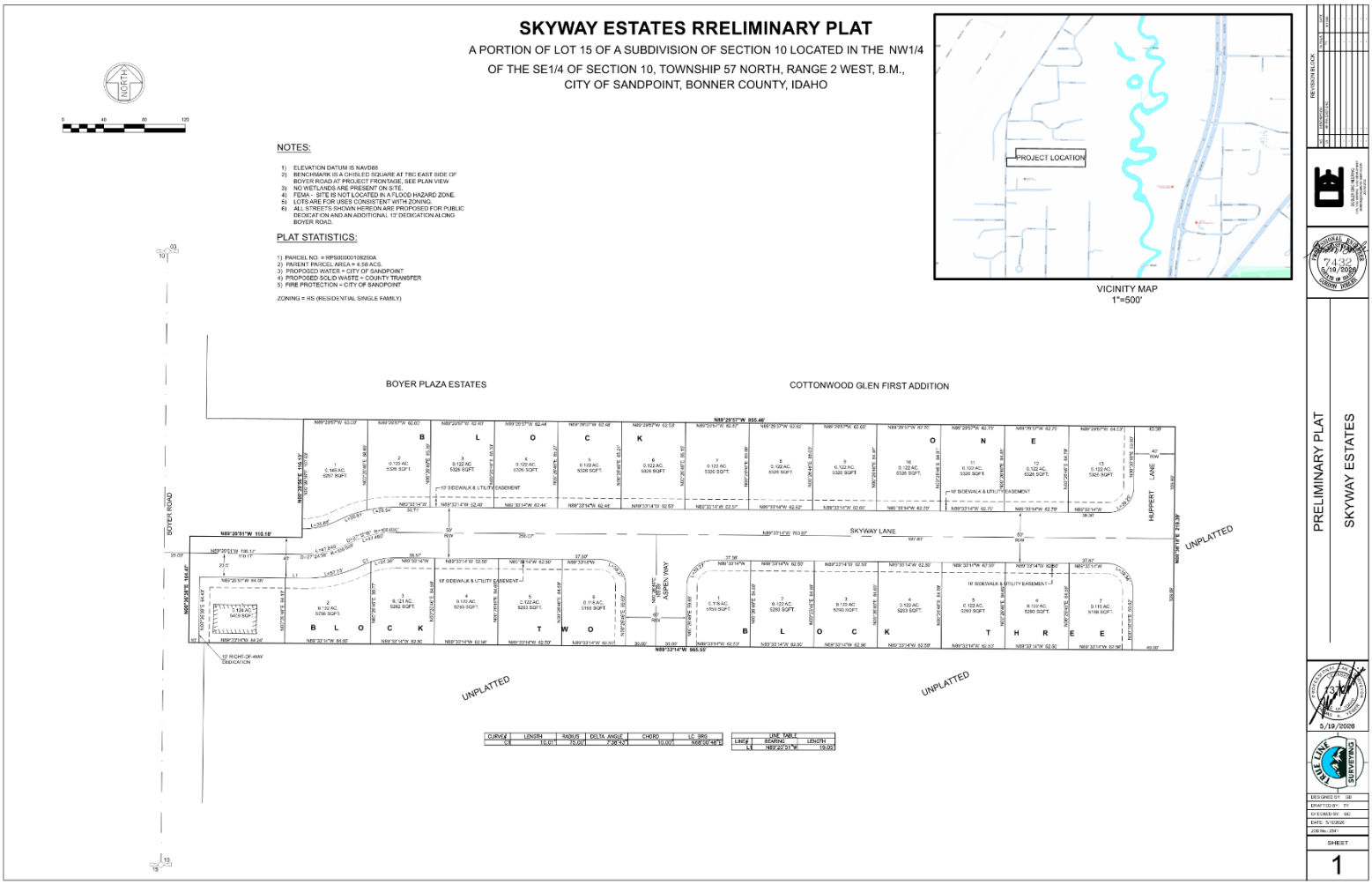
11/4/2025	Pre-application Conference
3/18/2026	Application Submittal
3/27/2026	Application Completeness
3/30/2026	Application Notice to Neighbors and Agencies
5/30/2026	Hearing Notice Published in Bonner County Bee
6/2/2026	Hearing Notice to Neighbors within 300’
6/8/2026	Sign Posted on Premises
6/16/2026	Planning and Zoning Commission Hearing

Maps and Project Plans

Map 1 - Site Location and Context

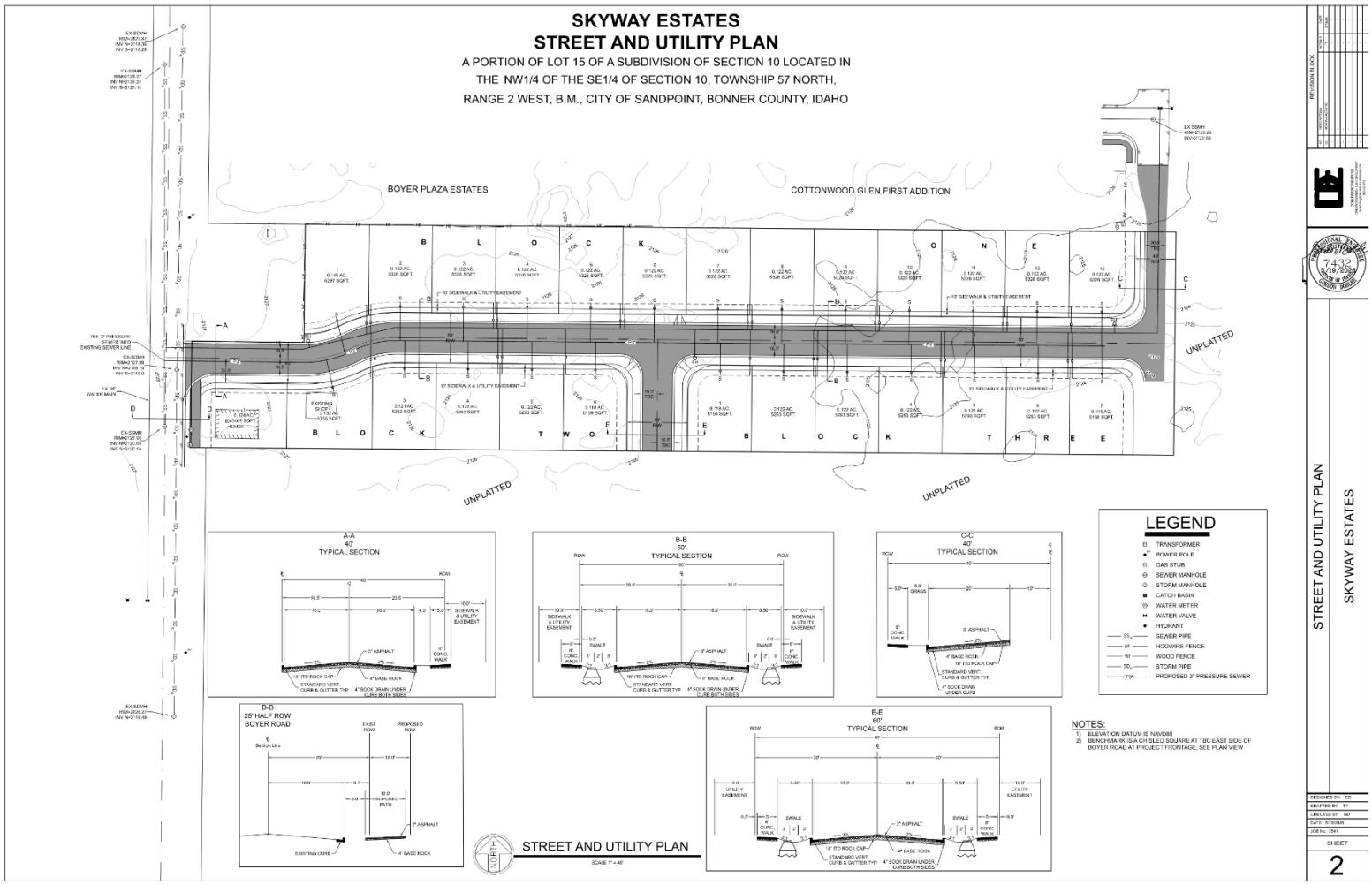


Map 2 - Preliminary Plat



Large Format Version Attached

Map 3 – Preliminary Improvement Plans

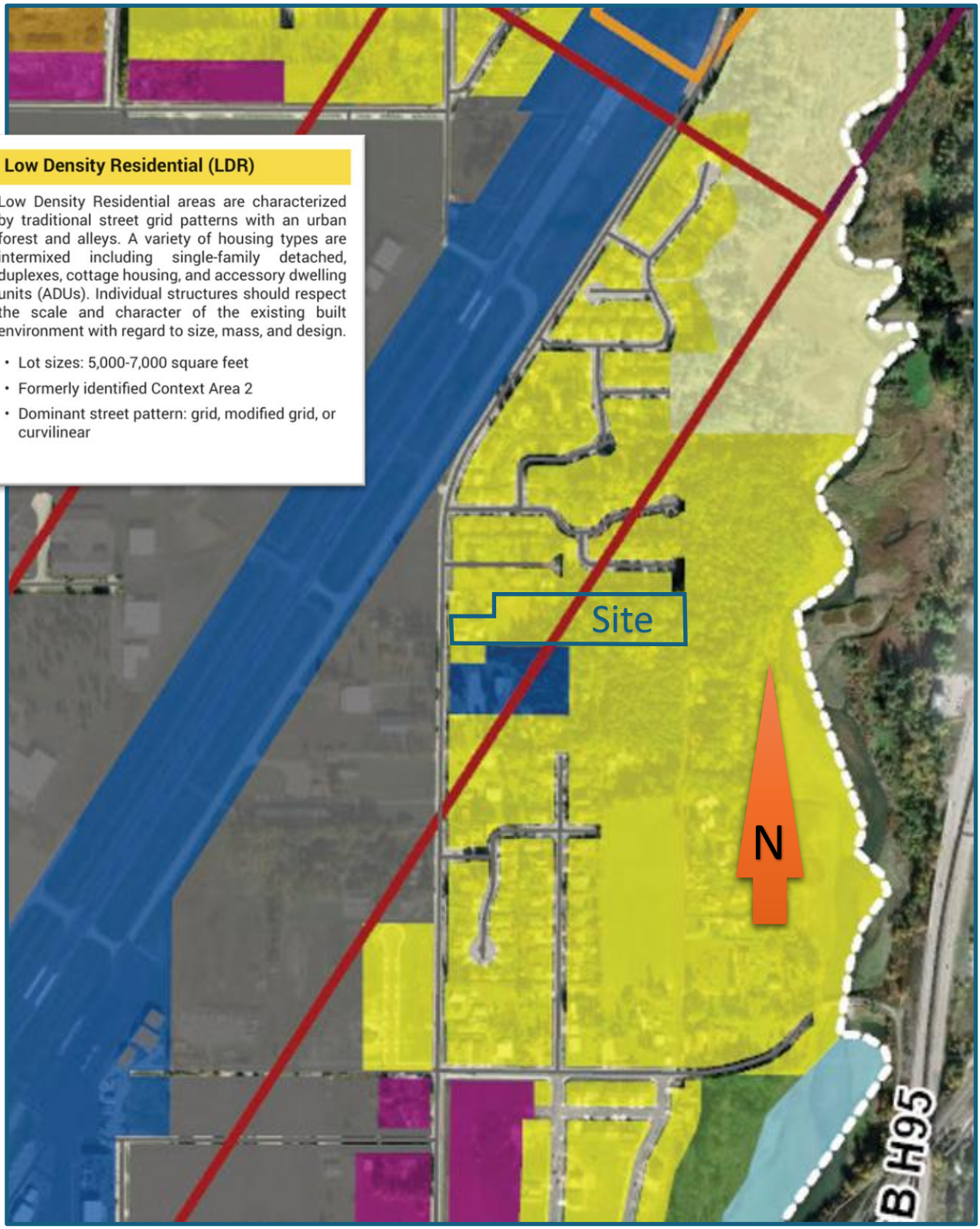


Large Format Version Attached

Map 4 - Existing Zoning



Map 5 - Future Land Use Map



Agency Comments

Per Idaho Code and Sandpoint City Code, all applicable jurisdictions and agencies have been notified of the proposal, including, but not limited to:

- Lake Pend Oreille School District
- Independent Highway District
- Avista Utilities
- Northern Lights
- Bonner County / Sandpoint Airport
- Bonner County EMS
- Cities of Dover and Ponderay
- Panhandle Health District
- Idaho Department of Lands
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Selkirks-Pend Oreille Transit Authority
- Various Utility/Service Providers
- Army Corps of Engineers

At the time of this report draft, the city has received no agency responses.

Public Comments

At the time of this report draft, the city has received no public comments.

Staff Analysis

A. Comprehensive Plan

1. Future Land Use Designation

The comprehensive plan future land use map envisions the site as low density residential.

Low Density Residential

Low Density Residential areas are characterized by traditional street grid patterns with an urban forest and alleys. A variety of housing types are intermixed including single-family detached, duplexes, cottage housing, and accessory dwelling units (ADUs). Lot sizes: 5,000-7,000 square feet. Dominant street pattern: grid, modified grid, or curvilinear.

Staff Analysis

As designed the proposal is consistent with the Future Land Use Designation. Lot sizes are all within the expected range and future street connections lend to a street pattern transition from curvilinear to a modified grid. Due to site width and existing adjacent development pattern alleys were not proposed.

Goal 2: Residential Neighborhoods

The diversity, quality, comfort, and connectivity of Sandpoint's residential neighborhoods is expanded.

The following policies apply:

Policy A: Cul-de-sacs and other dead-end streets are discouraged, with a preference instead for traditional grid street patterns. Where cul-de-sacs are allowed, they must provide for continuous, non-motorized connections between streets.

Staff Analysis
The property as configured provides opportunity for transition to a more traditional grid pattern. The proposed street sections, future connections and block lengths further this goal.

Objective C: Create neighborhood streetscapes that are safe, walkable, and bikeable.

Staff Analysis
Project will provide sidewalks and street trees. The public improvements will connect to and expand the pathway along the east side of N. Boyer Ave.

Objective D: Support a variety of lot sizes and housing types while maintaining an overall desired neighborhood density and scale.

Staff Analysis
Some variety in housing sizes is supported by the existing lot layout with some variation in lot size, several corner lots can add side vehicular access, each single family home would allow development of Accessory Dwelling units (ADUs).

Comp Plan Ch. 20 – Public Airport Facilities
Approximately the western half of the proposed subdivision falls within the Airport Lateral Safety Zone.

Staff Analysis
New construction will be required to be compliant with FAA regulations.

Goal 3. Compatibility of Land Uses.

A. Compatible land uses around the airport are planned while keeping in mind property owner's rights and concerns.

Staff Analysis
As the development proposed is not adjacent to the airport, no conflict exists with this policy.

B. Require aviation easements and/or fair disclosure statements for new or substantial redevelopment of lots, buildings, structures, and activities near the Airport.

Staff Analysis
A notarized fair disclosure statement recorded and referenced on the final plat would satisfy this policy, and has been included as a condition of approval.
(**Planning Condition 5**)

B. Zoning (City Code, Title 9)

Zoning code regulates uses, setbacks, lot sizes, required frontages along streets, and may also contain certain design standards for resulting development.

1. Residential Single-family (RS) Zone
   The Single-Family Zone is intended to preserve land for housing and to provide housing opportunities for individual households. The RS zone requires a minimum lot area of 5000sf and minimum frontage of 50'. All proposed residential lots conform to these standards. Building setbacks will be checked and enforced at the building permit stage of development as will design standards regulating the location and orientation of windows, entrances, and garages.

2. Airport Overlay Zones
   Title 9, Chapter 12 "Airport Overlay Zone District" provides for height restrictions in accordance with FAA standards as well as specific Airport *safety zones* to protect against aviation hazards and help ensure the future viability of the airport.

Staff Analysis

Dimensional standards of the lots proposed are in accordance with the underlaying zoning district. The west half of the project falls within the Lateral Airport Safety Zone, and as noted above, all appropriate regulations on future land uses will be enforced in conjunction with a specific future land use. Sandpoint City Code §9-12-5 (E) requires that a Fair disclosure statement must be provided in order to notify applicant or prospective buyers that resulting subject properties may fall within the height restricted area in accordance with FAA standards and that residents may be "*exposed to potentially impactive levels of aircraft overflight, including but not limited to noise, vibration, fumes, dust, fuel or fuel particles, and other effects that may be caused by normal aircraft operations in and around airports*." A plat note to this effect is required for lots within the lateral safety zone. The preliminary plat conditions implement this requirement.

D. Subdivision Standards (City Code, Title 10)

Subdivision code section 10-1-6 regulates the required public improvements to serve a development, including the overall layout of blocks, streets, pathways, the provision of utilities, design standards and general procedures. The following table provides a snapshot of conformance to certain standards typically evaluated at the preliminary plat stage:

50' Minimum Right Of Way Width - Local Streets	Yes
Transportation Plan Conformance	Yes
Right of Way Adjoining Undeveloped Property	Yes
16' Alley width	NA
Block Length	Yes
Street Arrangement:	Yes

Double Frontage Lots	Yes
Public Utility Easement:	Yes
Property Corners	Yes
Curb Corners	Yes
5% Street Grade maximum	Yes
Parks, playgrounds & schools considered	Yes
Traffic Analysis	Yes
Private Streets	N/A
Interconnection	Yes (3)
Street Intersections	Yes

1. Street Arrangement / Interconnection

   Per Title 10 of Sandpoint City Code, "*The arrangement of streets in new subdivisions or other development shall make provision for the direct continuation of the principal existing streets in adjoining subdivisions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for public requirements…"* Additionally, *"Public and private streets, wherever possible, shall provide interconnection with other streets."*

Staff Analysis

This project provides physical connection to Huppert Ln. to the north and future R-O-W connections to the sorth and east. Note that the alignment of the central stub street to the south between blocks 2 & 3 continues the existing alignment of Aspen Ln. providing for potential extension of the emerging grid planned during the platting of Sand Creek Place.

Commission Findings and Reasoning

Subdivision Review Standards (to be completed by PZ Commission)

Code Section	Standard	Findings of fact
§10-1-5 Water and Sewer Connections	A. Subdivisions and new development shall be connected with the sewer and water mains of the city pursuant to title 7, chapters 6 and 7 of this code at the developer's expense.	
§10-1-6: Specific Requirements A. Streets	1. Minimum Right-of-Way Width: The minimum right of way width for any residential street shall be sixty feet (60'), except for purely local drives or areas with difficult topography. A decrease to fifty feet (50') for local, residential streets may be allowed within a PUD. Through streets and every street more than six hundred feet (600') long may be required to be at least sixty six feet (66') wide. Streets which are collectors or arterials must be dedicated and built to higher standards. 2. Transportation Plan Conformance: All streets and other public spaces and easements shall conform to the transportation plan as adopted by the city council, both as to location and as to width or size. 3. Right-of-Way Adjoining Undeveloped Property: When a right of way adjoining undeveloped or noncompliant property is platted or developed, at least a half street plus ten feet (10') must be dedicated and constructed. This will not reduce the right of way dedication requirement when the adjoining undeveloped or noncompliant property is developed. 4. Alley Width: The minimum width of any alley, wherever provided, shall be sixteen feet (16'). Where alleys are not provided, easements may be required along lot lines of or across lots where necessary for the extension of water mains, sewers and similar purposes. 5. Block Length: Block lengths shall be between three hundred feet and six hundred feet (300'—600'). The city engineer may approve a longer block if topography limits side street development. Blocks over eight hundred feet (800') in length may be required to have one crosswalk not less than ten feet (10') in width, situated near the center of the block. 6. Street Arrangement: The arrangement of streets in new subdivisions or other development shall make provision for the direct continuation of the principal existing streets in adjoining subdivisions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for public requirements. In general, such streets shall be a width at least as great as the existing streets or meeting the findings of the transportation plan. The street and alley arrangement must also be such as to provide opportunity for access and use by adjoining property owners. Wherever a street is stub ended so that it will not at that end open into another street, an adequate turnaround, either circular, hammerhead, or Y-shaped, shall be provided. 7. Double Frontage Lots: Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this prohibition. Subdivisions providing a platted common space of twenty-five feet (25') or	

	more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. Common space provided must be landscaped. 8. Public Utility Easement: No public utility easement shall be less than twenty feet (20') wide; for water and sewer a thirty foot (30') easement shall be provided. 9. Property Corners: At all corners the property corner shall be rounded to match the curb or cut off. 10. Curb Corners: For residential streets, all curb corners shall have radii of not less than twelve feet (12') and at important corners, as determined by the city engineer, may be up to twenty feet (20'). For arterial and collector streets, the city engineer may specify radii based on functional classification. 11. Street Grade: Grades of streets shall be the lowest feasible and no grade shall be in excess of five percent (5%) on through traffic streets nor in excess of ten percent (10%) for short distances on any other street. 12. Paving/Surfacing: Whenever existing streets or alleys are paved or surfaced, such paving or surfacing shall be of a type and strength suitable for the volume and character of traffic to be expected. All street construction shall conform to the requirements of the public works department. 13. Conformance with Engineering Standards: All improvements shall conform to the best engineering standards. Due consideration shall be given throughout to the appearance of the subdivision or other development and the various features thereof within its own boundaries and also in its environment in the city. 14. Compliance with Regulations: All roads within a proposed subdivision or other development shall be approved by the city engineer and upon completion of construction shall be certified by a licensed professional engineer that they are in compliance with these regulations. 15. Design Standards: Streets, including private roadways, shall be designed, signed and constructed in accordance with the current edition of the "Idaho Standards For Public Works Construction", as may be modified by resolution of the city council; development standards of the City of Sandpoint; "Manual On Uniform Traffic Control Devices" and the standards included herein. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council. 16. Street Intersections: Street intersections shall meet the following requirements: a. Streets shall intersect as closely to ninety (90) degree angles as possible. b. No more than two (2) streets shall intersect at one point. c. Distance between street intersections shall be no less than one hundred fifty feet (150') for local streets and two hundred fifty feet (250') for collectors. d. Intersections of local streets with arterials shall be minimized and discouraged. e. Intersection curb radius shall not exceed twelve feet (12') for local streets, twenty feet (20') for collectors. Arterial radii shall be as determined by the engineer. f. Intersections shall be designed for a minimum sight distance of one hundred fifty feet (150'). Intersections with arterials shall have a minimum sight distance of three hundred feet (300').	

	17. Right-of-Way Landscaping: The contractor shall place a minimum of four inches (4") of topsoil within the landscape area. The finished surface of the topsoil shall provide adequate drainage from the top of the sidewalk to the top of the curb. Topsoil shall be fertile, natural loam surface soil, free of clay, weeds, roots or stones larger than one inch in any dimension. Right-of-way landscaping shall be placed in accordance with requirements adopted by the city. 18. Traffic Analysis: Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis. An Idaho licensed professional engineer shall submit to the city a traffic impact analysis report meeting the requirements of the current computerized model adopted by the city. The developer shall be responsible to maintain the level of service of the affected existing street system. The report shall also take into consideration other forms of transportation including bicycle and pedestrian travel. 19. Private Streets: It shall be the general policy of the city not to allow private or gated streets unless required for the safety and welfare of owners, residents or the general public. Private streets are allowed at the sole discretion of the city council, except that no arterial or major street, or collector or secondary street may be private. Private streets shall be constructed to all other applicable street standards including paving, and shall be maintained by an owners' association. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council. 20. Interconnection: Public and private streets, wherever possible, shall provide interconnection with other streets.).	
§10-1-6: Specific Requirements B. Parks	Parks, Playgrounds, School Sites: In subdividing property, due consideration shall be given to the provision of suitable sites for parks, playgrounds and schools.	
§10-1-6: Specific Requirements C. Street Trees	Street Trees: Street trees shall be planted (at least one every twenty-five feet (25')) in accordance with a city approved plan. All proposed trees shall be from the city's currently approved tree list.	
§10-1-6: Specific Requirements D. Dedication	Dedication: The subdivider shall furnish to the city an effective dedication of all streets and other spaces to be dedicated, and of all easements provided by the subdivision plan or plans.	
§10-1-6: Specific Requirements E. Signs	Fire hydrants, sidewalks, curbs, public safety signs and storm drainage shall be provided as required to adequately service the site. Underground utilities, including telephone and electrical systems, are required within the limits of all planned unit developments. Appurtenances to these systems which can be effectively screened may be excepted from this requirement if the Commission finds that such exemption will not violate the intent or character of the proposed planned unit development. All utilities should be placed behind the curb line.	
§10-1-6: Specific Requirements F. Driveways	When planned unit development districts may include neighborhood commercial and recreational uses, commercial buildings and establishments shall be planned as groups having common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at	

	intersections. Planning screens or fences may be required to be provided on the perimeter of the commercial areas abutting residential areas. The plan of the project shall provide for the integrated and harmonious design of buildings, and for adequate and properly arranged facilities for internal traffic circulation for all modes, landscaping, and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding noncommercial areas. All areas designed for future expansion or not intended for immediate improvement or development shall be landscaped or otherwise maintained in a neat orderly manner.	
§10-1-6: Specific Requirements G-K. Construction	Construction Standards: Contractors installing water, sanitary sewer, storm sewer and streets or any other public improvements shall be subject to the following requirements: 1. Preconstruction Conference: Prior to any construction start a preconstruction conference shall be held. The public works department, the project engineer, the owner and the contractor shall be represented. 2. Infrastructure: All water, sanitary sewer, storm drainage, and street systems or any other construction of infrastructure within the public right-of-way or easement, shall be constructed, inspected and tested in accordance with the current edition of the "Idaho Standards For Public Works Construction", the water and sewer rules and regulations of the City of Sandpoint and the development standards of the City of Sandpoint. Construction Inspection, Testing and Quality Control: A professional engineer, or his designated representative, shall provide construction inspection and testing as required. Inspection and testing shall be in accordance with the current edition of the "Idaho Standards For Public Works Construction." Record Drawings and Project Acceptance: Upon project completion and before final acceptance, a professional engineer shall certify to the city that the construction of the public utilities and roadways meets the requirements of the approved construction documents. The engineer shall submit one set of record drawings (hard copy and DWG digital format) and one set of all test results as required to the public works department. The city will not accept the project until record drawings and test results have been approved by the city engineer. The two-year maintenance guarantee period will begin on the date of final acceptance by the city. Two-Year Guarantee Inspection: The project engineer, or his designated representative, shall conduct a two-year guarantee inspection, to be attended by a representative from the public works department. The inspection shall take place not less than ninety (90) days prior to the expiration date of the maintenance bond. The maintenance bond will be released when all deficiencies have been corrected to the satisfaction of the city engineer. The city engineer, the project engineer, or his designated representative, shall notify the principal as listed in the	

	maintenance bond of any work found to be not in accordance with the approved construction documents. The principal shall restore the work to meet the requirements of the approved construction documents prior to the release of the maintenance bond. The city expressly reserves the right to draw on the maintenance bond for repairs not completed by the owner, developer, or contractor within thirty (30) calendar days of being advised that repairs are required. Maintenance Bond for New Infrastructure: As a condition precedent to the filing of a final plat, the property owner, developer, or contractor shall provide the city with a maintenance bond as described in subsection 10-1-3.C of this chapter.	
§10-1-7: General Requirements A-W.	All development within the city shall meet the following requirements unless waived in writing: A. Conformance with City Standards: All streets and alleys are to be constructed to city standards and must be paved. B. Surface Water: All surface water shall be drained into approved storm water facilities or storm sewers. A storm water management plan and construction period erosion control plan, meeting the requirements of the storm water management ordinance, is required. C. Utilities: All utilities shall be provided underground unless waived by the city engineer due to compliance impracticalities. Existing, adjacent utilities shall be placed underground at the request of the city engineer. D. Water and Sewer Hookup: One water and one sewer hookup shall be paid per equivalent dwelling unit at the time of issuance of the building permit (see title 7, chapters 6 and 7 of this code.) E. Topographic Map: A topographic map shall be submitted showing the contour of all lots contained within the proposed development. F. Restrictive Covenants Submission: A complete and comprehensive set of restrictive covenants shall be submitted when deemed necessary by the city attorney, planning department or city council prior to final plat approval by city council. G. Streetlights: All streetlights shall be installed. H. Fire Hydrants: All fire hydrants shall be installed. I. Survey Monuments: Street survey monuments meeting the requirements of the city engineer and the city's GIS system shall be installed where required by the city. J. Sidewalks: All sidewalks shall meet the standards adopted by the city. K. Restrictive Covenant Items: The restrictive covenants governing this property shall include, but not be limited to, items such as setback requirements, fences, sight restrictions, outbuildings, parking requirements,	

	maintenance of storm water facilities, open space, parking and private streets, noise regulations, etc. L. Fencing: Fencing may be required around portions of the exterior boundaries of a subdivision. M. Preliminary Plat Approval Expiration: Projects with preliminary plat approval which are not submitted for final plat approval within two (2) years shall have approval expire unless an extension has been granted in writing by the planning department. No extension shall be longer than one year. N. Final Plat Approval Expiration: Projects with final plat approval which are not constructed within three (3) years shall have approval expire unless an extension has been granted in writing by the planning department. No extension shall be longer than one year. O. Fees: Fees for filing subdivision or other development review and approval shall be established by resolution adopted by the city council. P. Construction Standards: 1. Any existing right-of-way on which a parcel abuts shall be improved from the centerline of the right-of-way plus ten feet (10') to the standards set forth in title 7 of this code, and shall include: a. Continuation of a sidewalk shall be required along the entire frontage of the parcel. b. In the case of the continuation of an existing street, the city may require the entire roadbed be paved to the property line. c. The continuation of curbs and gutters shall be required for the parcel's frontage. 2. Where the entire existing street is unconstructed or unpaved and it would be inequitable to require the owner to construct or pave it, the owner shall pay the city for future construction of improvements or may be allowed to accept an LID for street improvement at some future date in lieu of constructing the street. 3. Water mains, sewer mains and storm sewers shall be installed along the entire frontage of the parcel unless specifically exempted by the city engineer. 4. Water system construction shall be as per the main extension policies and procedures as adopted by resolution. Installation shall conform to the water master plan as adopted by the city council. 5. Sewer system construction shall be as per title 7 of this code, sewer line extension policies, and such policies as may be adopted by resolution. Installation shall conform to the sewer master plan as adopted by the city council. Q. Site Layout: 1. Lot size and frontage shall conform to the zone in which the parcel is located except for lots created as for common wall	

townhouse or townhouse duplex construction, as provided below.

2. The new lot lines shall not be closer to buildings on adjoining lots than permitted by the zoning ordinance for required yard size; however, where duplex or multi-family dwellings up to six (6) units are allowed by the underlying zone, or are approved as part of the planned unit development process, except for townhouse lots may be created to allow for townhouse construction as follows:

a. Townhouse duplex lots which are designed for common wall construction on a common interior lot line shall contain at least one-half (½) of the required lot size for a duplex and shall have at least one-half (½) of the required road frontage.

b. Townhouse lots of three (3) to six (6) units shall each contain a minimum of three thousand five hundred (3,500) square feet and twenty-five feet (25') of road frontage.

c. Adjustments to the above area and frontage requirements for townhouse units may be approved as part of the planned unit development process.

3. Curb cuts shall be approved by the city engineer.

4. Utility easements may be required where necessary.

5. Control of storm runoff shall be approved by the city engineer.

R. Parcels or Unbuildable Lots: No unbuildable lots shall be platted except for parking, open space or other amenities. Platted areas that are not buildable shall be noted as such and designated as "parcels" on the plat. Open space parcels or tracts shall be clearly designated as such on the plat.

S. Flagpole Lots: A single flag lot may be permitted at the sole discretion of the commission and council, in which the "flagpole" projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The "flagpole" portion of the lot shall not be considered in determining minimum lot area. The "flagpole" shall be of adequate width to accommodate a driveway as required by this title, fire and other applicable codes, but no less than twenty-six feet (26') wide.

T. Mitigation: No subdivision, or other development requiring a permit or special approval, shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents, unless the developer provides for the mitigation of the effects of development. Such mitigation, subject to a takings analysis, may include, but is not limited to, the following:

1. Provision of on site or off site street or intersection improvements.

	2. Provision of other off site improvements, including pedestrian and bicycle paths. 3. Dedications and/or public improvements on property frontages. 4. Dedication or provision of parks or green space. 5. Provision of public service facilities. 6. Construction of flood control canals or devices. 7. Provisions for ongoing maintenance. U. Contiguous Parcels: When the owner of contiguous parcels proposes to subdivide any portion of the contiguous parcels, an area development plan shall be submitted and approved. The commission and council shall evaluate the following basic site criteria and make appropriate findings of fact: 1. Streets, whether public or private, provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic. 2. Nonvehicular circulation routes provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations. 3. Water main lines and sewer main lines are designed in the most effective layout feasible. 4. Other utilities including power, telephone, cable, and gas are designed in the most effective layout feasible. 5. Park land is most appropriately located on the contiguous parcels. 6. Grading and drainage are appropriate to the contiguous parcels. 7. Development avoids easements and hazardous or sensitive natural resource areas. The council may require that any or all contiguous parcels be included in the subdivision. V. Grading: Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways. A grading permit shall be obtained prior to any excavating, filling, grading or other earthwork. W. Pathways: The developer of any subdivision, or any part thereof, shall provide public pathways for all trails and paths identified in the pathway master plan that are located on the property to be subdivided or on city property adjacent to the property to be subdivided, and sidewalks required by this chapter.	

Action

Following public testimony and subsequent deliberations, the Council may take one of the following actions on the request for Preliminary Plat approval in accordance with Sandpoint City Code §10-1-8:

Option 1: Make a recommendation to City Council to approve, approve with conditions, or deny by determining whether or not the findings in the review standards table can be made:

a. The Plat is consistent with the intent and purpose of Title 10 Chapter 1;
b. The proposed development advances the general welfare of the community and is consistent with the goals and objectives of the Comprehensive Plan.

Option 2: Continue the agenda item with direction to return with additional information in order to conclude review.

Attachments

1. Draft Conditions of Approval
2. Subdivision and Improvements - Revised Application Materials
3. Sample Fair Disclosure Statement

SANDPOINT

PSPR26-0001 – Skyway Estates - Preliminary Subdivision

Conditions of Approval

Preliminary Plat Conditions of Approval

Community Planning and Development:

1. No Building Permits shall be issued prior to final plat approval for the lot subject to the Building Permit Application.

2. Prior to Final Plat recording, Developer shall provide documentation that new street names have been reserved and approved by Bonner County.

3. Prior to any Final Plat approval, fire hydrants shall be installed pursuant to the preliminary improvement plans. Hydrants shall be included in the Public Infrastructure Permit.

4. Prior to any Final Plat approval, Developer shall extend a fire access street connection to Huppert Ln. at the northeast corner of the project, subject to and approved Public Infrastructure Permit.

5. A signed and notarized Fair Disclosure Statement shall be recorded for effected lots pertaining to the Lateral Safety Zone in accordance with Sandpoint City Code §9-12-5 (E).

Public Works Department:

1. The Developer is required to construct the following public improvements in accordance with the applicable standards adopted by the City: sanitary sewer and water system extensions, fire hydrants, stormwater management, streets, street trees, signage, curbs and gutters, drainage appurtenances, sidewalks, and all other improvements listed in these conditions and in accordance with final infrastructure plans approved for construction. Final street, stormwater, and utility layout and design details are subject to detailed engineering plan review and approval. All public infrastructure is subject to a Public Infrastructure Permit (PIP) for which applicable fees must be paid and final plans reviewed and "Approved for Construction" by the appropriate Public Works official prior to Final Plat recording.

2. An approved final stormwater plan and report is required prior to Final Plat approval. The Developer shall install and adequately maintain all stormwater and erosion control measures in accordance with an approved final Stormwater Plan & Public Infrastructure Permit issued by the City.

3. Prior to any ground disturbance the Developer shall prepare and obtain and maintain compliance with the Idaho Department of Environmental Quality's Construction General Permit (CGP) throughout development. Prior to any land disturbing activities, a copy of the issued CGP shall be provided to the Public Works Department. Note: Failure to comply with the terms of the CGP may result in orders to stop work by the City or DEQ.

4. Prior to any Final Plat approval, Developer shall install streetlights along Skyway Lane in accordance with Appendix F of the Urban Area Transportation Plan (2007). Street lights shall be included in the Public Improvement Plan (PIP) and approved in accordance with applicable Public Works Standards.

5. Prior to any Final Plat approval, all pedestrian and utility easements proposed on the preliminary plat shall be shown on the Final Plat.

6. Prior to any Final Plat approval, developer shall include a final street tree and frontage planting plan in a Public Infrastructure Permit. Street trees are subject to the Official Approved Street Tree list. Developer shall plant street trees fronting applicable construction in accordance with the Public Infrastructure Permit to the satisfaction of the City Forrester.

7. Prior to the issuance of a Public Infrastructure Permit the Developer shall submit financial security sufficient to cover 150% of the City's approved estimated cost of construction, testing, inspection, and restoration for all required frontage improvements and utility connections to existing water and sewer mains, together with any associated surface restoration.

   All required financial security shall be provided prior to issuance of the Public Infrastructure Permit and may be in the form of a performance bond, irrevocable letter of credit, cash deposit, or other security device acceptable to the City. The City reserves the right to perform work for the required infrastructure improvements and retain the security in the event the Developer fails to perform the work in accordance with the mutually agreed upon construction schedule. In no event shall the financial security be released until all secured improvements have been completed and approved by the City and the Final Plat has been approved by the City.

8. Inspection reports and testing records, conducted at the frequency and method(s) specified in the Idaho Standards for Public Works Construction (latest edition) for all required infrastructure improvements shall be provided to the City within ninety days of completion of construction. A letter signed by a professional engineer, licensed in Idaho, shall be provided by the Developer to the City stating that the substantially completed work was constructed in accordance with all conditions and subsequent permits, including but not limited to the approved plans and standards. In no event shall the City accept the required infrastructure improvements and/or approve any Final Plat, until such documentation has been provided and deemed acceptable by the City Engineer. The City reserves the right to retain the performance bond for Required Infrastructure Improvements and/or withhold other permits until the City has accepted the same.

9. Pursuant to 10-1-3 all required infrastructure improvements shall be built to City standards and permits, adhering to all City policies and procedures and standards adopted by the City, including but not limited to Idaho Standards for Public Works Construction (ISPWC) (latest edition). The final construction plans contained in the Public Infrastructure Permit shall be submitted to the City for approval prior to commencement of any construction; shall detail construction of all infrastructure improvements; and, that all such work will be constructed in a workmanlike manner. The Developer will properly warrant all public improvements properly from defects by providing a warranty bond in an amount approved by the City and representing twenty percent (20%) of the estimated cost of all Public Improvements for a period of two years from the date of written acceptance by the City and prior to any Final Plat approval. Should the Developer fail to make any required repairs within thirty days' written notice, the City may exercise the warranty bond. This period may be extended by the City if inclement winter weather prevents repair within the thirty-day period.

10. Prior to any Final Plat approval all required infrastructure improvements shall be inspected and tested by qualified professionals in accordance with Idaho Standards for Public Works Construction (latest edition) with all costs of testing and inspection to be borne by the Developer.

CITY OF SANDPOINT
WRITTEN DECISION – Planning and Zoning Commission
PS26-0001 – Skyway Estates

Owner: Polar Built LLC
polarcomatt@gmail.com

Applicant/Representative: Gordon Dobler
gordon@doblerengineering.com

Location: 2708 N. Boyer Ave., Sandpoint, Idaho
Zone: Residential Single Family - RS
Planning and Zoning Commission Meeting Date: June 16, 2026
Meeting Type: Regular Planning and Zoning Commission Meeting – Public Hearing, Deliberation, and Recommendation to City Council

Date of this Written Decision: July 7, 2026

Summary of Decision

On June 16, 2026, the Sandpoint Planning and Zoning Commission (Commission) held a duly noticed public meeting to consider an application to subdivide ±4.5 acres into 26 lots along with dedication of right of way and associated infrastructure. The Commission considered the staff report, applicant presentation, public hearing, and responses to questions. The discussion and deliberation centered on whether or not the project was compliant with code and reasoning behind recommended conditions.

Following staff presentation there were questions from commissioners regarding the preliminary plat, preliminary improvement plans, and conditions. In a question regarding the 40' right of way width requirements staff noted that the required dedication adjacent to undeveloped properties is half of the standard requirement plus 10 feet. This situation occurs at the northwest corner of the property and at the eastern boundary of the property. There was also a question regarding the applicability of a condition for disclosure of the airport Lateral Safety Zone. Staff recommended a correction, that the condition should be applied to any lots on the entire west half of the project located within the Lateral Safety Zone. There was also a question regarding the width of the physical street to the north connecting to Huppert Ln. This is required by the fire official to be 20 feet wide with no parking on either side to satisfy Fire Code.

Th applicant provided a brief presentation and explained the nature of the proposed development. He answered a commissioner question on stormwater, explaining that the stormwater plan is being revised at the request of the city engineer. He noted that they will

discharge east and west and that runoff would first be treated in swales in accordance with City Stormwater requirements.

A motion to approve the preliminary subdivision with a modification of the staff recommended conditions was made and seconded. The motion included striking planning condition #5 and modifying planning condition #6 to apply to all lots within the Lateral Safety Zone. The motion was approved unanimously, with two commissioners absent.

Findings: The staff report contained reference to the subdivision standards of Sandpoint City Code:

1. Sandpoint City Code §10-1-5 through §10-1-7 – Relevant code sections for Subdivision and Platting requirements include Water and Sewer Connections, Specific Requirements, and General Requirements. In recommending approval of the application with conditions, the Commission finds that all requirements will be satisfied, as further stated in the staff report.
2. Sandpoint City Code §9-4-1-3 – Development Standards for Residential Single Family Zoning District. By recommending approval of the preliminary plat with conditions the Planning and Zoning Commission finds that the proposed subdivision is consistent with the zoning district standards, as further stated in the staff report.
3. 2024 Comprehensive Plan – With this recommendation of approval of the proposed application with conditions the Planning and Zoning Commission finds that the proposed development furthers the relevant goals and objectives of the Comprehensive Plan, as further stated in the staff report.

Effective Date of the Recommendation for approval: The Planning and Zoning Commission hereby recommends the Preliminary Plat of Skyway Estates – PS26-0001 for approval, effective July 7, 2026.

Recommended for Approval with conditions by:

Mose Dunkel (Jul 8, 2026 11:20:44 PDT)

Mose Dunkle, Chair
City of Sandpoint Planning and Zoning Commission

Attest:
Mandy Brown

Mandy Brown, Administrative Assistant

NOTICE OF PUBLIC HEARING

Item # 6.

Notice is he at Sandpoint C ill hold a publi ng their meeting on July 15, 2026, scheduled to begin at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho, to consider the following:

City Application PPUD25-0001 and PS25-0003 Ridley Village Court (Bonner County Parcel RPS00000280320A), a request to build 56 market-rate platted townhomes. The property is located on the southeastern side of Ridley Village Rd. and is zoned Residential Multifamily (RM).

Seating in Council chambers is available on a first-come, first-served basis. The overflow areas outside chambers will accommodate additional attendance, with live meeting video and audio provided. For public hearings/public comment periods, those who may not be able to be seated within chambers will be allowed entrance to the room and given the opportunity to speak from the podium.

Copies of the complete files for this matter are available for review online at www.sandpointidaho.gov/CurrentProjects or at the Sandpoint City Clerk's office at City Hall (address above), 208-263-3310. Any written testimony to be considered at this meeting must be delivered to City Hall or by email to cityclerk@sandpointidaho.gov before 5:00 p.m. on July 8, 2026. To request special accommodation to view the application files or participate in the above-noticed meeting, send a message to the email address above or -263-3310 at least two ness days prior to the n

Legal#8010 AD#51737
July 1, 2026

STAFF REPORT

Sandpoint City Council Meeting

TODAY'S DATE: July 8th, 2026

MEETING DATE: July 15th, 2026

TO: Mayor Grimm, members of the Sandpoint City Council

FROM: Erik Brubaker, Associate Planner

SUBJECT: PPUD25-0001 & PS25-0003: Ridley Village Court Planned Unit Development Final Development Plan and Preliminary Subdivision

Executive Summary

The applications before the Council is twofold:

1. Planned Unit Development(PUD) Final Development Plan (FDP).
2. A Preliminary Subdivision Plat.

Both applications relate to development of the Ridley Village Court project located off Ridley Village Road and Madison Avenue. Because the developer sought to develop the project using the creativity allowed with zoning regulations in a PUD, the City's PUD Ordinance stipulates a process that involves more hearings and review than a typical subdivision plat. The PUD process for this project began with P&Z reviews and City Council approval of the development concept, called an "approval in principal." Such occurred after two hearings in March and April of 2025. After obtaining "approval in principal" the developer submitted the 2nd of two components of the PUD: the Final Development Plan as well as the preliminary Subdivision Plat. Should the applications be approved, subsequent applications for development would include Public Infrastructure Permits, Final Subdivision Plats & Building Permits, none of which require public hearings as they relate to implementation. This staff report is organized as follows:

1. Background
2. Introduction to the Application
3. Project Application History
4. Notice and Comments Received
5. Application Details
6. Applicable Law and Draft Findings

I. Background and PUD Framework:

The request before the Council relates to the development of an approximately 4.1-acre lot, located south of Highway 2 on Ridley Village Road, identified in Figure 1. In July 2024, the City affirmed the long-range vision for development of the property through adoption of the Comprehensive Plan. The current Comprehensive Plan future land use designation is Medium Density Residential. The development application intends to implement the adopted long-range vision identified in the Comprehensive Plan.



Figure 1: Subject property

The specific application is for consideration of a new residential subdivision via a Final Development Plan as the final step in the Planned Unit Development (PUD) permit process (Attachment A). A PUD is a discretionary permit intended to allow flexibility in land planning to achieve creativity in development that might not be possible under conventional subdivision practices.

Overall Consideration for Approving a PUD:

A PUD is enabled by Idaho Code §67-6515 and regulated under Title 10 Chapter 3 of the Sandpoint City Code (SCC). As stated in SCC §10-3-1:

> "PUD is development of land in which the standard land use regulations (contained within the City's zoning ordinance) may be modified or waived in order to promote beneficial development of an entire tract of land in conformance with an approved planned unit development permit which accentuates usable open space, recreational uses, public amenities, community housing, and harmonious development with surrounding properties and the City at large." Specifically, as established in SCC§ 10-3-1, a PUD is intended to achieve the following objectives:

A. A maximum choice of living environments by allowing a variety of housing and building types and permitting an increased density per acre and a reduction in lot dimensions, yards, building setbacks, and area requirements.
B. A more useful pattern of open space and recreation areas and, if permitted as part of the project, more convenience in the location of neighborhood commercial uses, recreational uses and services.
C. A development pattern which preserves and utilizes natural topography and geologic features, scenic vistas, trees and other vegetation, and prevents the disruption of natural drainage patterns.
D. A more efficient use of land than is generally achieved through conventional development, thus resulting in substantial savings through shorter utilities and streets, while encouraging connectivity.
E. A development pattern in harmony with land use density, multimodal transportation facilities, and community facilities objects of the comprehensive plan. (Ord. 1162, 12-20-2006)

Steps In the PUD Permit Process

A PUD is typically designed as a multi-step process, beginning with a public hearing and review of the preliminary development plan (PDP) by the Commission. This first step is an "approval in principle" to determine if the PDP is consistent with the above ordinance intent and purpose, if it advances the general welfare of the community and neighborhood, and whether the benefits, combination of various land uses and the interrelationship with the land uses in the surrounding area justify the deviation from standard zoning district regulations. During this step, the Commission focuses on the objectives A-E listed above; any changes requested to zoning and development standards should further these objectives. Because the PUD process inherently provides for modifications to City standards, the Planning Commission acts in an advisory capacity on the PDP.

Following the Planning Commission's review of the PDP, it can be placed on a City Council agenda for "approval in principle." The foregoing process was undertaken last year for this project and following City Council Public Hearing April 16, 2025 a written decision was issued on May 1, 2025 approving the Preliminary Development Plan (approval in principal), with modifications to the conditions that the P&Z recommended be included. See attached approval document below.

Since City Council approval of the Preliminary Development Plan, the applicant has pursued filing of a Subdivision Application (PS25-0003) and the Final Development Plan (PPUD25-0001) accepted by the City on December 5, 2025. A public hearing is now held on the Final Development Plan incorporating changes and conditions imposed by the Commission/Council on the PDP. This public hearing is also being held to review the Preliminary Subdivision Application. The subdivision and Final Development Plan (FDP) and are being processed concurrently per SCC Section 10-3-10 (B). When acting on an FDP together with a Preliminary Subdivision, the Commission must also make affirmative findings of fact for the Preliminary Plat in addition to the PUD. The findings are discussed at the end of this report.

The City's PUD ordinance establishes five (5) development categories, collectively guiding developer, Commission, and Council considerations. Sections 10-3-4 through 10-3-9 contain the following categories:

1. SSC 10-3-4 relates to land use permissions: This section of the code establishes a wider range of allowable land uses to encourage mixed use development and also places limits of the size of multi-family buildings (limit is 6 dwellings per unit/building).
2. SSC 10-3-5 relates to increased density. This section of the code provides performance standards that if adhered to can allow for an increase of up to 40% above the allowable number of units in the zone.
3. SSC 10-3-6 and 10-3-9 relate to common open space: These sections require that 10% of the PUD area be dedicated to common open space, under common ownership, and encourages clustering of buildings in order to achieve access to open space from all dwellings.
4. SSC 10-3-7 creates basic performance standards for the exterior boundaries of the PUD, which can be reduced by the Commission if such reductions can be shown to be compatible with the surrounding development.
5. SCC 10-3-8 establishes infrastructure functionality requirements, and together with 10-3-7 enables the City to require the same level of infrastructure requirements for PUDs as subdivisions (not all PUDs involve subdividing property).

Conditions of Preliminary PUD Approval in Concept

The Ridley Village Court Planned Unit Development (PUD) Preliminary Development Plan was approved by the City Council on May 1, 2025 after conclusion of a public hearing conducted on April 16, 2025 which included a total of seven conditions. Below are the Council imposed conditions together with notes describing how they have been included into the project:

1. Construct the planned open space area toward the center of the project, as proposed in the initial plan. (**Incorporated in Final Development Plan**)
2. Incorporate traffic calming into street extension design between Ridley Village Rd and Maplewood neighborhood. (**Speed Table included in Final Development Plan**)
3. Setbacks adjacent to exitsing Cattail Ln. lots will be 15 feet and the home design needs to include privacy windows and porches on the front for abutting properties. (**Included in Final Development Plan**, **Final Development Plan Condition 5**)
4. Installation of street lights as provided in the original plan is required. (**Shown in Final Development Plan, Final Plat Condition 9**)
5. Driveway setback in the southwest corner should be 35 feet from Ridley Village Rd. **(Included in Final Development Plan)**
6. Ensure adequate and proper snow storage as provided in City codes. **(Provided for in Final Development Plan by increasing the alley width and accommodating storage in common)**

7. Installation of a 6-8 foot wide path on the north side of Autumn Ln. adjacent to the parking lot north of Road B is required. (**Incorporated in Final Development Plan in a 10-Foot wide easement**)

II. Introduction to the FDP and Preliminary Plat Applications and Surrounding Area

Affinity Real Estate Management, Inc. with representative SCJ Alliance Consulting Services (collectively "applicant" hereinafter), is seeking final approval of the PUD named Ridley Village Court to allow for the development of 56 townhomes on land currently zoned Residential Multifamily (RM) (Application PPUD25-0001).

Figure 2 is an excerpt from the PUD application showing the site plan.



Figure 2: PUD Site Plan

The 4.1 acre Ridley Village Court development is envisioned to contribute to an emerging neighborhood connected to the existing Maplewood development and S. Division Ave, and Ridley Village Rd by means of four public and four private access points:

- A single new roadway extension of River Rock Rd to Ridley Village Rd providing two ingress/egress locations; & A new public bike-pedestrian connection which extends Autumn Ln through the development from Maplewood development;
- A private pedestrian walkway through the center of the development connecting Ridley Village Rd with S Madison Avenue, connecting to the commons and providing four private ingress/egress points for residents.

As discussed at the prior hearings, the surrounding area is characterized as mostly a residential setting, with a public charter school, single family homes, multi-family dwellings, and vacant land. There are no parks or other publicly accessible recreational amenities in the immediate vicinity; the closest public parks are Lakeview Park and Memorial Field, approximately ½ mile away on residential streets. Platted and developed over time, most of the development south of Highway 2 between S Division Ave and the western City-limit line (which comprises the larger context of this development proposal) occurs on north-to-south street pattern with limited east-west connectivity.

Residential single-family lots within this area generally range from approximately 5,000 sf to over 11,000 sf. The east side of the development abuts the Maplewood neighborhood which is a 51-lot PUD development (approximately 5,000 sf lots) approved by the City in 2006. The south side of the PUD abuts the 1-acre lot (with an existing single-family home) that is not a part of the proposed PUD and 6-lots of the existing Northshore neighborhood (11,000+ sf lots). To the west is the Ridley Village apartment complex, and to the north is the Sandpoint Charter School and a vacant .5-acre lot. Northwest of the site is the recently constructed first phase of the Homestead apartment development.

City zoning is shown in figure 3 below, indicating the site is surrounded by Residential Multifamily (RM) zoning to the east, west and south, and abuts the Commercial C zoning district to the north and is also proximate to the Mixed Use Residential (MUR) zone on the northeast corner.

The Subdivision application (Application PS25-0003) for this existing ±4.1-acre lot proposes to create 56 lots, a common area, a public right of way dedication, public utility extensions, private streets, and a public pathway. Proposed lots range in size from ±1089sf to ±2962sf. River Rock Road is proposed public right of way extension from east to west through the property connecting Madison Ave. to Ridley Village Rd. Public Sewer and water mains are proposed to serve the new lots. In addition to River Rock Road a 10 foot wide Public Access Easement traverses the property east-west in alignment with Autumn Ln. The balance of the proposed lots will be accessed off Private Streets, alleys, and pathways within the common area. The common area is ±0.5 acres and generally runs north-south connecting River Rock Road to the Autumn Ln. pathway.



Figure 3: Zoning District Map

III. Application History

Pursuant to §10-3-10 of the Sandpoint City Code, the Commission is required to hold public hearings on PUDs (preliminary and final development plans), and to make recommendations to City Council on the final development plans.

In compliance with Idaho Code and Sandpoint City Code, applicable jurisdictions, neighbors and agencies have been notified of the proposal including:

- **3/4/25:** Planning and Zoning Commission Public Hearing on Preliminary Development Plan
- **4/16/25:** City Council Public Hearing on Preliminary Development Plan
- **5/1/25:** Preliminary Development Plan Approval by Council
- **12/5/25:** Requisite Application Documents Submitted (Applications PPUD25-0001, and PS25-0003)
- **12/11/25:** Applications for PUD and Subdivision Deemed Complete (fees paid)
- **12/18/25:** Notice of Applications sent to Agencies and Property Owners within 300 feet
- **5/1/26:** Notice of Public Hearing sent to property owners within 300 feet and to the Daily Bee
- **6/8/26:** Site Notice posted
- **6/16/26** P&Z Public Hearing

IV. Application Notification and Comments

Pursuant to §10-3-10 of the Sandpoint City Code, the Commission is required to hold public hearings on PUDs, and Preliminary Plat applications to make recommendations to City Council. Notice has been provided to property owners within 300 feet of the parcel boundaries on which the proposal is being considered, posted at the site at least one week in advance of the hearing, and a summary has been provided in the official newspaper of general circulation fifteen (15) days prior to the hearing date.

In compliance with Idaho Code, applicable jurisdictions and agencies have been notified of the proposal including:

REVIEWING DEPARTMENTS & AGENCIES:				
City of Sandpoint	**Local Agencies & Districts**	**State & Federal**	**Bonner County**	**Other**
☒ **Building** ☒ **Fire Official** ☒ **Planning** ☒ **City Engineer** ☒ **Operations**	☒ **Independent Highway District** ☒ **Pend Oreille School District** ☒ **Panhandle Health District**	☒ **ID Dept. Lands** ☒ **Environmental Quality** ☒ **ID Transportation Dept. (ITD)** ☒ **USACE**	☒ **Addressing** ☒ **Sandpoint Airport** ☒ **Assessor** ☒ **GIS** ☒ **Road and Bridge**	☒ **Avista Utilities** ☒ **Bonneville Power Administration** ☒ **BNSF Railroad**
X = Request for review/comments sent to department or agency.				

Consideration of written comments:

At the time of this report drafting, the City has received two agency responses to the notice. Additional comments will be forwarded to the Commission as they are submitted. Attachment C to the staff report are the agency comments. Below is an excerpt from the comments received. The full comment letters are attached as Attachment C.

Lake Pend Oreille School District (LPOSD), Becky Meyer – Superintendent

LPOSD provided their standard residential development review letter(attached). Most notably they note concerns related to the lack of impact fees for schools in Idaho and suggest voluntary developer contributions:

Unlike many other states, Idaho does not allow school districts to require impact fees on developments. The primary avenue for school districts to fund new facilities is through voter-approved school construction bonds. These bonds are funded solely by local property taxpayers and require a 66 ⅔ super-majority vote to pass.

While we recognize the importance of addressing housing needs in our community, our schools have already experienced significant impacts from continued residential growth and development in the area. The proposed Ridley Village development, consisting of 56 residential units, will directly impact enrollment at Washington Elementary School, Sandpoint Middle School, and Sandpoint High School.

Several of our schools are already operating near or above capacity. Additional residential density, particularly developments likely to attract families with school-aged children, places increased strain on classroom space, staffing, transportation, and student support services. Therefore, Lake Pend Oreille School District is opposed to Ridley Village and similar developments that do not adequately consider or help address the impacts on local schools and educational infrastructure.

Idaho Transportation Department (ITD), Robert Beachler - District 1 Planning Program Manager

ITD noted that they have previously coordinated in planning on the US HWY 2 Corridor with the City, specifically relating to improvements to the intersection alignment with Ontario. He states that while a westbound turn lane at Ridley Village Rd. has been warranted prior to the proposed and recent developments, he would like to see continued coordination with the City on a long range solution such as those shown in the City's Multimodal Transportation Plan (**Plat Condition 18**):

Thank you for providing ITD with the opportunity to comment on the revised Ridley Village TIS. The report notes that operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at US-2 and Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn

movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection.

The report also noted that right- and left-turn lane analyses performed in the study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. The previously approved Homestead Village Apartment development traffic generation required the installation of a center turn bay, but at the full build out of that development is not to occur on that subject property at this time. The Sandpoint Multimodal Transportation Plan describes multiple proposed improvements along US-2 and ITD would like to continue planning efforts with the City of Sandpoint for future improvements along the US-2 corridor. As noted in ITD's 2019 US-2 corridor plan, improvements for this section of US-2 are proposed as long-range (20+ years) improvements. At our last meeting, the city noted that the US-2 and Ontario Street would be the city's first intersection to be addressed. ITD would like to follow up with some additional meetings to discuss some potential realignment and improvements to this intersection.

Comments from the Public

At the time of writing this report the City received eight written comments resulting from the notice mailed to adjacent property owners within 300 feet of the development site. The full text of all public comments received have been uploaded to the current project page for the PUD application on the City website and are included as Attachment D.

The table below provides a summary of Final PUD and Subdivision Plat public comments received as of June 9th, 2026.

Summary of written comments from the Public
• Concerns about additional vehicle traffic on River Rock Rd. which currently has minimal use. • Concerns about vehicle parking. • Concerns about increased traffic on Division, US HWY 2, and the intersections with Ontario. • Concerns that the homes on Madison Ave. don't match the character of the homes in the adjacent Maplewood Development. • Concerns about the safety of people walking and biking in the neighborhood and to and from nearby schools and along Division Ave. • Concerns about lighting. • Concern that additional traffic will adversely impact ambulance response. • Concerns about general intensification, loss of green space, and peace and quiet. • Desire to protect wildlife and encourage native plantings. • Desire to further improve Ridley Village Rd.

V. Final Development Plan & Preliminary Plat

The FDP indicates 56 townhomes within 14 structures organized around a central greenspace accompanied by amenities to support the new community. The proposed townhomes range in size across 6 different sized buildings ranging from 2 to 6 townhomes per building. Each 2-story townhome ranges in size from 1191 to 1670 square feet (sf). The FDP distinguishes townhome sizes as "unit" types. Across 14 buildings a range of 5 different sized townhomes are provided, with the largest percentage dedicated to the smallest unit type, units C1&C2.

The proposed dwelling unit mix is as follows:

	Unit A.1	Unit A.2	Unit A.3	Unit B	Units C1&2	Totals
Sq ft	1490	1414	1275	1670	1191	
# of units	16	8	5	7	20	56

The proposed Final Development Plan, building elevations and landscape plans are available for review on the Current Projects page on the City's website and shown as figure 4 below excerpted from the FDP.



Figure 4: Footprints and Elevations

The FDP contains a description of Key Features, Themes, and Community Benefit, articulated by the applicant, and summarized below.

1. New housing products (townhomes) not prevalent in Sandpoint, which provide more affordable homes and greater energy efficiency than single-family detached homes; each would be on a fee-simple lot;
2. Each unit provides direct access to public streets, open space and/or community pathway. Each unit has a front porch reflecting traditional development patterns, and the majority of units have rear loaded garages;
3. Architecture includes South-Sandpoint inspired craftsman style homes with modern materials; each unit is either 2-story or has a vaulted upstairs ceiling to achieve lower building profiles than typical two-story homes.
4. Parking is achieved through 76 off-street parking spaces via single and two-car garages as well as parking on private alleys, combined with public on-street parallel parking along Madison Ave., Ridley Village Rd., and River Rock Rd. extension.

Code Parking Ratios	No of Units	Required Off-street Parking	Parking (private) provided	Parking (public) identified
Units over 1200 SF 1.4/unit	36	52	76 "off-street" by using 66 one and two car garages, 10 parking spaces on alleys internal to the project are provided.	48 parking spaces along River Rock Rd extension, Madison Ave, and Ridley Village Rd. are identified by the applicant in their submittal
Units under 1200 SF 1/unit	20	20		
	56 total	**72 total**		

The PUD identifies 124 parking spaces between the private spaces and the spaces created with public street improvements. Each of the 56 town homes has a garage.

It should be noted that the City's off-street parking requirements do not allow for parking along public rights of way to be included in parking calculations; therefore, the actual number of regulated parking spaces provided in this project is 76.

5. Multi-modal connectivity is achieved connecting areas to the west of the project and the project itself to Division St. Such connectivity provides an opportunity for this PUD and surrounding neighborhood residents to avoid using Highway 2 to access services and amenities including Memorial Field, Third Avenue Pier, the Charter School, City Beach, and Downtown. The FDP also contains descriptions of River Rock Road extended to Ridley Village Road as a means of providing a street connection for the benefit of the greater neighborhood and City residents.
    a. **River Rock Rd**. would continue in its current alignment as a 50-foot right-of-way to Ridely Village Rd. SCC 10-1-6 (A)(1) permits a reduction in the 60-foot standard cross section width for local street (ROW). The adjacent Maplewood neighborhood was also developed as a PUD with a 50'-wide ROW.
    b. **Autumn Ln.** pedestrian/bike path to Ridley Village Rd. is proposed to provide direct and convenient access to the Charter School and surrounding area from residential areas not currently enjoying multi-modal access.
    c. **Madison Ave.** would be widened to a 50' ROW width, allowing for landscaping, sidewalk and parking on both sides of the street.
    d. **Ridley Village Rd.** would be widened to a 50' ROW allowing for landscaping, sidewalks and parking on the east side of the street.
    e. **Internal roadways**, pathways and alleys connect residents with each other, the common open space and the larger neighborhood. Alleys provide garage access to the units, and Road D is intended as a private drive and includes a turn-around spot for vehicles including emergency vehicles.
6. Open Space is required to comprise 10% of the development, and the PUD proposes an open space plan of pathways, and a central common area exceeds the minimum standard at 13%.
7. Statement of Community Benefit includes reference to street-facing homes developed at a human scale for safety and comfort, with variety in architecture, accentuating open space, an emphasis on transitioning building massing from denser to less dense areas.

Relief Sought from Standards

The PUD application also contains a section related to Relief Sought from Standards, summarized below. (A description and analysis of the requested deviations from standards follows later in the staff report)

1. Relief from building and PUD boundary setbacks are sought:
    a. Front setbacks down to zero feet
    b. Internal side and rear setbacks to zero feet
    c. Garages, public street facing, allowed to eight feet

   d. Rear setback down to five feet for lots facing River Rock Rd. extension and west of , and down to 0' for all other units that are alley loaded.
   e. PUD boundary reduced from 25'to 15' along Cattail Court, and 0' elsewhere along the project perimeter.
2. Relief from Private Street/Alley standards is sought as Road D is proposed to be narrower than the City standard ROW width of 60'
3. Relief from street arrangement/continuity of existing streets is sought due to private roads.
4. Relief from the 4' of required cover over sewer mains is sought on portions of Roads "D" and "E".

VI. Applicable Law & Draft Findings

As noted above, the applications consist of the Final PUD Development Plan and a Preliminary Subdivision Plat. Noteworthy elements of the Sandpoint Comprehensive Plan and applicable sections of the City Code are noted below. A list of the applicable findings for both the PUD and the Preliminary Subdivision Plat are drafted below for consideration by the Commission; staff encourages the Commission to review the relevant Comprehensive Plan policies and municipal code sections in evaluating the draft findings. The requirements and standards are found in SCC§10-3-1 through 10-3-10 for PUD's, and SCC§10-1-6, 10-1-7, and 10-1-8 related to subdivision & plats.

Sandpoint Comprehensive Plan – Relevant Policies and Staff Analysis of Compliance

As noted above, the property has a Comprehensive Plan Future Land Use Map designation is Medium Density Residential. In addition, the comprehensive plan includes numerous policies supporting the addition of housing within the city where infrastructure and public utilities are readily available. Pertinent goals and policies are listed below for Commission consideration in evaluating/reviewing the FDP.

Chapter 3 Community Character and Design

Goal 1: Character and Identity: Sandpoint's unique identity, character, and sense of place is retained and strengthened.

A. Ensure that all commercial, single-family, and multifamily development respect the town's unique character in architecture, thoughtful density, and site planning.

Goal 5: Gateways and Gathering Places: A unique and welcoming sense of community is provided through design elements at gateways, within neighborhoods and special districts, throughout downtown, and along major corridors.

B. Design accessible public streets, alleyways, parks, squares, and other public gathering places that encourage interaction and provide places for people of all ages and abilities to visit and socialize.

Staff analysis of Community Character and Design:

The application provides a blending of densities for the area in which it is located. Whereas single-family larger lot development is to the south of the site; the balance of the site abuts 5,000 sf lots (Maplewood), and multi-family development along Ridely Village Road. A unique feature of Sandpoint, as written about in the Comprehensive Plan, is the variety of housing types in its neighborhoods. By adding a new housing type, the applicant has provided additional variety, contributing toward a continuity of housing options throughout the community. Additionally, the proposed development connects to its surroundings as opposed to being walled off, gated or isolated. The site plan creates visual interest through the use of a focal point in the central open space area, visible from vantage points within and outside the project. The street and pathway network continue Sandpoint's original grid.

Chapter 4 Land Use & Growth

Goal 1: Efficient Land Use: Sandpoint's mature and developed areas are invested in and enhanced, reducing pressure to expand into the Area of City Impact to accommodate population growth.

B. Ensure new growth does not disproportionately overburden services or create excessive long-term

maintenance responsibilities for supporting public infrastructure.

C. Promote infill development and redevelopment that contribute to the desired mix of land uses

Goal 2: Residential Neighborhoods: The diversity, quality, comfort, and connectivity of Sandpoint's residential neighborhoods is expanded

A. Promote compact, walkable development patterns that connect neighborhoods to activity centers
B. Create neighborhood streetscapes that are safe, walkable, and bikeable.
C. Support a variety of lot sizes and housing types while maintaining an overall desired neighborhood density and scale.
D. Integrate parks and playgrounds within convenient walking distance of all homes within a neighborhood.
E. Provide a range of zoning types and design regulations that can facilitate smooth transitions from areas of high intensity use to areas of lower intensity use
F. Encourage sustainable building practices for residential construction

Goal 4: Quality Places: Dynamic, attractive, and desirable places to live and operate businesses are fostered and developed

A. Promote streetscapes and public spaces that are engaging, functional, accessible, safe, and attractive.
B. Require building location and site design that emphasize pedestrian orientation and access.
C. Incorporate safe and attractive multimodal facilities that connect residents, workers, and visitors locally and regionally.
D. Allow shared and other parking solutions to reduce the amount of land devoted to surface parking.
E. Require developments to provide adequate and safe on-site infrastructure for vehicles, pedestrians, and cyclists.

Staff analysis of Land Use and Growth:

The applicant has provided a compact, walkable neighborhood that adds to the housing diversity identified in the Comprehensive Plan, especially provided that lot sizes are as small as approximately 1,000sf, whereas the minimum lot size in this zone district is 5,000 sf. The density proposed does not exceed the limits established by the Comprehensive Plan or Residential Multifamily zone district. The design of the neighborhood provides for a a transition in scale from the adjacent Maplewood development through the multifamily buildings of Homestead Village. The transition is, however, abrupt along Madison Ave. as Maplewood development consists of all relatively uniform single story detached single family homes. Traditional street tree plantings as proposed will aid in softening the transition.

Chapter 5 Housing and Neighborhoods

Goal 1: Character and Identity: A variety of quality housing types are available to serve a broad spectrum of household types and age groups.

A. Pursue diversity in housing types by permitting detached, duplex, townhouse, stacked flats, accessory dwelling units (ADUs), co-housing, co-living, cottage communities, and other types as appropriate in neighborhoods.
C. Work with housing providers that create housing options to meet the accessibility and functional needs of households with seniors and residents with special needs.
D. Encourage development of attached housing types in and around downtown.
E. Encourage the development of single-family housing within traditional and medium-density neighborhoods.
F. Explore alternatives to parking requirements to encourage a variety of housing types for a broad spectrum of income levels and age groups.

Goal 2 Housing Affordability: Housing is available to meet the needs of low- and moderate-income workers

A. Identify and resolve barriers that impede the development of workforce housing and the rehabilitation of existing housing.

B. Encourage workforce housing through various means as allowed by law.
C. Integrate smaller infill units to allow for mixed-income residents.

Goal 3: Existing Neighborhoods: The charm and comfort of Sandpoint's existing neighborhoods are protected and enhanced.

A. Protect the residential character of existing neighborhoods by providing for transitional buffers between residential, commercial, and industrial uses, such as alleys, fences, or natural areas.
D. Encourage public and private investment in Sandpoint's existing neighborhoods.
E. Maintain the historic architectural integrity of all neighborhoods.
F. Improve and expand pedestrian infrastructure.
G. Ensure new housing types are appropriately scaled within the neighborhood in which they are developed.
I. Maintain and enhance neighborhood tree canopies through incentives and other accommodations.

Goal 4: New Neighborhoods: New neighborhood developments are aligned with resident needs and community values

A. Encourage a portion of new housing development to emulate historical neighborhoods, including a variety of housing, alleys, and traditional gridded blocks. Where cul-de-sacs are allowed, they must provide for continuous, non-motorized connections between streets.
B. Connect neighborhood services, public open space, and parks with sidewalks and/or multimodal paths.
C. Develop a safe, appropriate street system network that provides easy access for all modes but does not allow rapid or high-volume traffic to disrupt the new neighborhood.
D. Allow live/work and neighborhood-serving retail at the edge of residential neighborhoods where appropriate to support walkability.
E. Foster quality neighborhood tree canopies.
F. Encourage green building and energy efficient design.

Staff analysis of Housing and Neighborhoods:

The proposal contributes toward Sandpoint meeting its housing goals because it provides a density that blends with the lower and higher density surroundings, in a townhome format that provides ownership opportunities for a wider range of incomes. The design of the townhomes includes architectural features similar to those found throughout the surrounding neighborhoods as well as neighborhoods closer to downtown. On a semi-grid pattern, the proposal connects areas to the east and west of the site in several locations, and locations and does so by allowing both pedestrian and street connectivity. The scale of the two-story structures, with up to 6 units per building, is not offset with setbacks. Rather these structures, along with street trees help frame the streets as an outdoor "room." Internal to the development, consistency exists; at the perimeter, the proximity to the property lines can create a sense of a development type that is new or different.

Chapter 6 Multimodal Transportation

Goal 1: Provide a Balanced Approach to Mobility: Access to businesses is efficient and residents and visitors alike benefit from a walkable and bikeable community

B. Improve and enhance safety and traffic circulation to preserve an acceptable level of service (LOS) at intersections without jeopardizing pedestrian safety.
E. Balance the benefits of a limited number of approaches onto arterials with the benefits of gridded streets.

Goal 2: Walkable and Bikeable Network: There are multimodal transportation options throughout the city and key corridors that enhance access between neighborhoods and key community destinations are prioritized.

B. Support local school district's Safe Routes to School program and ensure that safe routes to school are accessible year round
E. Develop the region's system of trails and paths to support a well-connected region, enhancing inter- and

intra-community connectivity and access.

F. Improve and maintain streetscapes for all modes of travel through design treatments that enhance human scale along street corridors

Goal 4: Resilient, Livable, and Sustainable Multimodal System: A safe, maintainable, and year-round transportation system is designed in context with the community and environment.

A. Maintain, improve, and complete infrastructure to meet present and future needs.
B. Consider long-term functionality and maintenance obligations when developing right-of-way design standards and reviewing development proposals.
F. Ensure that street and sidewalk standards provide snow storage areas next to travel lanes to allow for year-round sidewalk use.
G. Maintain and plant street trees to enhance the comfort, aesthetic quality, and sustainability of the transportation system.

Goal 5: Multimodal Connections to the Waterfront: Multimodal access to the lake, other waterfront areas, and associated public parks and open spaces are enhanced.

C. Enhance safety of non-motorized routes from residential neighborhoods to City Beach Park.

Goal 7. Plan for an Increase in Demands: An increase in demand on the transportation network is planned for, and potential negative impacts to transportation facilities, corridors, and adjacent properties are minimized

A. With new development projects, encourage the design and construction of local streets to improve multimodal connectivity and safety and encourage well-connected, grid type street patterns. B
B. Continue to inspect transportation improvements related to new development to ensure that projects meet jurisdictional design and construction standards before the acceptance of maintenance responsibility.
C. Continue to thoroughly assess off-site traffic impacts of new development to ensure adequate funding of needed infrastructure.

Staff analysis of Multimodal Transportation:

The application provides multiple connections to improve east-to-west connectivity, reducing traffic flow onto major arterials by dispersing traffic. The adjacent Maplewood neighborhood was not developed as two cul-de-sac bulbs, like several neighborhoods in the vicinity; rather the neighborhood layout furthered a grid pattern that this development would complete.

While adding connections through both River Roack and Autumn Lane would better further the connectivity objectives of the Comprehensive Plan as opposed to solely connecting River Rock Rd, the Autumn Ln. Multimodal public way provides a unique advantage for people walking, biking, or rolling. This is similar to and connected with Madison avenue which also prioritizes human scale transportation. The east-to-west connections improve safety by enabling school-aged children to more directly access a local school without having to interact with Highway 2. Similarly, local neighborhood streets, S Division Ave, and Ontario St could be used by residents of this development and areas to the west for improved connectivity. For residents off of South Boyer and Maplewood, this provides a more direct connection to the Dover Multiuse Path and will help users avoid a busy intersection. Such connections will increase traffic onto River Rock which currently sees very little use.

Chapter 7 Parks, Recreation & Trails

Goal 1: Parks & Open Space: Integrated and comprehensive parks and recreation facilities are provided to serve Sandpoint's needs

A. Improve and expand trail and pathway connectivity to continually enhance community walkability and bike-ability while considering impacts on wildlife corridors.

C. Explore additional land acquisition for new parks (including passive parks) near newer or underserved neighborhoods.

Staff analysis of Parks, Recreation & Trails:

The development provides sidewalks along connecting streets (extended River Rock Rd, Alley (Road A)), as well as a pathway connecting Ridely Village Rd with S Madison Ave. While not public, the development offers open space amenities for owners of the townhomes, and visual appeal to any passersby. Although the common open space is private. The common space will serve as a "big backyard" for all residences and be privately maintained. Private parks space can thereby complement our park system and does not detract from the overall green footprint of the community.

Chapter 8 Public Facilities, Services & Utilities

Goal 1: Utilities and Infrastructure: The long-term utility and infrastructure needs of Sandpoint's existing and future residents, businesses, and visitors are met.

A. Assure the city infrastructure has sufficient capacity to meet the community's long-term needs

Goal 6: Safety by Design: Crime prevention principles are incorporated into community planning and service delivery.

C. Increase knowledge and practice of Crime Prevention Through Environmental Design (CPTED) in community planning and code enforcement.

Goal 7: Public Health and Welfare: Sandpoint is a multi-generational city with exceptional public health resources and assistance programs to support residents of all ages.

F. Support walkable and bikeable neighborhoods in site planning and zoning decisions to positively affect physical health over the long term

Staff analysis of Public Facilities, Services, & Utilities:

Sandpoint's adopted Complete Streets Policy requires sidewalks on all public rights of way. Proposed street extension on the submitted improvement plans shows sidewalks on both sides of the street. Public water, and sewer are available and increased average density generally helps support the long term infrastructure cost burden.

Sandpoint City Code Title 10 Chapter 3 – Planned Unit Development Regulations and Staff Analysis of Compliance

10-3-3

Section 10-3-3 establishes the minimum area requirements for a PUD with residential uses at 2-acres. This site is approximately 4-acres, and therefore qualifies for using the PUD process.

10-3-4

Section 10-3-4 establishes the uses that are allowed within a PUD. The uses within the Ridley Village Court PUD are residential, proposed at a density allowable in the Residential Multi-family Zone and therefore meets this requirement.

10-3-5

Section 10-3-5 enables an increase in density over the base zone district standards. This development is proposed at a density allowable in the Residential Multi-family Zone and is not seeking an increase in density.

10-3-6

Section 10-3-6 establishes a minimum of 10% open space required across the PUD. This project complies with this requirement because it includes 13 % open space.

10-3-7

Section 10-3-7 establishes five performance standards for PUDs:

A. The PUD shall be designed to be compatible with the surrounding area.

B. There shall be a twenty-five foot (25') building line setback from all exterior boundaries of the property.

C. All parking and driveways shall not be within ten feet (10') of the exterior boundaries.

D. All public improvements required for subdivisions may be required for a PUD.

E. Exterior boundary setback requirements set forth above may be reduced by the commission where such reduction can be shown to be compatible with surrounding development.

The PUD complies because: The Project is designed around a common architectural theme, with elements inspired by local architecture. The project has included a 15-foot setback along cattail court single family residences. Parking and driveways are oriented away from the exterior of the project. Project also includes lots on Madison Avenue with entrances on the street, architectural features, and rear garage loading. The project includes Public Improvements consistent with the subdivision requirements.

10-3-8

Section 10-3-8 establishes utility requirements for PUDs. The project complies with the utility requirements because the utility requirements have been demonstrated to be satisfied through the preliminary plat and public improvement drawings, which include location of utilities.

10-3-9

Section 10-3-9 establishes requirements for PUDs that involve commercial and recreational uses. These standards are not applicable to this PUD because this is a residential PUD.

Sandpoint City Code Title 10 Chapter 1 Subdivision Regulations and staff analysis

As a PUD, city code 10-3-7-D stipulates that “All public improvements required for subdivisions may be required for a PUD.” The applicant has applied for a Preliminary Subdivision Plat concurrently with the FDP, therefore, the proposed development has been analyzed for conformance with relevant subdivision sections of Title 10, Chapter 1.

10-1-6-A-1

Minimum Right-of-Way Width: The minimum right of way width for any residential street shall be sixty feet (60'), except for purely local drives or areas with difficult topography. A decrease to fifty feet (50') for local, residential streets may be allowed within a PUD. Through streets and every street more than six hundred feet (600') long may be required to be at least sixty-six feet (66') wide. Streets which are collectors or arterials must be dedicated and built to higher standards.

Staff analysis of Title 10-1-6-A-1:

The proposal is consistent with the residential PUD requirements. Typical section for River Rock Road shows 34-foot pavement width from face of curb to face of curb, with 5-foot sidewalks on both sides in 54 feet of R-O-W.

10-1-6-A-2

Transportation Plan Conformance: All streets and other public spaces and easements shall conform to the transportation plan as adopted by the City Council, both as to location and as to width or size.

Staff analysis of 10-1-6-A-2:

The 2009 Urban Area Transportation Plan is the only council-adopted document that provides recommended typical street sections. It does not provide an example of a 54’ street for residential areas but a curb-to-curb width of 34 feet meets fire code for a residential street with parking on both sides. The closest typical section provided is “Local 2-BUS,” shown below, which is a 50-foot wide right of way intended for business districts.

10-1-6-A-3

Right-of-Way Adjoining Undeveloped Property: When a right of way adjoining undeveloped or noncompliant property is platted or developed, at least a half street plus ten feet (10') must be dedicated and constructed. This will not reduce the right of way dedication requirement when the adjoining undeveloped or noncompliant property is developed.

Staff analysis of 10-1-6-A-3:

Applies to both Ridley Village and Madison.

Submitted materials show 10-foot right of way dedication on Madison Avenue, which would bring the right of way width from approximately 43 feet to 53 feet, which meets the minimum standards for PUDs in 10-1-6-A-15.

Additional dedication of R-O-W was recently completed via Short Plat increasing the R-O-W width on Ridley Village Rd. to 50 feet.

10-1-6-A-4

Alley Width: The minimum width of any alley, wherever provided, shall be sixteen feet (16'). Where alleys are not provided, easements may be required along lot lines of or across lots where necessary for the extension of water mains, sewers and similar purposes.

Staff analysis of 10-1-6-A-4:

No publicly dedicated alleys are proposed and the private alleys exceed 16’

10-1-6-A-5

Block Length: Block lengths shall be between three hundred feet and six hundred feet (300'—600'). The city engineer may approve a longer block if topography limits side street development. Blocks over eight hundred feet (800') in length may be required to have one crosswalk not less than ten feet (10') in width, situated near the center of the block.

Staff analysis of 10-1-6-A-5:

Block lengths have already been established by the surrounding street network. The proposed layout would result in a block length of approximately 375’ between Madison and Ridley Village, and approximately 280’ between River Rock and Autumn (distances on center).

10-1-6-A-6

Street Arrangement: The arrangement of streets in new subdivisions or other development shall make provision for the direct continuation of the principal existing streets in adjoining subdivisions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for public requirements. In general, such streets shall be a width at least as great as the existing streets or meeting the findings of the transportation plan. The street and alley arrangement must also be such as to provide opportunity for access and use by adjoining property owners. Wherever a street is stubbed so that it will not at that end open into another street, an adequate turnaround, either circular, hammerhead, or Y-shaped, shall be provided.

Staff analysis of 10-1-6-A-6:

Private Streets do not conform with this provision and relief if provided in PUD provisions, however an adequate hammerhead is utilized where necessary for fire access.

10-1-6-A-8

Public Utility Easement: No public utility easement shall be less than twenty feet (20') wide; for water and sewer a thirty-foot (30') easement shall be provided.

Staff analysis of 10-1-6-A-8:

Proposed Final Development Plan complies with this provision.

10-1-6-A-9

Property Corners: At all corners the property corner shall be rounded to match the curb or cut off.

Staff analysis of 10-1-6-A-9:

Proposed development complies. Proposed lots do not conflict with curb.

10-1-6-A-10

Curb Corners: For residential streets, all curb corners shall have radii of not less than twelve feet (12').

Staff analysis of 10-1-6-A-10:

All public right of way curb radii on the proposed improvement plans are consistent with 12' standard.

10-1-6-A-11

Street Grade: Grades of streets shall be the lowest feasible and no grade shall be in excess of five percent (5%) on through traffic streets nor in excess of ten percent (10%) for short distances on any other street.

Staff analysis of 10-1-6-a-11:

Existing topography of the site, and the proposed improvement plans, allow conformance with this provision.

10-1-6-A-15

Design Standards: Streets, including private roadways, shall be designed, signed and constructed in accordance with the current edition of the "Idaho Standards For Public Works Construction", as may be modified by resolution of the City Council; development standards of the City of Sandpoint; "Manual On Uniform Traffic Control Devices" and the standards included herein. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the City Council.

	Minor Arterial	Collector	Local	PUD Local
Right of Way	80 feet	60 feet	60 feet	50 feet
Pavement width	See note 1	34 feet	32 feet	30 feet
Maximum grade	10 percent	10 percent	10 percent	10 percent
Street section: Asphalt depth	4 inches	3 inches	3 inches	3 inches
¾ inch base	6 inches	4 inches	4 inches	4 inches
Subbase[2]	18 to 24 inches	18 inches	18 inches	18 inches
Fabric	Nonwoven for all sections			

Staff analysis of 10-1-6-A-15

The proposed right of way width of 54 feet for River Rock extension is greater than the 50-foot minimum in the table above. Pavement width of 32 feet shown on the submitted improvement plans is greater than the 30-foot minimum.

10-1-6-A-16

Street Intersections: Street intersections shall meet the following requirements:

a) Streets shall intersect as closely to ninety (90) degree angles as possible.
b) No more than two (2) streets shall intersect at one point.
c) Distance between street intersections shall be no less than one hundred fifty feet (150') for local streets and two hundred fifty feet (250') for collectors.
d) Intersections of local streets with arterials shall be minimized and discouraged.
e) Intersection curb radius shall not exceed twelve feet (12') for local streets, twenty feet (20') for collectors. Arterial radii shall be as determined by the engineer.
f) Intersections shall be designed for a minimum sight distance of one hundred fifty feet (150'). Intersections with arterials shall have a minimum sight distance of three hundred feet (300').

Staff analysis of 10-1-6-A-16:

Submitted preliminary plat meets the criteria listed.

10-1-6-A-18

Traffic Analysis: Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis. An Idaho licensed professional engineer shall submit to the city a traffic impact analysis report meeting the requirements of the current computerized model adopted by the city. The developer shall be responsible to maintain the level of service of the affected existing street system. The report shall also take into consideration other forms of transportation including bicycle and pedestrian travel.

Staff analysis of 10-1-6-A-18:

A revised Traffic Impact Analysis was prepared by Michael Adamson, P.E. dated 2/23/2026 on behalf of the applicant. An addendum to the revised Traffic Impact Analysis was submitted April 6, 2026 with cost estimates of recommended improvements.

The conclusions of the report are attached and summarized below:

- A left turn lane on Highway 2 at Ridley Village Road is warranted without this project and Ridley Village Court generated trips are expected to contribute from 14-25% of left turning traffic. (**Plat Condition 18**)
- The intersection of Highway 2 and Ontario drops below the minimum “level of service” in 2032 as a project plus condition. The study recommends implementation of Ontario and HWY 2 intersection when feasible.

10-1-6-A-20

Interconnection: Public and private streets, wherever possible, shall provide interconnection with other streets.

Staff analysis of 10-1-6-A-20:

The proposed development plan conforms with this provision.

River Rock Road is extended as a public street for all vehicle traffic and Autumn Lane is extended for people walking and bicycle traffic, both connecting Madison Avenue and Ridley Village Road.

10-1-6-C

Street Trees: Street trees shall be planted (at least one every twenty-five feet (25')) in accordance with a city approved plan. All proposed trees shall be from the city's currently approved tree list.

Staff analysis of 10-1-6-C:

Street trees along both sides of all newly created public street frontages will be a condition on the future preliminary plat, to be completed before final plat pursuant to city code 10-1-3-A. City Forrester reviewed the project and made a recommendation for one additional planting and request that the applicant swap proposed maples for a different species for the sake of urban tree canopy resilience. **(Plat Conditions 11 and 12**)

10-1-6-F

Driveways: The nearest edge of any residential driveway shall be not less than thirty-five feet (35') from the edge of the pavement to the nearest intersecting street. All new driveway locations shall be reviewed and approved by the public works department prior to beginning construction.

Staff analysis of 10-1-6-F:

Applicant meets this requirement per the Final PUD Development Plan.

10-1-7-B

Surface Water: All surface water shall be drained into approved storm water facilities or storm sewers. A storm water management plan and construction period erosion control plan, meeting the requirements of the storm water management ordinance, is required.

Staff analysis of 10-1-7-B:

Stormwater system will detain and treat runoff on-site, then discharge to an existing drainage easement on the common property line between 1709 and 1711 Northshore, to the south of the development. Before Final Plat approval, applicants will be required to submit a stormwater plan as part of their required Public Infrastructure Permit demonstrating conformance with City Code 11-3. (**Plat Conditions 5, 6, & 7**)

10-1-7-G

Streetlights: All streetlights shall be installed.

Staff analysis of 10-1-7-G:

Preliminary condition of approval requiring streetlights at the two newly created intersections. **(Plat Condition 8)**

10-1-7-L

Fencing: Fencing may be required around portions of the exterior boundaries of a subdivision.

Staff analysis of 10-1-7-L:

Council conditioned the Final Development Plan to include Fencing adjoining the Charter School Property and it is shown in the Final Landscaping Plan. (**Plat Condition 2**)

10-1-7-P-1

Any existing right-of-way on which a parcel abuts shall be improved from the centerline of the right-of-way plus ten feet (10') to the standards set forth in title 7 of this code, and shall include:

a) Continuation of a sidewalk shall be required along the entire frontage of the parcel.
b) In the case of the continuation of an existing street, the city may require the entire roadbed be paved to the property line.
c) The continuation of curbs and gutters shall be required for the parcel's frontage.

Staff analysis of 10-1-7-P-1:

The submitted improvement plans show curb and gutter and sidewalk along all new and existing public street frontages. All improvements are subject to a Final Public Infrastructure Permit.

10-1-7-P-3

Water mains, sewer mains and storm sewers shall be installed along the entire frontage of the parcel unless specifically exempted by the city engineer.

Staff analysis of 10-1-7-P-3:

Water and sewer main extensions are proposed in the improvement plans and are subject to Final Public Infrastructure Permit. (**Plat Condition 4 & 14-17**)

10-1-7-W

Pathways: The developer of any subdivision, or any part thereof, shall provide public pathways for all trails and paths identified in the pathway master plan that are located on the property to be subdivided or on city property adjacent to the property to be subdivided, and sidewalks required by this chapter.

Staff analysis of 10-1-7-W:

A six to eight foot wide walking and biking pathway is proposed in a 10-foot wide public access easement extension of Autumn Ln. through the project. Public Works has requested that the easement also include Public Utilities. (**Plat Condition 9**)

8-4 et. Seq.

Chapter 4 – Outdoor Lighting: The City Code regulates outdoor lighting to protect dark sky's and light trespass.

Staff analysis of 10-4:

Outdoor Lighting Code compliance will be verified at time of Building Permit. **(Plat Condition 8)**

Requested PUD deviations from the Residential Multifamily (RM) Zoning District and other Sandpoint City Code regulations.

As mentioned above in the section introducing the applications, the PUD request includes several deviations from the requested underlying RM zoning district, and other provisions of the Sandpoint City Code. Table 1 below provides a summary of the request regarding minimum lot dimensions, setbacks, lot coverage, use of private streets, and street arrangement requirements. The applicant is also seeking a reduction in the PUD standard of a 25-foot perimeter setback. The applicant includes front facing garages along River Rock Road that do not meet the standard front setback.

Table 1: Ridley Village Court PUD Requested Zoning and Sandpoint City Code Deviations Summary. P&Z may accept the staff analysis as a component of making these findings.

Development Regulation	RM/SCC Standard	Ridley Village Court	Requested Deviation
PUD Perimeter (SCC§10-3-7-B)	25'	0'	Required PUD perimeter reduced from 25' to 0'

Minimum Lot Size (SCC 10-1-7-Q)	3,500 sf allowed for Townhouse Lots	Townhome lot sizes as small as approximately 1070 sf	Townhome lot size reduced by approximately 2500 sf
Minimum Lot Width (SCC 10-1-7-Q)	25 feet allowed for Townhouse Lots	Approximately 22 feet	Reduction of up to three (3) to four (4) feet
Minimum Front Yard Setback	15’	Zero feet	Reduction of 15’
Minimum Rear Yard Setback	15’	0’/5’	Reduction of 15’/10’
Minimum Side Yard Setback	5’	2’	Reduction of up to 3’
Garage Setback from Alley	1’	0’	Reduction of 1’
Front-loading Garage Setback from Street	25	8’	Five units are requesting a reduction of ±17’
Coverage over Sewer Main (Road D&E)	4’	3’4”	Reduction of 8”

Staff analysis of the Requested Deviations

The application specifically requests waivers from several of the above noted regulations, while other listed deviations are surmised based on the materials submitted with the application.

Townhomes, Perimeter Setback, and Street widths

The proposed townhome portion of the development proposes a housing type and lot layout that could not be constructed under standard zoning regulations. There are limited methods of producing smaller scale single-family homes on lots smaller than 2,500 sf in Sandpoint. The addition of small lot townhomes would be a benefit to the community by offering a home type that exists in very small quantities, thereby providing access to homeownership for larger segments of the community. Energy and resource efficiency further affordability and sustainability goals. Such housing arranged in the proposal produces more of this type of housing than could be developed without a PUD.

The units create an urban residential streetscape along S. Madison Ave, River Rock Dr. extension and Ridley Village Rd. Alleys are used throughout Sandpoint to increase the functionality of the grid pattern, enabling a diverse street frontage and an increased ability for variety in architectural patterns. Creating new alleys furthers the objectives of designing pedestrian-scaled street frontages with a decreased emphasis on garages.

Open Space and Landscaping

A PUD requires a minimum of 10 percent open space, which the proposed development exceeds with 13%. Sandpoint Comprehensive Plan establishes a strong community vision and values for parks and open space. The common open space is thoughtfully designed to incorporate stormwater and snow storage in a way that also adds value as a central amenity. The space is designed for flexibility with movable furniture centered around a large picnic shelter and fire pit.” The private east west walking path connecting to the commons acknowledges the adjoining pathway alignment in Maplewood Development.

VII. FDP Evaluation by Commission

The purpose of a PUD is established in SCC 10-3-1, as follows:

Planned unit development (PUD) is the development of land in which the standard land use regulations may be modified or waived in order to promote beneficial development of an entire tract of land in conformance with an approved planned unit development permit which accentuates usable open space, recreational uses, public amenities, community housing, and harmonious development with surrounding properties and the city at large.

The purpose of the provisions of this chapter shall be to guide a major development of land and construction by encouraging planned unit developments so as to achieve the following:

A. A maximum choice of living environments by allowing a variety of housing and building types and permitting an increased density per acre and a reduction in lot dimensions, yards, building setbacks, and area requirements.
B. A more useful pattern of open space and recreation areas and, if permitted as part of the project, more convenience in the location of neighborhood commercial uses, recreational uses and services.
C. A development pattern which preserves and utilizes natural topography and geologic features, scenic vistas, trees and other vegetation, and prevents the disruption of natural drainage patterns.
D. A more efficient use of land than is generally achieved through conventional development, thus resulting in substantial savings through shorter utilities and streets, while encouraging connectivity.
E. A development pattern in harmony with land use density, multimodal transportation facilities, and community facilities objects of the comprehensive plan.

PUD Findings of Fact

Pursuant to Sandpoint City Code §10-3, the Commission shall make findings of fact prior to making a recommendation to the City Council. Listed are review standards and findings related to the Final Development Plans (Table 4).

Table 4: Final Development Plan Review Standards (to be completed by PZ Commission)

Code Section	Standard	Findings of fact
§10-3-3 Minimum Area	A planned unit development for the following principal uses shall contain an area of not less than: A. Two (2) acres for residential development. B. Five (5) acres for residential use with subordinate neighborhood commercial or recreational uses	
§10-3-4 Uses Allowed	All uses that may be allowed within the land use district are permitted within a PUD. B. Uses not allowed in the underlying district may be allowed where appropriate. PUDs seeking multi- family residential buildings in residence A and B zones shall be limited to no more than six (6) dwelling units in anyone building. Such units must reflect the style and character of surrounding residences. C. Commercial, professional office, recreational, public or quasi-public uses that are not allowed within the land use district, may utilize up to twenty percent (20%) of the gross land area in a PUD. Such uses may be allowed provided there is a favorable finding by the Commission that any nonresidential uses are compatible with the residential uses in and surrounding the PUD. 1. The uses are planned as an integral part of the PUD. 2. Commercial/professional uses are to	

	be located and so designed as to provide direct access to a collector or an arterial street without creating congestion or traffic hazards. D. A minimum of fifty percent (50%) of residential development occurs prior to the development of the related neighborhood commercial or recreational uses	
§10-3-5 Increased Residential Density	To provide an incentive for quality PUD, the Commission may authorize an increased residential density, based on the single-family lot size for the zone, up to forty percent (40%) of the allowable number of dwelling units.	
§10-3-6 Common Open Space – Minimum of 10% of gross area	§10-3-6 Common Open Space – A minimum of ten percent (10%) of the gross land area developed in any residential planned unit development project shall be reserved for common open space and recreational facilities for the residents or users of the area being developed. The required amount of common open space land reserved under a planned unit development shall either be held in corporate ownership by owners of the project area for the use of each owner who buys property within the development or be dedicated to the public and retained as common open space for parks, recreation, and related uses. Public utility and similar easements and rights of way for watercourses and other similar channels are not acceptable for common open space dedication unless such land or right of way is usable as a trail or other similar purpose and approved by the Commission. The responsibility for the maintenance of all open spaces shall be specified by the developer before approval of the final development plan. Every property developed under the planned unit development approach should be designed to abut upon common open space or similar areas. A clustering of dwellings is encouraged. In areas where townhouses are used, there shall be no more than six (6) townhouse units in any contiguous group. Due consideration shall be given to the provisions of suitable sites for parks, playgrounds and schools for the community.	
§10-3-7 Performance Standards	A. Compatible with surrounding area B. Twenty- five (25) foot building line setback from all exterior boundaries C. Parking and driveways not within 10' of exterior boundaries D. All public improvements required for subdivisions may be required for a PUD. E. Exterior boundary setback requirements set forth above may be reduced by the Commission where such reduction can be shown to be compatible with surrounding development.	

§10-3-8 Utility Requirements	Fire hydrants, sidewalks, curbs, public safety signs and storm drainage shall be provided as required to adequately service the site. Underground utilities, including telephone and electrical systems, are required within the limits of all planned unit developments. Appurtenances to these systems which can be effectively screened may be excepted from this requirement if the Commission finds that such exemption will not violate the intent or character of the proposed planned unit development. All utilities should be placed behind the curb line.	
§10-3-9 Arrangement of Neighborhood Commercial and Recreational Uses	When planned unit development districts may include neighborhood commercial and recreational uses, commercial buildings and establishments shall be planned as groups having common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at intersections. Planning screens or fences may be required to be provided on the perimeter of the commercial areas abutting residential areas. The plan of the project shall provide for the integrated and harmonious design of buildings, and for adequate and properly arranged facilities for internal traffic circulation for all modes, landscaping, and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding noncommercial areas. All areas designed for future expansion or not intended for immediate improvement or development shall be landscaped or otherwise maintained in a neat orderly manner.	
§10-3-10 Approval Procedure	The commission shall find that the facts submitted with the application and presented to them establish that: 1.The proposed development can be initiated within two (2) years of the date of approval. 2.Each individual unit of the development, as well as the total development, can exist as an independent unit capable of creating an environment of sustained desirability and stability or that adequate assurance will be provided that such objective will be attained; the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which would not be achieved under standard zoning regulations. 3.The streets and thoroughfares proposed are suitable and adequate to carry anticipated multimodal traffic, that increased densities will not generate vehicular traffic in such amounts as to	

	overload the street network outside the PUD, and that any impacts have been adequately mitigated. 4.Any proposed commercial development can be justified at the locations proposed. 5.Any exception from standard zoning requirements is warranted by the design and other amenities incorporated in the final development plan, in accordance with this chapter and the adopted policy of the city council. 6.The PUD is in general conformance with the comprehensive plan. 7.The existing and proposed utility services are adequate for the population densities and nonresidential uses proposed.	

Table 5: Subdivision Review Standards (to be completed by PZ Commission)

Code Section	Standard	Findings of fact
§10-1-5 Water and Sewer Connections	. Subdivisions and new development shall be connected with the sewer and water mains of the city pursuant to title 7, chapters 6 and 7 of this code at the developer's expense.	
§10-1-6: Specific Requirements A. Streets	1. Minimum Right-of-Way Width: The minimum right of way width for any residential street shall be sixty feet (60'), except for purely local drives or areas with difficult topography. A decrease to fifty feet (50') for local, residential streets may be allowed within a PUD. Through streets and every street more than six hundred feet (600') long may be required to be at least sixty six feet (66') wide. Streets which are collectors or arterials must be dedicated and built to higher standards. 2. Transportation Plan Conformance: All streets and other public spaces and easements shall conform to the transportation plan as adopted by the city council, both as to location and as to width or size. 3. Right-of-Way Adjoining Undeveloped Property: When a right of way adjoining undeveloped or noncompliant property is platted or developed, at least a half street plus ten feet (10') must be dedicated and constructed. This will not reduce the right of way dedication requirement when the adjoining undeveloped or noncompliant property is developed. 4. Alley Width: The minimum width of any alley, wherever provided, shall be sixteen feet (16'). Where alleys are not provided, easements may be required along lot lines of or across lots where necessary for the extension of water mains, sewers and similar purposes. 5. Block Length: Block lengths shall be between three hundred feet and six hundred feet (300'—600'). The city engineer may approve a longer block if topography limits side street development. Blocks over eight hundred feet (800') in length may be required to have one crosswalk not less than ten feet (10') in width, situated near the center of the block. 6. Street Arrangement: The arrangement of streets in new subdivisions or other development shall make provision for the direct continuation of the principal existing streets in adjoining subdivisions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for public requirements. In general, such streets shall be a	

width at least as great as the existing streets or meeting the findings of the transportation plan. The street and alley arrangement must also be such as to provide opportunity for access and use by adjoining property owners. Wherever a street is stub ended so that it will not at that end open into another street, an adequate turnaround, either circular, hammerhead, or Y-shaped, shall be provided.

7. Double Frontage Lots: Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this prohibition. Subdivisions providing a platted common space of twenty-five feet (25') or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. Common space provided must be landscaped.

8. Public Utility Easement: No public utility easement shall be less than twenty feet (20') wide; for water and sewer a thirty foot (30') easement shall be provided.

9. Property Corners: At all corners the property corner shall be rounded to match the curb or cut off.

10. Curb Corners: For residential streets, all curb corners shall have radii of not less than twelve feet (12') and at important corners, as determined by the city engineer, may be up to twenty feet (20'). For arterial and collector streets, the city engineer may specify radii based on functional classification.

11. Street Grade: Grades of streets shall be the lowest feasible and no grade shall be in excess of five percent (5%) on through traffic streets nor in excess of ten percent (10%) for short distances on any other street.

12. Paving/Surfacing: Whenever existing streets or alleys are paved or surfaced, such paving or surfacing shall be of a type and strength suitable for the volume and character of traffic to be expected. All street construction shall conform to the requirements of the public works department.

13. Conformance with Engineering Standards: All improvements shall conform to the best engineering standards. Due consideration shall be given throughout to the appearance of the subdivision or other development and the various features thereof within its own boundaries and also in its environment in the city.

14. Compliance with Regulations: All roads within a proposed subdivision or other development shall be approved by the city engineer and upon completion of construction shall be certified by a licensed professional engineer that they are in compliance with these regulations.

15. Design Standards: Streets, including private roadways, shall be designed, signed and constructed in accordance with the current edition of the "Idaho Standards For Public Works Construction", as may be modified by resolution of the city council; development standards of the City of Sandpoint; "Manual On Uniform Traffic Control Devices" and the standards included herein. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council.

16. Street Intersections: Street intersections shall meet the following requirements:

a. Streets shall intersect as closely to ninety (90) degree angles as possible.

b. No more than two (2) streets shall intersect at one point.

c. Distance between street intersections shall be no less than one hundred fifty feet (150') for local streets and two hundred fifty feet (250') for collectors.

d. Intersections of local streets with arterials shall be minimized and

	discouraged. e. Intersection curb radius shall not exceed twelve feet (12') for local streets, twenty feet (20') for collectors. Arterial radii shall be as determined by the engineer. f. Intersections shall be designed for a minimum sight distance of one hundred fifty feet (150'). Intersections with arterials shall have a minimum sight distance of three hundred feet (300'). 17. Right-of-Way Landscaping: The contractor shall place a minimum of four inches (4") of topsoil within the landscape area. The finished surface of the topsoil shall provide adequate drainage from the top of the sidewalk to the top of the curb. Topsoil shall be fertile, natural loam surface soil, free of clay, weeds, roots or stones larger than one inch in any dimension. Right-of-way landscaping shall be placed in accordance with requirements adopted by the city. 18. Traffic Analysis: Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis. An Idaho licensed professional engineer shall submit to the city a traffic impact analysis report meeting the requirements of the current computerized model adopted by the city. The developer shall be responsible to maintain the level of service of the affected existing street system. The report shall also take into consideration other forms of transportation including bicycle and pedestrian travel. 19. Private Streets: It shall be the general policy of the city not to allow private or gated streets unless required for the safety and welfare of owners, residents or the general public. Private streets are allowed at the sole discretion of the city council, except that no arterial or major street, or collector or secondary street may be private. Private streets shall be constructed to all other applicable street standards including paving, and shall be maintained by an owners' association. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council. 20. Interconnection: Public and private streets, wherever possible, shall provide interconnection with other streets. .	
§10-1-6: Specific Requirements B. Parks	Parks, Playgrounds, School Sites: In subdividing property, due consideration shall be given to the provision of suitable sites for parks, playgrounds and schools.	
§10-1-6: Specific Requirements C. Street Trees	Street Trees: Street trees shall be planted (at least one every twenty-five feet (25')) in accordance with a city approved plan. All proposed trees shall be from the city's currently approved tree list.	
§10-1-6: Specific Requirements D. Dedication	Dedication: The subdivider shall furnish to the city an effective dedication of all streets and other spaces to be dedicated, and of all easements provided by the subdivision plan or plans.	
§10-1-6: Specific Requirements E. Signs	Fire hydrants, sidewalks, curbs, public safety signs and storm drainage shall be provided as required to adequately service the site. Underground utilities, including telephone and electrical systems, are required within the limits of all planned unit developments. Appurtenances to these systems which can be effectively screened may be excepted from this requirement if the Commission finds that such exemption will not violate the intent or character of the proposed planned unit development. All utilities should be placed behind the curb line.	

§10-1-6: Specific Requirements F. Driveways	When planned unit development districts may include neighborhood commercial and recreational uses, commercial buildings and establishments shall be planned as groups having common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at intersections. Planning screens or fences may be required to be provided on the perimeter of the commercial areas abutting residential areas. The plan of the project shall provide for the integrated and harmonious design of buildings, and for adequate and properly arranged facilities for internal traffic circulation for all modes, landscaping, and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding noncommercial areas. All areas designed for future expansion or not intended for immediate improvement or development shall be landscaped or otherwise maintained in a neat orderly manner.	
§10-1-6: Specific Requirements G-K. Construction	Construction Standards: Contractors installing water, sanitary sewer, storm sewer and streets or any other public improvements shall be subject to the following requirements: 1. Preconstruction Conference: Prior to any construction start a preconstruction conference shall be held. The public works department, the project engineer, the owner and the contractor shall be represented. 2. Infrastructure: All water, sanitary sewer, storm drainage, and street systems or any other construction of infrastructure within the public right-of-way or easement, shall be constructed, inspected and tested in accordance with the current edition of the "Idaho Standards For Public Works Construction", the water and sewer rules and regulations of the City of Sandpoint and the development standards of the City of Sandpoint. Construction Inspection, Testing and Quality Control: A professional engineer, or his designated representative, shall provide construction inspection and testing as required. Inspection and testing shall be in accordance with the current edition of the "Idaho Standards For Public Works Construction." Record Drawings and Project Acceptance: Upon project completion and before final acceptance, a professional engineer shall certify to the city that the construction of the public utilities and roadways meets the requirements of the approved construction documents. The engineer shall submit one set of record drawings (hard copy and DWG digital format) and one set of all test results as required to the public works department. The city will not accept the project until record drawings and test results have been approved by the city engineer. The two-year maintenance guarantee period will begin on the date of final acceptance by the city. Two-Year Guarantee Inspection: The project engineer, or his designated representative, shall conduct a two-year guarantee inspection, to be attended by a representative from the public works department. The inspection shall take place not less than ninety (90) days prior to the expiration date of the maintenance bond. The maintenance bond will be released when all deficiencies have been corrected to the satisfaction of the city engineer. The city engineer, the project engineer, or his designated representative, shall notify the principal as listed in the maintenance bond of any work	

	found to be not in accordance with the approved construction documents. The principal shall restore the work to meet the requirements of the approved construction documents prior to the release of the maintenance bond. The city expressly reserves the right to draw on the maintenance bond for repairs not completed by the owner, developer, or contractor within thirty (30) calendar days of being advised that repairs are required. Maintenance Bond for New Infrastructure: As a condition precedent to the filing of a final plat, the property owner, developer, or contractor shall provide the city with a maintenance bond as described in subsection 10-1-3.C of this chapter.	
§10-1-7: General Requirements A-W.	All development within the city shall meet the following requirements unless waived in writing: A. Conformance with City Standards: All streets and alleys are to be constructed to city standards and must be paved. B. Surface Water: All surface water shall be drained into approved storm water facilities or storm sewers. A storm water management plan and construction period erosion control plan, meeting the requirements of the storm water management ordinance, is required. C. Utilities: All utilities shall be provided underground unless waived by the city engineer due to compliance impracticalities. Existing, adjacent utilities shall be placed underground at the request of the city engineer. D. Water and Sewer Hookup: One water and one sewer hookup shall be paid per equivalent dwelling unit at the time of issuance of the building permit (see title 7, chapters 6 and 7 of this code.) E. Topographic Map: A topographic map shall be submitted showing the contour of all lots contained within the proposed development. F. Restrictive Covenants Submission: A complete and comprehensive set of restrictive covenants shall be submitted when deemed necessary by the city attorney, planning department or city council prior to final plat approval by city council. G. Streetlights: All streetlights shall be installed. H. Fire Hydrants: All fire hydrants shall be installed. I. Survey Monuments: Street survey monuments meeting the requirements of the city engineer and the city's GIS system shall be installed where required by the city. J. Sidewalks: All sidewalks shall meet the standards adopted by the city. K. Restrictive Covenant Items: The restrictive covenants governing this property shall include, but not be limited to, items such as setback requirements, fences, sight restrictions, outbuildings, parking requirements, maintenance of storm water facilities, open space, parking and private streets, noise regulations, etc. L. Fencing: Fencing may be required around portions of the exterior boundaries of a subdivision. M. Preliminary Plat Approval Expiration: Projects with preliminary plat approval which are not submitted for final plat approval within two (2) years shall have approval expire unless an extension has been	

granted in writing by the planning department. No extension shall be longer than one year.

N. Final Plat Approval Expiration: Projects with final plat approval which are not constructed within three (3) years shall have approval expire unless an extension has been granted in writing by the planning department. No extension shall be longer than one year.

O. Fees: Fees for filing subdivision or other development review and approval shall be established by resolution adopted by the city council.

P. Construction Standards:

1. Any existing right-of-way on which a parcel abuts shall be improved from the centerline of the right-of-way plus ten feet (10') to the standards set forth in title 7 of this code, and shall include:

a. Continuation of a sidewalk shall be required along the entire frontage of the parcel.

b. In the case of the continuation of an existing street, the city may require the entire roadbed be paved to the property line.

c. The continuation of curbs and gutters shall be required for the parcel's frontage.

2. Where the entire existing street is unconstructed or unpaved and it would be inequitable to require the owner to construct or pave it, the owner shall pay the city for future construction of improvements or may be allowed to accept an LID for street improvement at some future date in lieu of constructing the street.

3. Water mains, sewer mains and storm sewers shall be installed along the entire frontage of the parcel unless specifically exempted by the city engineer.

4. Water system construction shall be as per the main extension policies and procedures as adopted by resolution. Installation shall conform to the water master plan as adopted by the city council.

5. Sewer system construction shall be as per title 7 of this code, sewer line extension policies, and such policies as may be adopted by resolution. Installation shall conform to the sewer master plan as adopted by the city council.

Q. Site Layout:

1. Lot size and frontage shall conform to the zone in which the parcel is located except for lots created as for common wall townhouse or townhouse duplex construction, as provided below.

2. The new lot lines shall not be closer to buildings on adjoining lots than permitted by the zoning ordinance for required yard size; however, where duplex or multi-family dwellings up to six (6) units are allowed by the underlying zone, or are approved as part of the planned unit development process, except for townhouse lots may be created to allow for townhouse construction as follows:

a. Townhouse duplex lots which are designed for common wall construction on a common interior lot line shall contain at least one-half (½) of the required lot size for a duplex and shall have at least one-half (½) of the required road frontage.

b. Townhouse lots of three (3) to six (6) units shall each contain a minimum of three thousand five hundred (3,500) square feet and twenty-five feet (25') of road frontage.

c. Adjustments to the above area and frontage requirements for townhouse units may be approved as part of the planned unit development process.

3. Curb cuts shall be approved by the city engineer.
4. Utility easements may be required where necessary.
5. Control of storm runoff shall be approved by the city engineer.

R. Parcels or Unbuildable Lots: No unbuildable lots shall be platted except for parking, open space or other amenities. Platted areas that are not buildable shall be noted as such and designated as "parcels" on the plat. Open space parcels or tracts shall be clearly designated as such on the plat.

S. Flagpole Lots: A single flag lot may be permitted at the sole discretion of the commission and council, in which the "flagpole" projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The "flagpole" portion of the lot shall not be considered in determining minimum lot area. The "flagpole" shall be of adequate width to accommodate a driveway as required by this title, fire and other applicable codes, but no less than twenty-six feet (26') wide.

T. Mitigation: No subdivision, or other development requiring a permit or special approval, shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents, unless the developer provides for the mitigation of the effects of development. Such mitigation, subject to a takings analysis, may include, but is not limited to, the following:

1. Provision of on site or off site street or intersection improvements.
2. Provision of other off site improvements, including pedestrian and bicycle paths.
3. Dedications and/or public improvements on property frontages.
4. Dedication or provision of parks or green space.
5. Provision of public service facilities.
6. Construction of flood control canals or devices.
7. Provisions for ongoing maintenance.

U. Contiguous Parcels: When the owner of contiguous parcels proposes to subdivide any portion of the contiguous parcels, an area development plan shall be submitted and approved. The commission and council shall evaluate the following basic site criteria and make appropriate findings of fact:

1. Streets, whether public or private, provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic.
2. Nonvehicular circulation routes provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations.
3. Water main lines and sewer main lines are designed in the most effective layout feasible.
4. Other utilities including power, telephone, cable, and gas are designed in the most effective layout feasible.

	5. Park land is most appropriately located on the contiguous parcels. 6. Grading and drainage are appropriate to the contiguous parcels. 7. Development avoids easements and hazardous or sensitive natural resource areas. The council may require that any or all contiguous parcels be included in the subdivision. V. Grading: Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways. A grading permit shall be obtained prior to any excavating, filling, grading or other earthwork. W. Pathways: The developer of any subdivision, or any part thereof, shall provide public pathways for all trails and paths identified in the pathway master plan that are located on the property to be subdivided or on city property adjacent to the property to be subdivided, and sidewalks required by this chapter.	

IX. Decision

Following public testimony and subsequent deliberations, the Council will take one of the following actions on the request for Final Development Plan and Preliminary Plat approval in accordance with Sandpoint City Code §10-3-10 H and §10-1-8:

Option 1: Approve, approve with conditions, or deny by determining whether or not the findings in tables 4 & 5 can be made:

a. The PUD and Plat is consistent with the intent and purpose of Title 10 Chapter 3; and Title 10 Chapter 1;
b. The proposed development advances the general welfare of the community and neighborhood; and
c. The benefits, combination of various land uses and the interrelationship with the land uses in the surrounding area justify the deviation from standard district regulations.

Option 2: Continue the agenda item with direction to return with additional information in order to conclude review.

X. Conclusions of Law

The Commission shall make findings of fact regarding the Final Development Plan (FDP) and Preliminary Subdivision Plat, both of which require distinct findings of fact.

In addition to findings of fact that support any motion, the Commission must conclude that the application as submitted complies with the applicable law cited within the report, specifically:

1. This proposal was processed consistent with Sandpoint City Code §9-9-5: for Hearing procedures.
2. The Planned Unit Development process is being conducted in a manner consistent with Idaho Code §67-6509.
3. The proposed Final Development Plan has been reviewed for consistency with the provisions of the Sandpoint Comprehensive Plan and the applicable sections of Titles 9 and 10 of the Sandpoint City Code.

In taking action, all timely received written comments and oral testimony were considered as required by Sandpoint City Code §9-9-5

XI. Packet Materials

A. Recommended Conditions of Approval
B. Application, Narrative and Submittal Documents
C. Agency Comments Received
D. Public Comments Received
E. Preliminary Development Plan Approval
F. Traffic Study
G. Engineers Estimate of Cost

These materials are provided on the City's website at https://www.sandpointidaho.gov/community-planning-development/page/ridley-village-court

Exhibit Q - Ridley Village Court PUD Proposed Development Schedule

10/27/2025

Spring/Summer 2026

- Complete all on- and off-site work (including extended River Rock Rd, Ridley Village Road, and S. Madison Ave), including underground utilities, storm, sewer, private roadways/alleys, curb, gutter, and sidewalk.
- Prepare the site for all buildings.

Fall/Winter 2026:

- Obtain final plat approval from the City of Sandpoint.
- Complete all building footprint work, individual owner utilities/services, site prep, and foundation for at a minimum one building immediately adjacent and South of extended River Rock Road (ROW).
- Begin construction on the first 5 to 10 residential units South of River Rock Road.

Spring/Summer 2027:

- Begin landscaping and major components to the community amenity area, including the central raingarden (bioswale), and a Boardwalk crossing.
- Install primary project signage, lighting, etc.
- Complete construction of an additional 5-10 units, including interiors and finishes.
- Complete the covered picnic area, storage shed, community garden plots, and fire pit within the central amenity area.

Spring/Summer 2028:

- Complete construction of an additional 5-10 units, including interiors and finishes.
- Complete central amenity area including all signage, final landscaping, and entry kiosk.
- Complete all pathways within development.

Spring/Summer 2029:

- Complete construction of all remaining units, including interiors and finishes.
- Complete any remaining landscaping if needed.

Preliminary planning l

Project:	24-2495 Sandpoint Ridley Village Court TIA
Location:	Sandpoint, ID
Date:	4/2/2026; Updated 05/27/2026
By:	Ana Shinzato

Fehr & Peers

1

US-2 & Ridley Village Road WB LT lane				
Description	**Unit**	**Unit Cost**	**QTY**	**Cost**
Widen Roadway	SY	$ 100.00	667	$ 66,666.67
Excavation	CY	$ 30.00	37	$ 1,111.11
Grind	SY	$ 60.00	222	$ 13,333.33
Overlay	CY	$ 305.00	37	$ 11,296.30
Sidewalk	SF	$ 12.00	250	$ 3,000.00
Remove Sidewalk	SF	$ 4.00	350	$ 1,400.00
Curb Ramp	each	$ 3,500.00	3	$ 10,500.00
Curb	LF	$ 30.00	75	$ 2,250.00
Stop Bar	LF	$ 15.00	30	$ 450.00
Crosswalk	LF	$ 30.00	150	$ 4,500.00
Striping	LF	$ 8.00	2,500	$ 20,000.00
Pavement marking (letter/symbol)	each	$ 90.00	5	$ 450.00
Sign Removal	each	$ 300.00	5	$ 1,500.00
Mounted Sign	each	$ 777.00	5	$ 3,885.00
		ITEM SUBTOTAL		**$ 140,342.41**

Contingency	20%	$	28,068.48
CE&I	10%	$	14,034.24
Design Engineering	20%	$	28,068.48
Surveying	3%	$	4,210.27
Mobilization	8%	$	11,227.39
Traffic Control	8%	$	11,227.39
PROJECT TOTAL		**$**	**237,178.67**

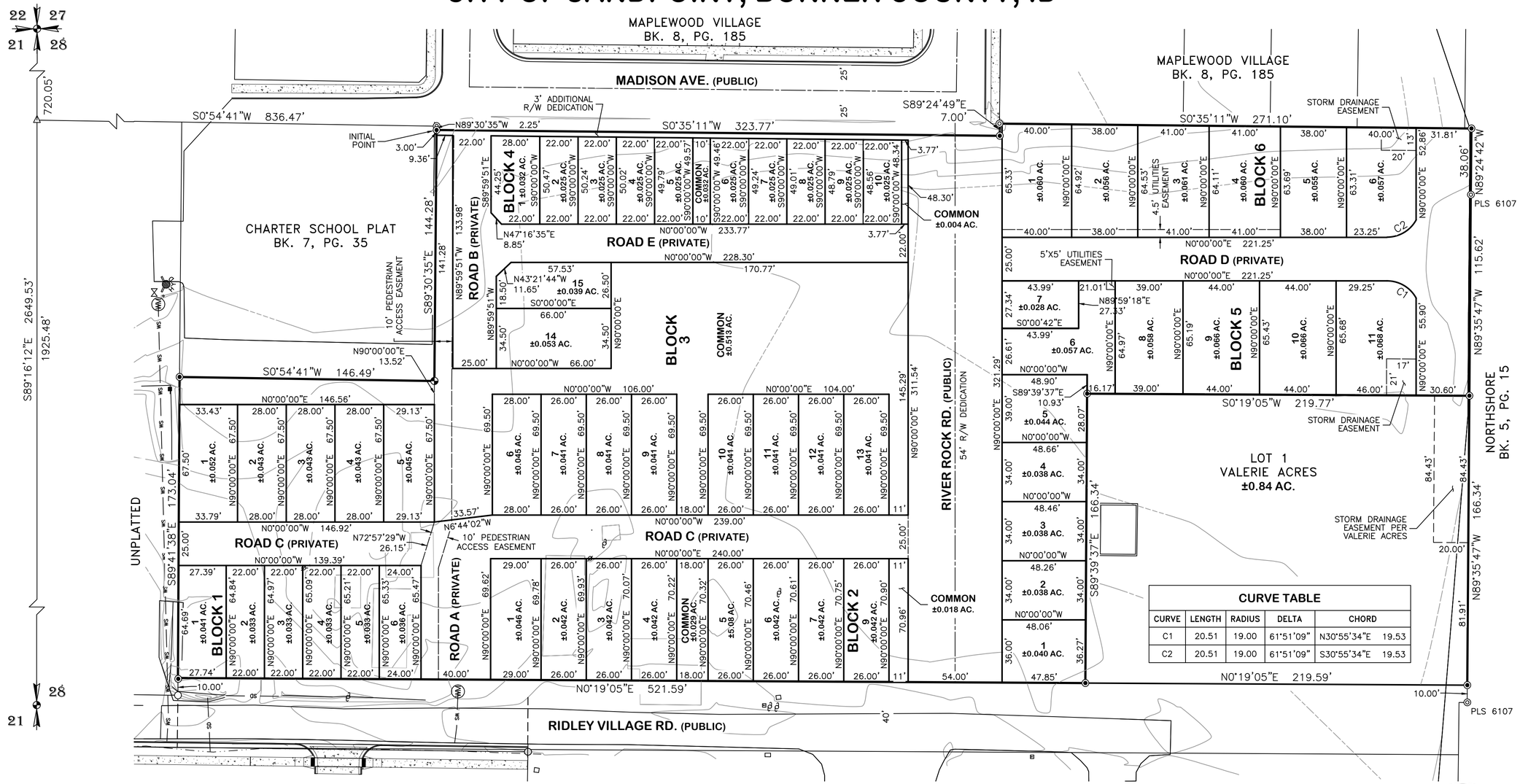
evel cost estimate

500ft length and 12ft wide. Rounded sum of 50-foot storage length plus a 105-foot deceleration length and an 80-foot shifting taper, multiplying by 2 j
1ft deep
same widened roadway length and 1 lane (12ft)
2" depth
southeast corner for ADA compliance
shared-use path removal on north side of the street
1 on the north side and 2 on the southeast of the street for ADA compliance
where the curb ramps will be installed
2 stop bars
2 crosswalks
Same widened roadway length

for shift back area (source: Figure 3B-2 of ITD's manual. https://apps.itd.idaho.gov/apps/manuals/traffic_manual.pdf)

PRELIMINARY PLAT - RIDLEY VILLAGE COURT P.U.D.

A REPLAT OF LOT 2 OF VALERIE ACRES, SECTION 28, T. 57 N., R. 2 W., B.M., CITY OF SANDPOINT, BONNER COUNTY, ID



CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	20.51	19.00	61°51'09"	N30°55'34"E 19.53
C2	20.51	19.00	61°51'09"	S30°55'34"E 19.53

NORTH

SCALE 1"=40'

0 20 40 80

SCALE IN FEET

LEGEND

- ● ..... SET 5/8"X30" REBAR WITH PLASTIC CAP, REB 12458
- ◉ ..... FOUND 5/8" REBAR WITH PLASTIC CAP, PLS 20538
- ○ ..... FOUND 1/2" REBAR WITH PLASTIC CAP, PLS 974
- ◎ ..... FOUND 5/8" REBAR WITH PLASTIC CAP, PLS 5576 UNLESS OTHERWISE NOTED
- ◔ ..... FOUND 3/4" REBAR WITH ALUM CAP, PLS 6019
- △ ..... COMPUTED POINT
- ( ) ..... RECORD DIMENSION PER REFERENCE SHOWN

NOTES

1. PROPOSED WATER SUPPLY IS CITY OF SANDPOINT.
2. PROPOSED SEWER SERVICE IS CITY OF SANDPOINT.
3. PROPOSED SOLID WASTE DISPOSAL IS COUNTY TRANSFER STATION OR PRIVATE CONTRACTOR.
4. PROJECT IS LOCATED WITHIN SANDPOINT FIRE DISTRICT.
5. CONTOURS ARE FIELD LOCATED (NAVD88 DATUM).
6. NO WATER COURSES ARE PRESENT (USGS MAP).
7. NO WETLANDS ARE PRESENT (USFWS NWI MAP).
8. NO FLOOD HAZARD AREAS ARE PRESENT (FIRM, PANEL 16017C0716E, ZONE X).
9. THE PRIVATE ROADS ARE ALSO DEDICATED AS UTILITIES EASEMENTS.
10. ALL OF THE COMMON LOTS ARE SUBJECT TO A STORM WATER DRAINAGE EASEMENT FOR THE RETENTION AND CONVEYANCE OF STORM WATER.
11. ALL OF THE COMMON LOTS ARE SUBJECT TO A UTILITIES EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC AND PRIVATE UTILITIES SERVING ALL OF THE LOTS.

BASIS OF BEARING

THE STATE PLANE COORDINATE SYSTEM OF IDAHO – WEST ZONE, NAD83(2011) EPOCH 2010.

PRELIMINARY

PROFESSIONAL LAND SURVEYOR REGISTERED 12458 STATE OF IDAHO RUSSELL E. BADGLEY

SECTION 28, TWP 57N, RNG 2W.,B.M.

SHEET TITLE: PRELIMINARY PLAT
RIDLEY VILLAGE COURT P.U.D

James A. Sewell and Associates, LLC
ENGINEERS – SURVEYORS – PLANNERS
SANDPOINT, ID, 83864, (208)263-4160

DATE: 11-3-25
SCALE: 1"=40'
DRAWN: REB
CHECKED: TDR
PROJ.NO.: 01210-24-003
CAD FILE NO.: S-RIDLEY COURT-PUD PLAT
SHT 1 OF 1

Exhibit R - Ridley Village Court PUD Performance Standards

11/7/2027

The purpose of the standards below is to enable a degree of long-term flexibility for future homeowners and to minimize administrative burdens on the city while maintaining the vision, integrity, and expectations of the city and surrounding property owners. Standards not specified below shall be governed by the City of Sandpoint Municipal Code, Idaho's Local Land Use Planning Act (LLUPA), and, as applicable, by codes, covenants, and restrictions (CC&Rs) that shall be maintained and administered by the Ridley Village Court Homeowner's Association (HOA). In no case shall the below standards override current editions of the International Building Code (IBC) or the International Fire Code (IFC) as adopted by the City of Sandpoint or conflict with utility plans, including stormwater.

Minimum Lot Size	1000 SF
Minimum Street Frontage per Lot	None
Maximum Building Height	Directly adjacent to Block 8, Maplewood Village: 26' All other Buildings: 35'
Maximum Lot Coverage	None
Accessory Dwelling Units (ADUs)	May be allowed internally, subject to allowance and standards by CC&Rs and City of Sandpoint Code, including minimum off-street parking requirements.
Accessory Structures	Shall be limited to one story, subject to allowance and standards by CC&Rs, and setback requirements of City of Sandpoint code.
Front Porches	Must remain unenclosed, including those porches fronting the common area.
Minimum Setbacks of primary units	Street facing (public or private): 0' Internal side and rear setbacks: 0' Garages, public street facing: 8' Ridley Village Court Common Area Facing: 0' From Block 8, Maplewood Village: 15' From Lot 1, Vallerie Acres: 5'
Additional standards for units directly adjacent to Block 8, Maplewood Village	Eastern facing windows on upper stories shall be privacy windows Upper story decks shall not be oriented to the East

PS25-0003 – Ridley Village PUD and Subdivision Preliminary Plat

Conditions of Approval

6/16/2026

PUD Final Development Plan Conditions of Approval

1. Developer shall construct the project in conformance with the approved Final Development Plan as outlined in the staff report and application documents for PPUD25-0001. Any modifications or questions of interpretation shall be subject to determination of the Community Planning & Development Director prior to construction of any structure or improvements.

2. Developer shall be required to pay all permit and development impact fees prior to issuance of any building permit at the current rate adopted by City Council at the time of building permit application. Building permits will be reviewed for conformance with the Final Approved Development Plan.

3. All landscaping as shown on the approved landscape plans contained in the Final Development Plan shall be installed with the adjacent building prior to the issuance of a certificate of occupancy for the adjacent building. Landscaping shall be irrigated and continuously maintained in good order by the property owner/HOA.

4. Prior to issuance of any Building Permit, construction documents shall demonstrate that the lighting plans are in conformance with city lighting standards/dark sky ordinance to the satisfaction of the Building Official.

5. Prior to building permit issuance for any structures on Block 6, the permit set shall identify the 15-foot setback from properties along Cattail Court and demonstrate that the building design includes privacy measures including privacy windows and porches that orient away from Cattail Ct. consistent with the elevations and site drawings of Final Development Plan.

6. Prior to building permit issuance all proposed structures will be reviewed for Conformance with International Fire Code and all applicable City Adopted Building Codes.

7. Prior to occupancy of any building permit, structure shall have building address numbers consistent with city addressing requirements as determined by the Building Official.

8. Prior to any Building Permit Issuance, water and sewer plans will be reviewed for conformance with Water Code SCC§7-6-1 Et seq and Sewer Code SCC§7-7-1 Et seq.; and the applicant will be required to obtain said utility permits and pay requisite fees.

9. Prior to issuance of a building permit, the developer shall obtain a Public Infrastructure Permit for the necessary infrastructure to implement the PUD in accordance with City standards, to the satisfaction of the City Engineer.

Preliminary Plat Conditions of Approval

Community Planning and Development:

1. Prior to Final Plat Recording, Developer shall provide documentation that new street names have been reserved and approved by Bonner County.

2. Prior to recordation of any Final Plat, Developer shall install a decorative fence along the Forrest Bird Charter School property consistent with the approved Final Development Plan.

3. Prior to any Final Plat approval, the Developer shall provide covenant any covenants, conditions, & restrictions (CC&Rs) or similar declarations such as a homeowners' association agreement, shall include City requirements as outlined in the Final PUD approval and note that those requirements cannot be changed without approval of the City. Said declarations shall include provision for permanent maintenance of all private utilities including stormwater; as well as landscaping, community open space and private street maintenance. CCR's and declarations shall be provided to the Community Planning & Development Department for review and approval by the City Attorney.

Public Works Department:

4. Other than modifications from standards explicitly exempted with the Final Development Plan, the Developer is required to construct the following public improvements in accordance with the applicable standards adopted by the City: sanitary sewer and water system extensions, fire hydrants, stormwater management, streets, street trees, signage, curbs and gutters, drainage appurtenances, sidewalks, and all other improvements listed in these conditions and in accordance with final improvement plans approved for construction. Final street, stormwater, and utility layout and design details are subject to detailed engineering plan review and approval. All public improvements are subject to a Public Infrastructure Permit for which applicable fees must be paid and final plans reviewed and "Approved for Construction" by the appropriate Public Works official prior to final plat recording.

5. An approved final stormwater management plan is required prior to approval of any Final Plat. The Developer shall install and adequately maintain all stormwater conveyance and treatment systems, in accordance with an approved final Stormwater Plan as part of a Public Infrastructure Permit issued by the City. CC&R's shall include provision for the transfer such maintenance to future, individual property owners and/or the Homeowners Association. Prior to connection to city storm drain infrastructure, Developer shall have a final stormwater plan and report approved by the City Engineer.

6. Prior to any ground disturbance the Developer shall prepare and obtain City approval of an Erosion Control Plan and maintain compliance with the Idaho Department of Environmental Quality's Construction General Permit (CGP) throughout development. Prior to any land disturbing activities, a copy of the issued CGP shall be provided to the Public Works Department. Note: Failure to comply with the terms of the CGP may result in orders to stop work by the City or DEQ.

7. Preliminary improvement plans show storm drain outflow connecting to the Northshore Drive storm drain system utilizing an existing easement along Lots 14&15, Block 3 of Northshore Plat. Prior to construction of infrastructure the applicant shall provide one month's notice to landowners of Lots 14&15. Said notice shall include a restoration and landscaping plan along with timing of anticipated completion of the restoration and landscaping. The Public Works Department shall be copied on said notice and be provided with a cost estimate for the restoration. Developer shall provide financial security for restoration of the property at 150% of estimate which will be returned when property is landscaped and revegetated to a maintainable condition to the satisfaction of the City Forester.

8. Prior to any Final Plat approval, Developer shall install streetlights at the intersections of Ridley Village Road/Autumn Lane; and Ridley Village Road/River Rock Rd. Street light at River Rock Rd shall be included in the Public Improvement Plan(PIP) and approved in in accordance with applicable Public Works Standards.

9. Prior to any Final Plat approval that includes pedestrian easements as shown on the Final Development Plan, Developer shall show the pedestrian access easement on the plat and also include a public utility easement.

10. Prior to any Final Plat approval a Public Utility Easement meeting applicable city standard for Public Water and Sewer Lines shall be shown on the final plat to the satisfaction of the City Engineer.

11. Prior to any Final Plat approval Developer shall modify the landscaping plan for River Rock Road to swap "Autumn Blaze" Maples for Ginko Biloba, Zelkova Serrata and/or other "Class III Large" street tree to be approved by the City Forrester.

12. As approved in the Final Development Plan, the Developer may vary from the City Street Tree standard of one per residential frontage on a public street. However, one additional planting location is required by the City. Developer shall provide a "Class III Large" street tree (not Maple) in the planting strip in front of Lot 1 of Block 5, prior to final plat recording.

13. Pursuant to Final Development Plan, allowance of narrower private streets and reduced front setbacks create a unique condition relating to sewer infrastructure. The approved Final Development Plan includes an exception for sewer main coverage of less than the requisite 4-foot deep for portions of Roads "D" and "E". Prior to issuance of a Public Infrastructure Permit for Streets "D" and "E", final sewer plans shall be provided and approved to the satisfaction of the City Engineer.

14. The Developer shall submit a financial security sufficient to cover 150% of the City's approved estimated cost of construction, testing, and inspection for those required public improvements not otherwise located on private property, including, but not limited to, streets and associated infrastructure, water main extensions, and sewer main extensions, and storm drainage facilities. This financial security shall be provided prior to issuance of the related improvement plans and may be in the form of a performance bond, irrevocable letter of credit, cash deposit or other security device acceptable to the City. The City reserves the right to perform the required infrastructure improvements and retain the security in the event that the Developer fails to perform the work in accordance with the mutually agreed upon construction schedule. In no event will the financial security be released until all required infrastructure improvements have been completed and the Final Plat is approved by the City.

15. Inspection reports and testing records, conducted at the frequency and method(s) specified in the Idaho Standards for Public Works Construction (latest edition) for all required infrastructure improvements shall be provided to the City within ninety days of completion of construction. A letter signed by a professional engineer, licensed in Idaho, shall be provided by the Developer to the City stating that the substantially completed work was constructed in accordance with all conditions and subsequent permits, including but not limited to the approved plans and standards. In no event shall the City accept the required infrastructure improvements and/or approve any Final Plat, until such documentation has been provided and deemed acceptable by the City Engineer. The City reserves the right to retain the performance bond for Required Infrastructure Improvements and/or withhold other permits until the City has accepted the same.

16. All required infrastructure improvements shall be built to City standards and permits, adhering to all City policies and procedures and standards adopted by the City, including but not limited to Idaho Standards for Public Works Construction (ISPWC) (latest edition). The final improvement plans shall be submitted to the City for approval prior to commencement of any construction; shall detail construction of all Required Infrastructure Improvements; and, that all

such work will be constructed in a workmanlike manner. The Developer will properly warrant all public improvements properly from defects by providing a warranty bond in an amount approved by the City and representing twenty percent (20%) of the estimated cost of all Required Public Improvements for a period of two years from the date of written acceptance by the City and prior to any Final Plat approval. Should the Developer fail to make any required repairs within thirty days' written notice, the City may exercise the warranty bond. This period may be extended by the City if inclement winter weather prevents repair within the thirty-day period.

17. All required infrastructure improvements shall be inspected and tested by qualified professionals in accordance with Idaho Standards for Public Works Construction (latest edition) with all costs of testing and inspection to be borne by the Developer.

18. Extraordinary Impact Assessment: Pursuant to the traffic impact study, dated February 4, 2026, prepared by Fehr & Peers. The Ridley Village Court project impacts the intersection of US Highway 2 & Ridley Village Rd. The traffic impact study attributes a fair share assignment of 25% of a new westbound turn bay on Highway 2 at Ridley Village Rd. to the development project. Prior to approval of any Final Plat, Developer Shall contribute $59,294.67 towards the cost of a westbound turn bay on US Highway 2 at Ridley Village Rd. which is a 25% share of the approved engineer's estimate of total cost (design and construction), payable to the City as an extraordinary impact.

SANDPOINT
PLANNING DEPARTMENT

SUBDIVISION APPLICATION

File #: _____

Please read and complete the application carefully. Failure to provide all required information could result in a delay in processing your application.

Applicant Information:

Applicant's Name: Kirk Rector / Affinity Real Estate Management, Inc
Address: 3516 S. 47th St, #101
Phone: (H) _____ (W) 253.472.5400
E-mail: krector@affinityrem.com

Holder of Legal Title: Same
Address: _____
Phone: (H) _____ (W) _____
E-mail: _____

Representative Information:

Business Name: Aaron Qualls, AICP / SCJ Alliance Consulting Services
Surveyor: Russell Badgley / James A. Sewell & Associates, LLC / (208) 263-4160
Address: 419 North Second Avenue, Sandpiont, ID, 83864, Suite 206
Phone: (H) _____ (W) 509.835.3770, ext. 325
E-mail: aaron.qualls@scjalliance.com

Project Information:

Proposed Development Name: Ridley Village Court
Legal Description of Site: Lot(s) _____ Block # _____ Addition _____
(or) 28-57N-2W TAX 22 LESS TAX 37 1966 FLEETWOOD 10 X 56 MH
Section 28 Township 57 North Range 2 West, Boise Meridian
Total Size of Parcel: 5.08 Acres
Number of Lots/Units: Existing: 1 Proposed: _____
Smallest Lot Size: .025 acre Largest Lot Size: .068 acre

Current Zoning:

Residential	Commercial	Industrial
☐ Rural Residential RR2	☐ Mixed-use Residential (MUR)	☐ Industrial General (IG)
☐ Rural Residential RR1	☐ Commercial A (CA)	☐ Industrial Business Park (IBP)
☐ Residential Single-Family (RS)	☐ Commercial B (CB)	☐ Industrial General w / IBP uses allowed
☑ Residential Multi-Family (RM)	☐ Commerical C (CC)	☐ Industrial Technology Park (ITP)

Current Comprehensive Plan Designation:

Future Land Use Categories

☐ Low Density Clustered Residential	☐ Low Density Residential	☑ Medium Density Residential
☐ High Density Residential	☐ Neighborhood Mixed Use	☐ Mixed Use Corridor
☐ Downtown	☐ Public/Quasi Public	☐ Light Industrial/Commercial
☐ Parks and Open Space		

Airport Safety Zones

☐ Inner Critical Zone	☐ Lateral Safety Zone
☐ Runway Protection Zone	☑ N/A

What land uses border the site? Describe lot sizes, structures and uses:

North: Forrest Byrd Charter School, general commercial

South: Single Family Homes

East: Single Family Homes Planned Unit Development

West: Multi-family development

What Zones border the project site?

North: CC South: RM East: RM West: CC/RM

Utility Information:

Power will be provided by:

- [X] Avista Utilities
- [ ] Northern Lights Inc

Water will be supplied by:

- [X] Existing public or community system
- [ ] Individual well
- [ ] Proposed public or community system

Sewage disposal will be provided by:

- [X] Existing community system
- [ ] Individual system
- [ ] Proposed community system

Site Information - provide detailed descriptions on the following:

1. Topography (lay of land), including estimated maximum slope, rock outcroppings, benches, etc.: The land is predominantly flat with a maximum slope of approximatly 6%. There are no benches or any known rock outcroppings.

2. Water courses (springs, streams, rivers, etc.): N/A

3. Existing structures (size & use): Existing structurs on the northern half of the parcel include two unoccupied single family homes, a barn, and small outbuildigs which will be demolished.

4. Land cover (timber, pasture, etc.): Land cover is grass with exsiting trees in the northern portion the property.

5. Other pertinent information: This subidivsion is paired with the Ridley Village Court Planned Unit Development which is being submitted for final approval. Landscape plans, improvement plans, and the construction schedule are also included.

Note: The Planning and Zoning Director may request additional information in specific circumstances in order to assist the Planning and Zoning Commission in reviewing this request.

The date of the Planning and Zoning Commission hearing will be established by the Planning and Zoning Department upon the acceptance of a ***complete*** application. An application will be considered complete when all of the requested information has been submitted.

I am the owner or owner's representative of the property described in this application. I further attest that all information submitted with this application is true and accurate to the best of my knowledge.

Signature of Applicant

6-18-2025
Date



Ridley Village Court
PUD Final Development Plan & Preliminary Plat

Affinity Real Estate Management, Inc.

Prepared For:
City of Sandpoint, ID
Application File #PPUD24-0002

Prepared By:
SCJ Alliance Consulting Services
North Root Architecture
James A. Sewell & Associates

November 2025

PUD Final Development Plan & Preliminary Plat

Applicant	
Company:	*Affinity Real Estate Management, Inc*
Contact:	*Kirk Rector, Principal* *3516 S 47th St., Suite 101* *Tacoma, WA 98409* *253.472.5400* *krector@affinityrem.com*
Representative	
Company:	*SCJ Alliance Consulting Services*
Contact:	*Aaron Qualls, AICP* *419 N Second Ave., Suite 206* *Sandpoint, ID 83864* *509.835.3770, ext. 325* *aaron.qualls@scjalliance.com*
Site	
Parcel:	*Lot 2, Valerie Acres*
Size:	*4.1 Acres*
Location:	*Between Ridley Village Road and Madison Ave.*
Property Owner	
Owner/Contacts:	*Valerie A. Smith Trust / Daniel C. Rueckert & Roxanne M. Rueckert*
Engineering & Surveying	
Company:	*James A. Sewell & Associates*
Surveyor:	*Russell Badgley*
Engineer:	*Scott Brown, PE*
Architecture	
Company:	*North Root Architecture*
Contact:	*Reid Weber, AIA*
Landscape Architecture	
Company:	*SCJ Alliance Consulting Services*
Contact:	*Mark Garff, PLA, ASLA*

Project Narrative (Supplement to File #PPUD24-0002)

Following the March 4, 2025, Planning Commission public hearing and the City Council public hearing on April 16, 2025, the conditions below were required for final approval of Ridley Village Court. A preliminary plat application and exhibit have also been submitted, aligning with all other exhibits and the City Council's preliminary approval. Draft CC&Rs for the development are provided, which address maintenance of all common areas, including sidewalks, the public pathway, private pathways, common facilities, private storm facilities, and private storm lines. Additionally, a final Traffic Impact Analysis (TIA) is provided consistent with the final development plan, along with revised preliminary floor plans and elevations, a final landscape plan, a proposed development schedule, and a proposed set of development standards to govern the PUD in perpetuity (in concert with Sandpoint Code, Idaho Code, and CC&Rs).

City Council Conditions of Final Approval:

1. **Construct the planned open space area toward the center of the development, as provided in the initial plan.**
   The common open space has been reverted to the original location and narrowed slightly to better address turn radius concerns expressed by IHD, and in accordance with AASHTO guidelines (Road E has been widened to 22' per Improvement plans and Landscape plans). To accommodate the extra width, one unit on the north end of the central common area was removed. Total unit count is now 56.
2. **Incorporate traffic calming into street extension design between Ridley Village Rd. and the Maplewood neighborhood.**
   A speed table has been provided on River Rock Road as a traffic calming measure, which also serves as a raised, mid-block crossing.
3. **Setbacks along Cattail Ct. will be 15 feet, and the home design needs to include privacy windows and porches on the front for abutting properties.**
   15' setbacks have been provided along with privacy windows and porches that are oriented away from Cattail Ct. Please see the included revised elevations, improvement plans, landscaping plans, and PUD development standards.
4. **Installation of street lights as provided in the initial plan.**
   A new Street light is shown on the improvement plans at the corner of Ridley Village Road and River Rock Rd.
5. **Driveway setback in the southwest corner should be 35 feet from Ridley Village Rd.**
   Driveway setback is 35' away from Ridley Village Rd., per the final improvement plans.
6. **Ensure planning for adequate and proper snow storage as required by City Code.**
   Snow storage is primarily accommodated within the central common area. Additionally, the garage of the northwesternmost unit has been reoriented to better accommodate snow removal equipment.
7. **Installation of a 6 ft - 8 ft wide path on the north side of Autumn Ln. adjacent to the parking lot north of Road B.**
   An 8' wide concrete path has been provided for with an easement dedication shown on the improvement plans and the preliminary plat. The concrete pathway is continuous across Road C to better delineate the non-motorized public way and to better signal to drivers the same.

List of Exhibits

Exhibit A-1	***Preliminary Plat Application***
Exhibit B-1	***Owner Authorization Form***
Exhibit C-1	***Final Improvement Plans***
Exhibit D-1	***Landscaping Plans***
Exhibit E-1	***Preliminary Building Elevations***
Exhibit F-1	***Preliminary Floor Plans***
Exhibit G-1	***Revised Traffic Impact Study***
Exhibit O	***Preliminary Plat***
Exhibit P	***Codes, Covenants, and Restrictions***
Exhibit Q	***Development Schedule***
Exhibit R	***Performance Standards***

Fehr & Peers

Memo

Date: April 6, 2026

To: Kirk Rector; Affinity Real Estate

From: Michael Adamson, PE, RSP$_1$; Fehr & Peers

Subject: Addendum to Ridley Village Court Traffic Impact Analysis

---

This memorandum serves as an addendum to the Traffic Impact Analysis (TIA) performed for the Ridley Village Court development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. The most recent update to this TIA was delivered to City staff on February 24th, 2026. The City has requested the following additional information be addended to the TIA to assist in determining the appropriate mitigation to address the westbound left-turn at Highway 2 & Ridley Village Road:

- An alternative trip assignment and appropriate modelling assuming closure of the westbound left-turn movement at Highway 2 & Ridley Village Road
- Cost estimates for:
    - Constructing the westbound left-turn storage lane at Highway 2 & Ridley Village Road; or
    - Providing channelization and signage to prohibit the westbound left-turn at Highway 2 & Ridley Village Road

Traffic Impacts of Restriction

As found in the TIA, the westbound left-turn movement of US 2 & Ridley Village Road meets warrants for a left-turn lane under both Existing (2024) and Future (2032) Background and Plus Project conditions. However, there are a few issues that limit the feasibility of constructing a westbound left-turn lane:

- Limited space between Ridley Village Road and the anticipated realignment of Ontario Street at Highway 2.
- Limited shoulder width along Highway 2 that could be repurposed for a left-turn lane, so additional paved area would be needed to accommodate this lane, which could be cost prohibitive given the embankment on the north side.

As such, the City asked that Fehr & Peers explore the possibility of restricting left-turns instead, and what this would mean in terms of potential re-routing of traffic. Fehr & Peers assessed these impacts against the Future (2032) Plus Project conditions, which are considered to be the worst case traffic conditions for the site.

Future (2032) Plus Project Conditions with Re-Routing

Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the TIA to analyze signalized and unsignalized intersections, respectively. **Figure 1** shows the re-routed traffic conditions under Future (2032) Plus Project, assuming a right-in right-out restriction is put in place for the NB approach of Highway 2 & Ridley Village Road. A right-in right-out restriction was assumed to assess the worst-case re-routing condition; operationally, restricting just the left-in would cause less of an impact to current routing (and thus operations at the study intersections) while still mitigating the westbound left-turn.

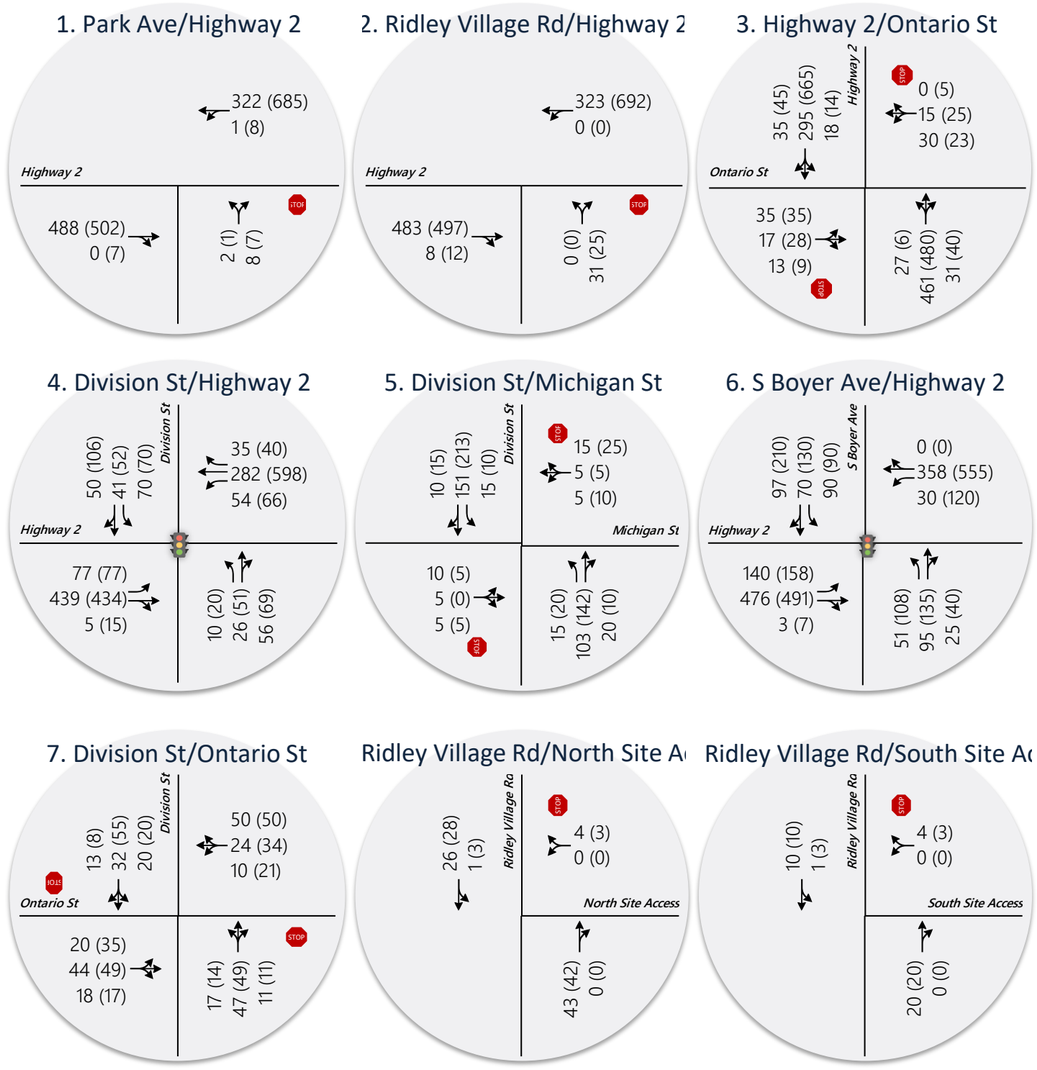
Table 1 reports the results of the weekday level of service (see **Attachment A** for the detailed LOS and queuing reports). Queueing analysis was not included as it was determined that the re-routed conditions would not change queueing at Boyer Avenue & Highway 2, the only intersection where queues were anticipated to exceed storage.

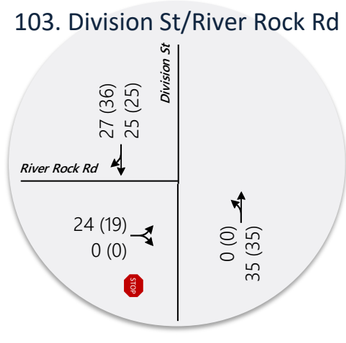
Based on the updated operations analysis, the re-routing would result in negligible increases in delay at some of the study intersections, with the largest delay increase of 3-5 seconds occurring on the minor approaches of Highway 2 & Ontario Street. This increase in delay is largely attributable to left-out vehicles forced to re-route along Division Street and then turn left onto Highway 2 via Ontario Street as a result of the conservatively assumed left-out restriction. **Assuming only a left-in restriction rather than the full right-in right-out control assumed for the operations analysis would mean re-routing to Highway 2 via Ontario Street would be unnecessary for those accessing US 2 via Ridley Village Road.**

Magnitude of Traffic on River Rock Road

With a conservatively assumed right-in/right-out control for the northbound leg of Highway 2 & Ridley Village Road, it is anticipated that those who would have turned left at this intersection will instead need to re-route via River Rock Road and Division Street. The new anticipated total peak hour trips that would be present on River Rock Road (both preexisting and those routing to/from Ridley Village Court/Ridley Village Road) would be approximately 51 trips in the AM peak hour and 55 trips in the PM peak hour. **This level of traffic is still in keeping with River Rock Road's identity as a low-speed, low-volume roadway, and it is not anticipated that the additional traffic would represent a decrease in safety or comfort on this residential road.** If only the westbound left-turn were restricted, it is anticipated that the number of vehicles required to re-route via River Rock Road would be halved.







LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume

Figure 1

Future (2032) Plus Project Conditions with Re-Routing

Table 1: Future 2032 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]	
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	–	–
		PM		NB	14	C	–	–
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	–	–
		PM		NB	12	B	–	–
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	**40**	**E**	–	–
		PM		EB	**55**	**F**	–	–
4	Division Avenue & Highway 2	AM	Signal	–	–	–	29	C
		PM		–	–	–	20	B
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	–	–
		PM		EB	11	B	–	–
6	Boyer Avenue & Highway 2	AM	Signal	–	–	–	19	B
		PM		–	–	–	42	D
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	11	B	–	–
		PM		NB	12	B	–	–
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	–	–
		PM		WB	9	A	–	–
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	–	–
		PM		WB	8	A	–	–
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	–	–
		PM		EB	9	A	–	–

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

Cost Estimation

Share of Traffic Redistributed

Assuming restriction of just the westbound left-turn at Highway 2 & Ridley Village Road, this would result in the following re-routing of vehicles (per 2032 volumes) that would instead route along Division Street to River Rock Road. These have been divided into background and project-specific trips, since the westbound left-turn was a mitigation identified in the TIS under both background and plus project conditions:

- Project-specific:
  - AM Peak Hour: 2 trips
  - PM Peak Hour: 8 trips
- Background:
  - AM Peak Hour: 17 trips
  - PM Peak Hour: 18 trips

Based on this, the share of trips from this mitigated movement that are project-specific is approximately 11-30%, depending on peak hour. However, it's important to recognize that Ridley Village Court will be constructing the alternate route (the extension to River Rock Road) that not only serves project trips but also those background trips that can no longer turn left (17-18 trips), meaning that the project is already providing an essential element of the infrastructure needed to mitigate the westbound left-turn. **Contingent on discussions between the ITD and the City, this should be one element to consider in determining the development's proportionate share of the cost, if any, of constructing the left-turn restriction.**

Costs By Alternative

This section outlines the cost estimates for the two mitigation options:

- Constructing the westbound left-turn storage lane at Highway 2 & Ridley Village Road
- Providing channelization and signage to prohibit the westbound left-turn at Highway 2 & Ridley Village Road

For both of these alternate mitigations, the following assumptions were made:

- Either mitigation would include ADA upgrades to the curb ramps, landing and crossing, where necessary
  - The cost estimate range developed for each mitigation is also meant to capture the potential cost of right-of-way acquisition as part of ADA improvements to the southeast corner of the intersection.
- Unit costs for removals and improvements were based on ITD's Average Unit Price estimates from recent work (2023-2025) completed on state facilities.

These cost estimates are meant for planning purposes only. As such, a contingency of 20% was assumed to account for staging, demolition, and variability of construction costs. **These estimates will need to be confirmed and refined as part of final design.**

Left-Turn Lane

Consistent with the aforementioned assumptions, it is estimated that implementation of a 12-foot westbound left-turn storage lane at the intersection of Highway 2 & Ridley Village Road would cost approximately **$151,000-218,000**. This cost would include:

- Widening the paved area along the north side of the roadway to include a 50-foot storage lane with a 105-foot deceleration lane and an 80-foot shifting taper on the westbound approach, and a comparable shifting taper on the eastbound approach to assure proper lane alignment. These measurements are consistent with ITD MUTCD Figure 3B-2, though these measurements should be confirmed during final design.
- Appropriate striping improvements
- The aforementioned pedestrian improvements to bring the north-south and east-west crossings, ramps and landings into compliance with ADA
- Applicable signage to accommodate the left-turn movement

Westbound Left-Turn Restriction

Consistent with the aforementioned assumptions, it is estimated that implementation of a westbound left-turn restriction at the intersection of Highway 2 & Ridley Village Road would cost approximately **$50,000-73,000**. This cost would include:

- Construction of a turn channelization island on the northbound approach that either (a) prohibits ingress and egress left-turns or (b) prohibits just ingress left-turns
- Appropriate striping improvements
- The aforementioned pedestrian improvements to bring the east-west crossing, ramps and landings into compliance with ADA and integrate the east-west crossing with the turn channelization island
- Applicable signage to restrict left-turn movements for the westbound approach

It was determined that the cost for either a northbound right-in/right-out control or a partial control just to restrict the westbound left-turn would be very similar, with small differences attributable to the size of the channelized island and necessary signage.

Limitations of Cost Estimates

As previously stated, these cost estimates are for planning purposes only, and represent a conservative range of what these potential mitigations would cost. Additional civil and design-level cost estimation should be performed to refine these estimates prior to implementation.

Additional detail on exact assumptions, measurements and unit costs used to define these planning level cost estimates are available upon request.

Recommendations

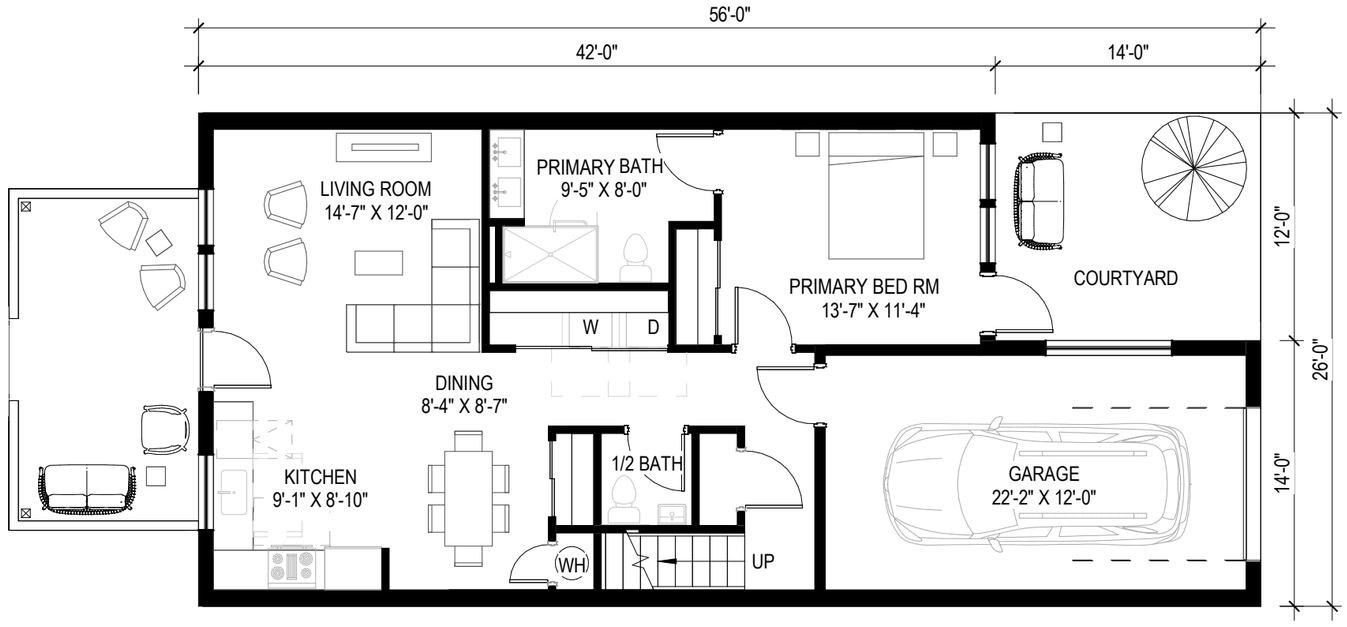
Given the negligible operational impacts of potential re-routing of the westbound left-turn and the much lower cost of simply restricting this movement, it is recommended that the City coordinate with ITD to consider implementation of the following:

- A westbound left-turn restriction, including a partial channelized island on the northbound approach that would block the westbound left-turn ingress while still allowed northbound left-turn egress.
- This improvement should include appropriate ADA improvements for the crossing, ramps and pedestrian landings at the intersection.

It is estimated that these improvements would cost **$50,000–73,000**. It is recommended that the City coordinate with ITD and the developer to determine an appropriate proportionate cost share, if any, for implementation of this improvement given:

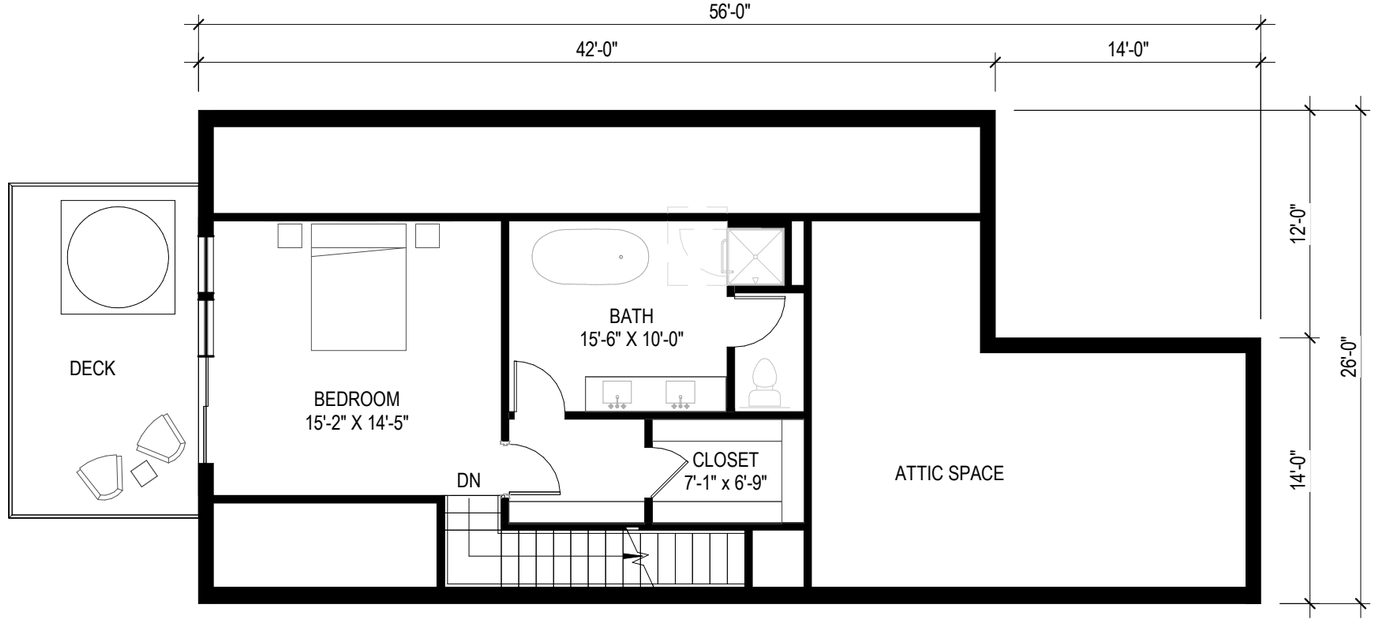
- The estimated $285,000 in impact fees the development is contributing to the Roads and Pathways Improvement Fund
- Improvements the development is already providing at River Rock Road that facilitate re-routing of background left-turns (17–18 trips)

This mitigation, if required, should be constructed prior to delivery of the first dwelling unit but after construction of the River Rock Road extension to ensure re-routing can be accommodated.



MAIN FLOOR PLAN

SCALE 1/8" = 1'-0"

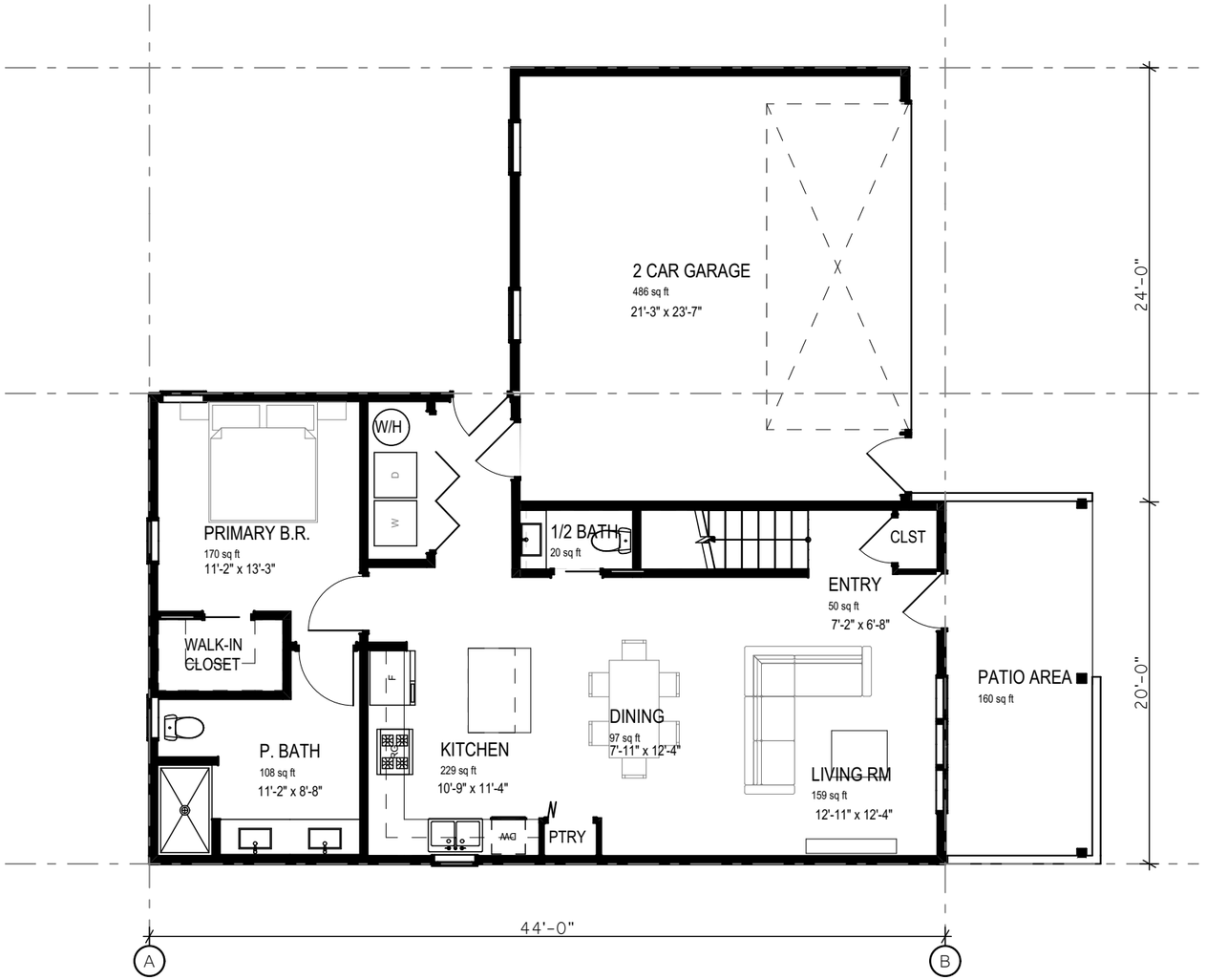


SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

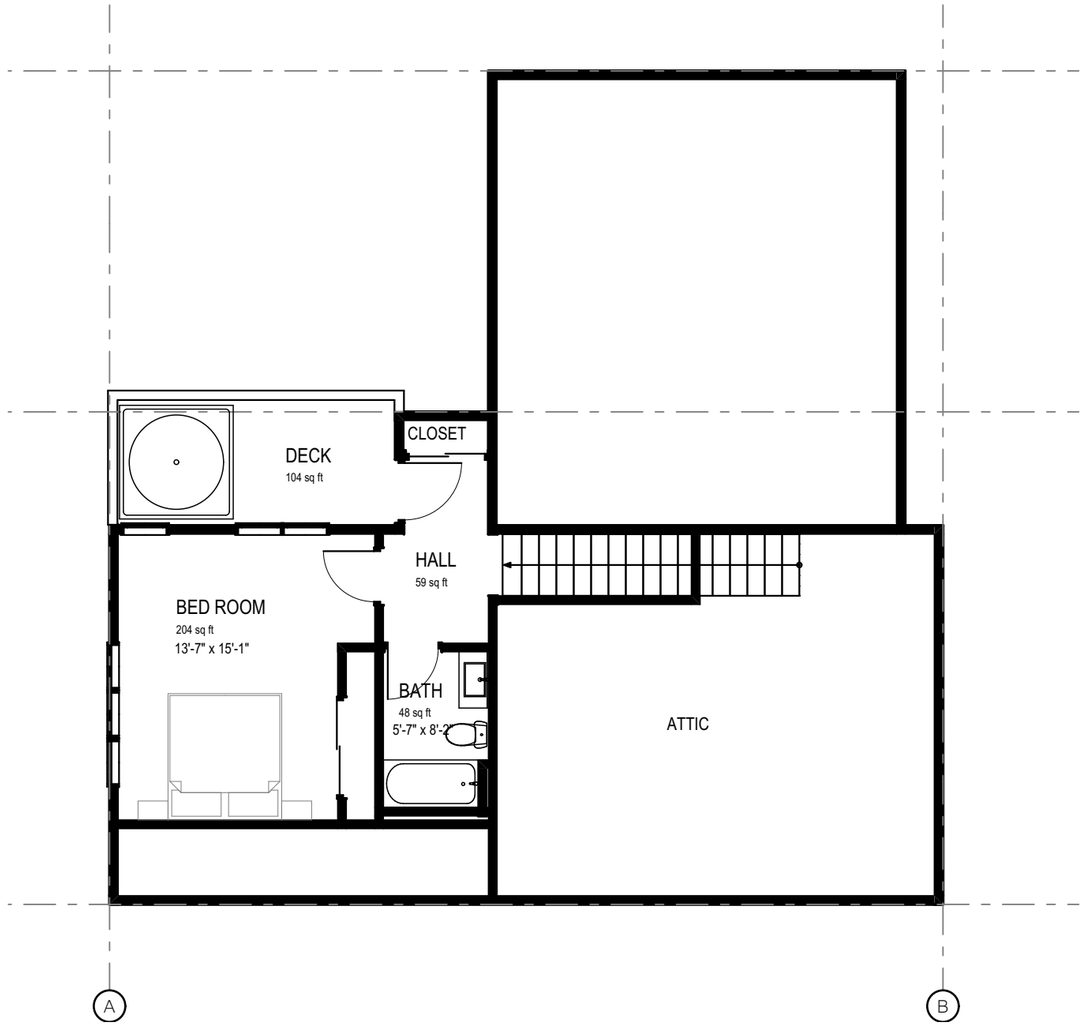
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
MAIN LEVEL	974	812
SECOND LEVEL	517	432
TOTAL	**1,490**	**1,244**

UNIT A.1



MAIN FLOOR PLAN

SCALE1/8" = 1'-0"

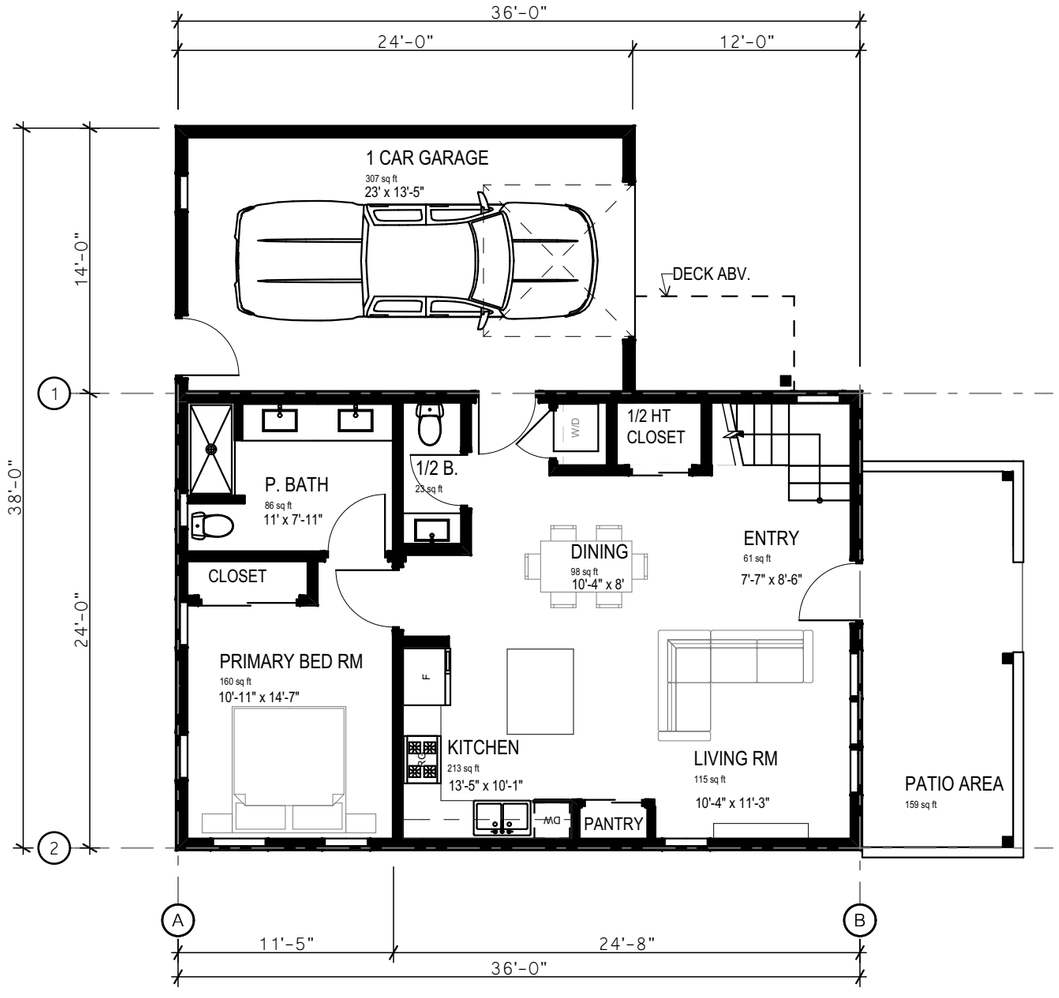


SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

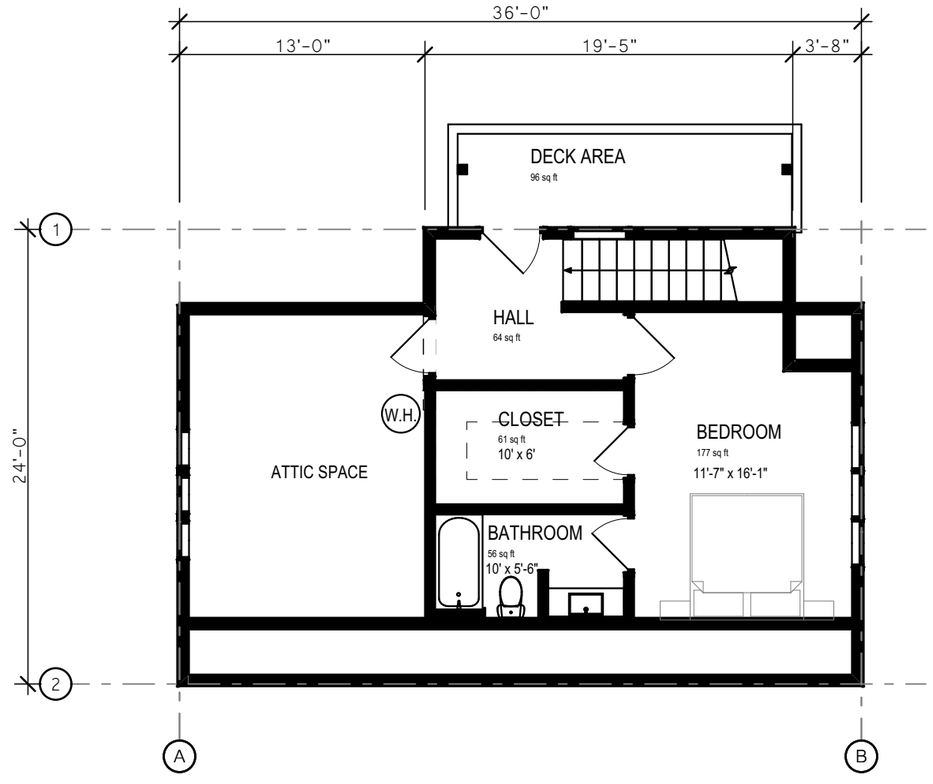
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
1ST FLOOR	1,002.1	927.3
2ND FLOOR	416.8	395.8
	1,418.9 ft²	**1,323.1 ft²**

UNIT A.2



MAIN FLOOR PLAN

SCALE: 1/8" = 1'-0"

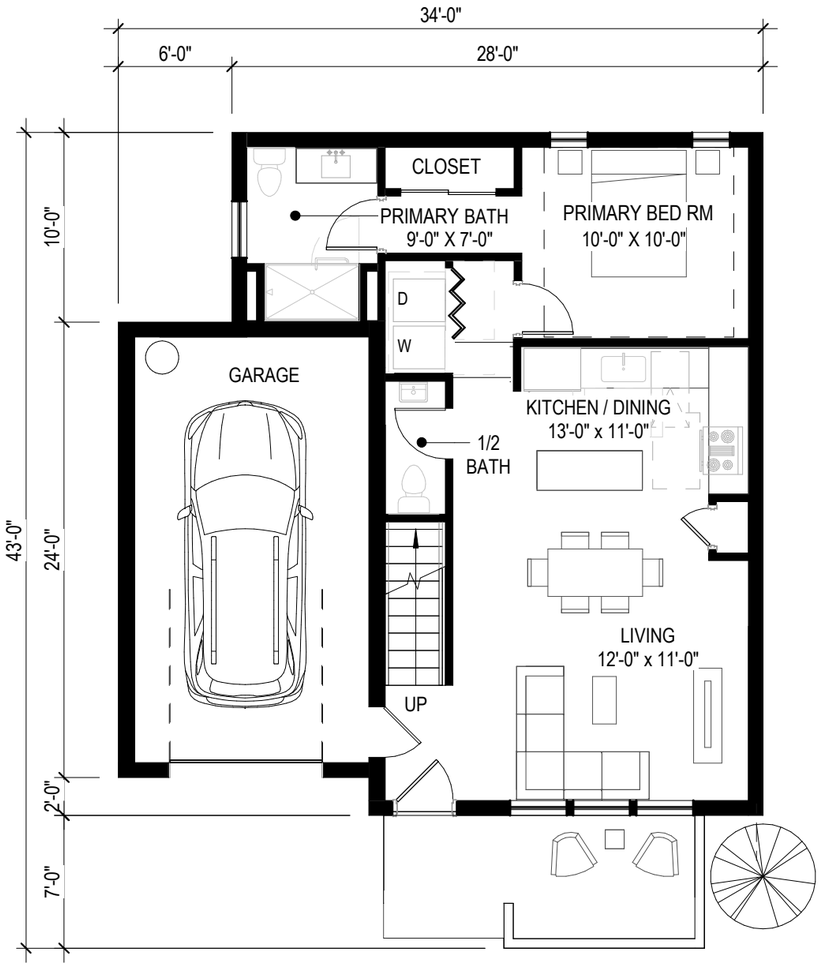


SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

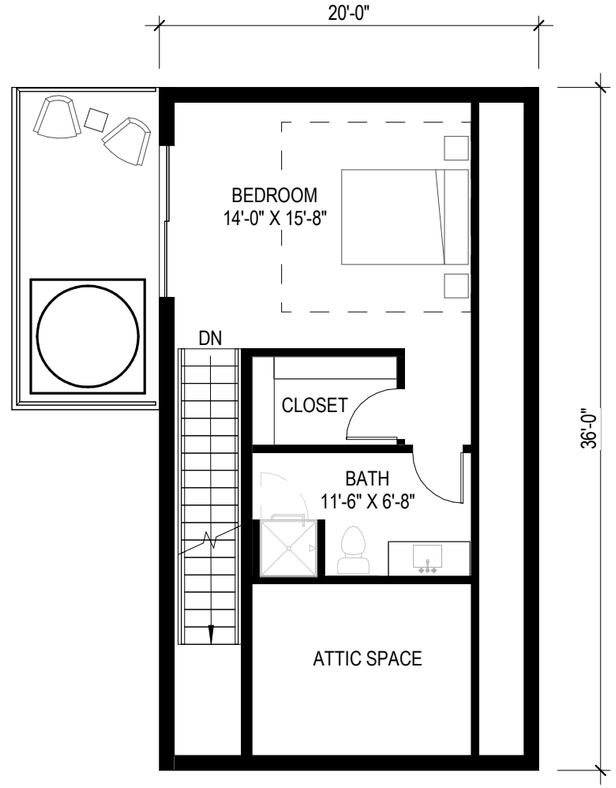
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
1ST FLOOR	864.0	776.6
2ND FLOOR	400.2	346.0
	1,264.2 ft²	**1,122.6 ft²**

UNIT A.2 ALT



MAIN FLOOR PLAN

SCALE 1/8" = 1'-0"

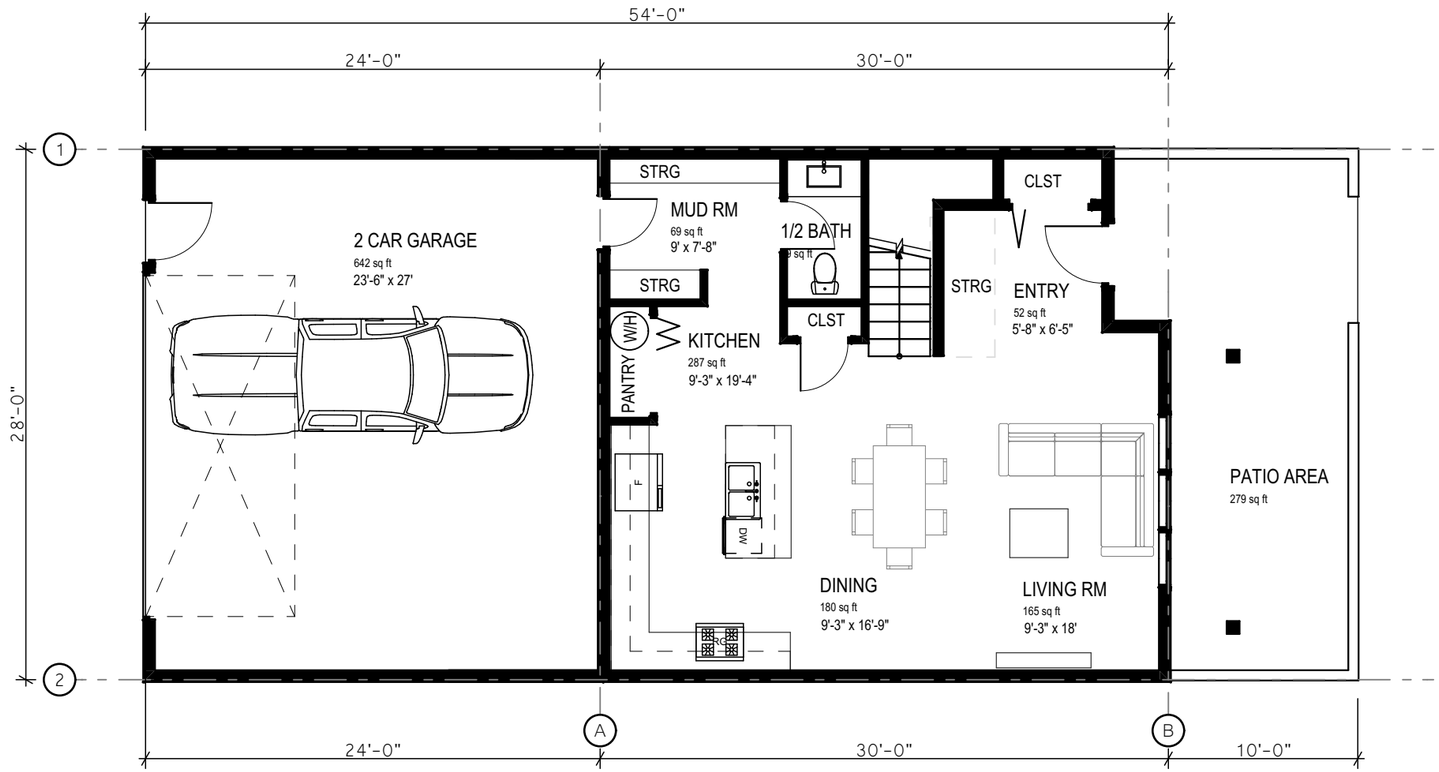


SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

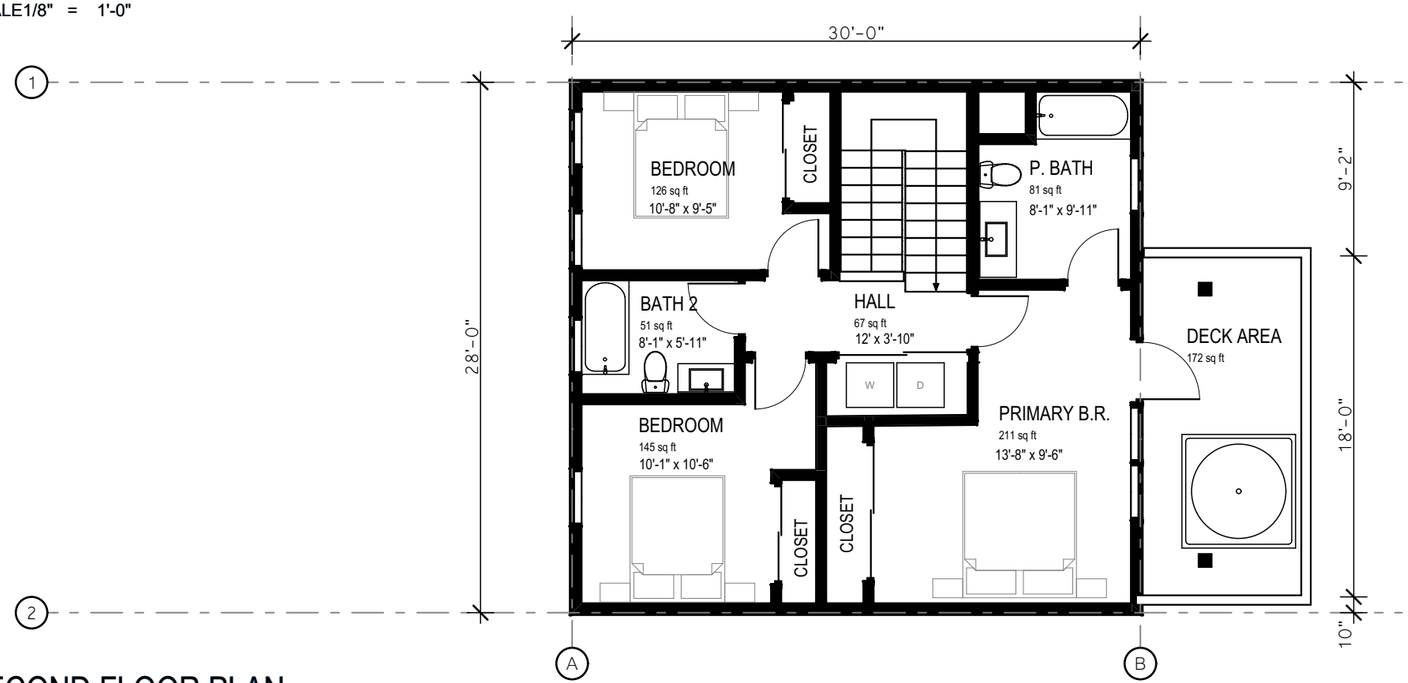
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
MAIN LEVEL	839	713
SECOND LEVEL	406	353
TOTAL	1,275	1,096

UNIT A.3



MAIN FLOOR PLAN

SCALE1/8" = 1'-0"

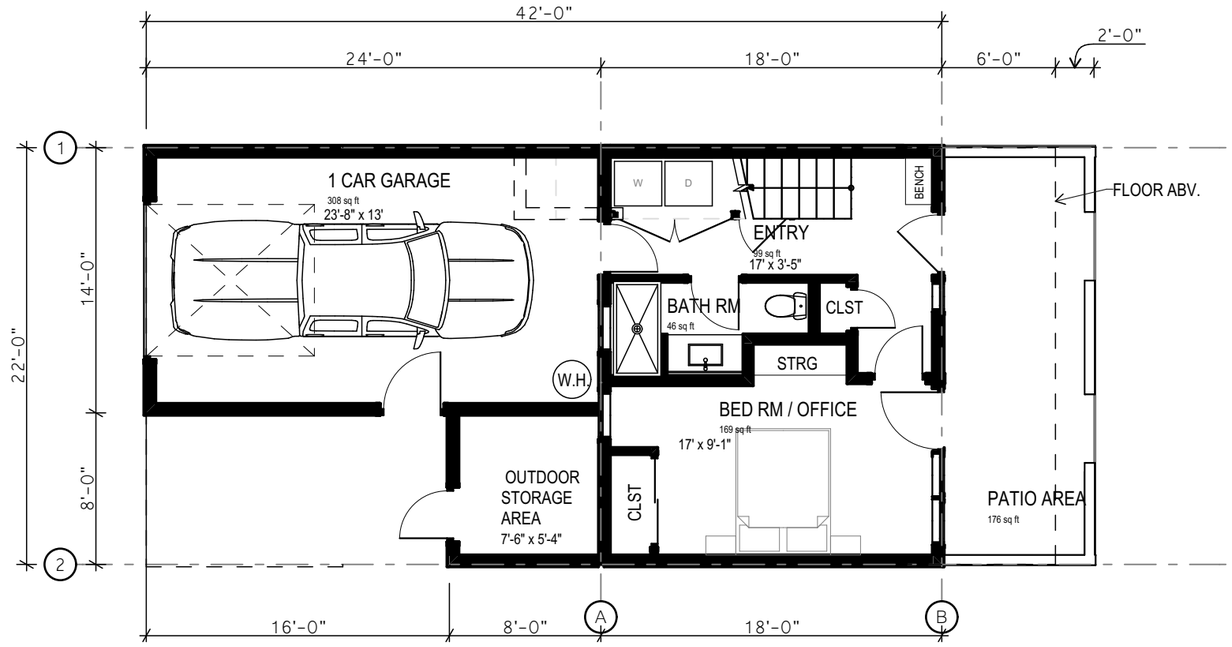


SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

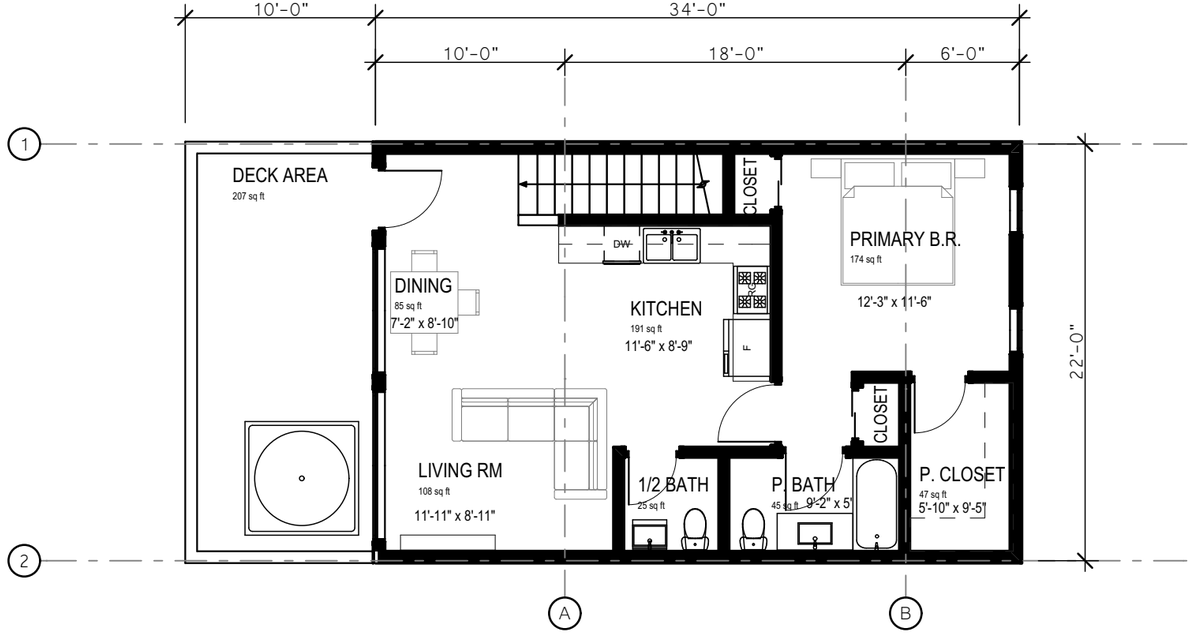
UNIT B

UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
1ST FLOOR	812.9	736.8
2ND FLOOR	770.3	644.7
	1,583.2 ft²	**1,381.5 ft²**



MAIN FLOOR PLAN

SCALE1/8" = 1'-0"



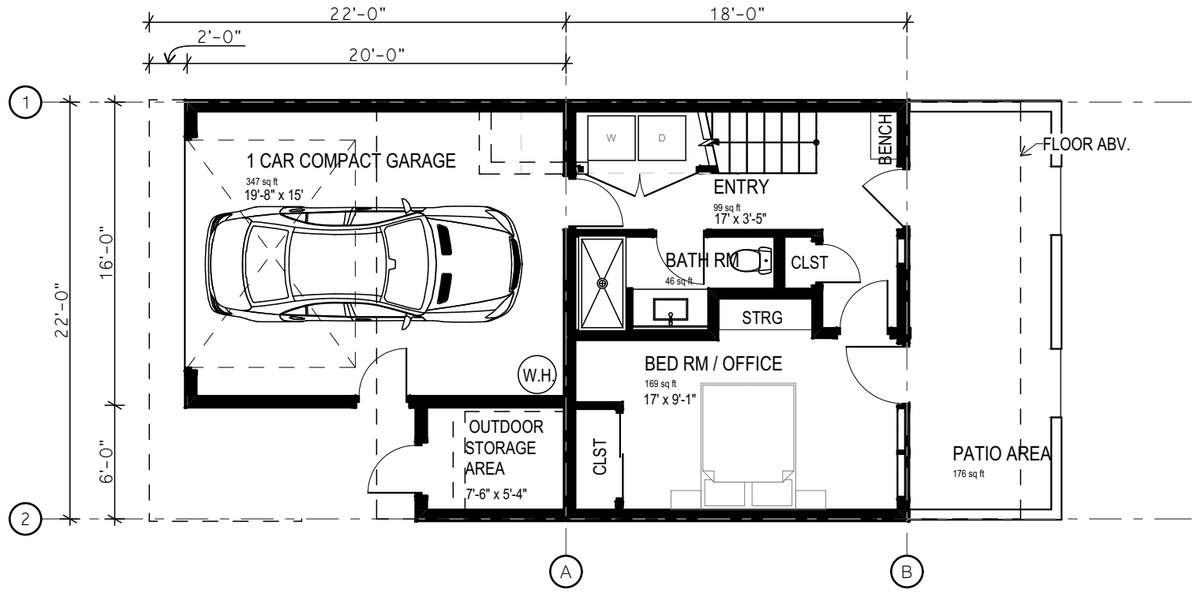
SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

UNIT SQUARE FOOTAGE

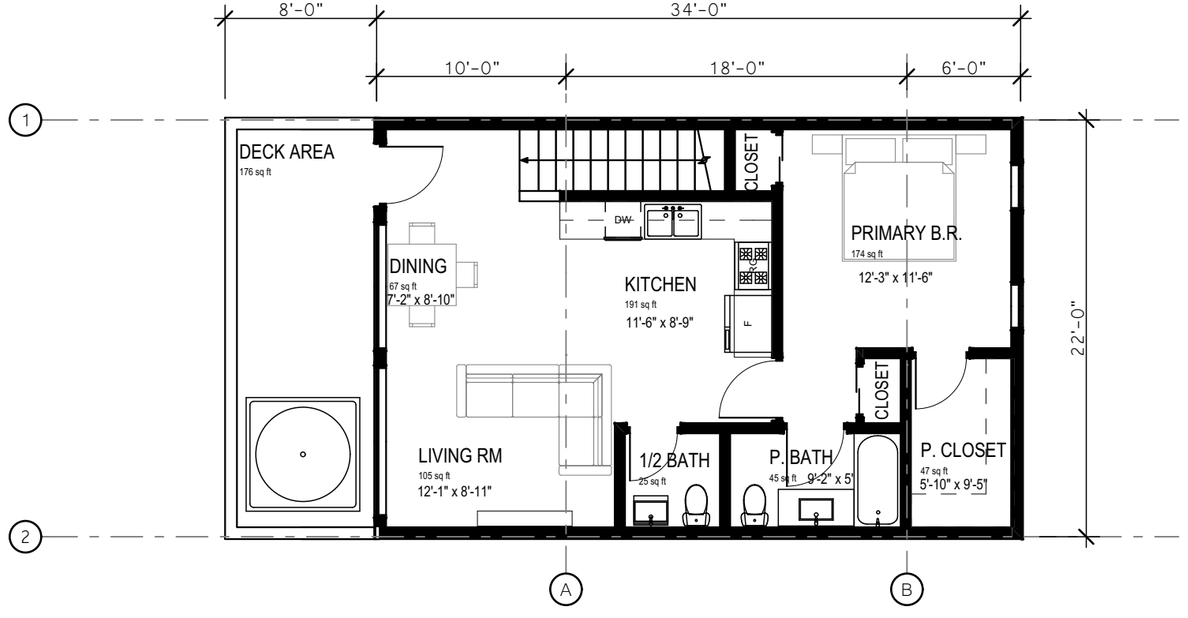
LEVEL	GSF	NSF
1ST FLOOR	395.6	330.8
2ND FLOOR	708.2	626.8
	1,103.8 ft²	**957.6 ft²**

UNIT C.1



MAIN FLOOR PLAN

SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

UNIT SQUARE FOOTAGE

LEVEL	GSF	NSF
1ST FLOOR	395.6	330.8
2ND FLOOR	705.4	618.9
	1,101.0 ft²	**949.7 ft²**

UNIT C.2

SANDPOINT

May 1, 2025

VIA EMAIL

Aaron Qualls, AICP
SCJ Alliance
aaron.qualls@scjalliance.com

Re: Sandpoint City Council Decision on Application PPUD24-0002 – Ridley Village Court

Dear Mr. Qualls:

The Sandpoint City Council, following the public hearing held April 16, 2025, voted to approve City Application #PPUD24-0002 – Ridley Village Court Planned Unit Development (PUD) Preliminary Development Plan. This letter serves as notification of the Council's decision, which is based upon consideration of:

- the recommendation of the Planning and Zoning Commission
- written and verbal evidence and testimony contained in the public record
- the criteria and relevant standards of Idaho Code and Sandpoint City Code

This approval is subject to the conditions outlined in the staff report as presented and reviewed during the hearing and modified by Council, a copy of which is provided with this letter, along with the meeting minutes reflecting the public hearing and Council's decision. Further, it should be noted that this approval is solely for the Preliminary Development Plan.

Sincerely,

D. Ruehle

Deborah Ruehle
Sandpoint City Council President

c: Sandpoint Mayor and City Council
Sandpoint Planning and Zoning Commission
Jason Welker, Community Planning and Development Director
Bill Dean, City Planner
Fonda Jovick, City Attorney

Attachments:

- City Council minutes from April 16, 2025, meeting/public hearing
- Staff report and conditions of approval for PPUD24-0002

AGENDA REPORT

City Council Meeting

TODAY'S DATE:	April 7th, 2025
MEETING DATE:	April 16th, 2025
TO:	Mayor Grimm, and members of the City of Sandpoint City Council
FROM:	Bill Dean, City Planner, Brandon Staglund, City Engineer, and Jason Welker, Planning & Community Development Director
SUBJECT:	PPUD24-0002: Ridley Village Court Planned Unit Development Preliminary Development Plan

I. Executive Summary

The request before the City Council relates to residential development of an approximately 5-acre property at the western terminus of Autumn Lane and River Rock Rd, west of the existing Maplewood Village Planned Unit Development. The property is Zoned as Residential Multifamily. The property owner and her developer representative are seeking to utilize the Planned Unit Development (PUD) Permit process as a means to introduce a development pattern otherwise not accounted for in the City's zoning regulations.

Due to the creativity and flexibility involved in creating a PUD, the City's ordinance establishes a high threshold and lengthy process prior to permitting land to be subdivided for development. It is through this process of review that the concept for development is adjusted as necessary by the Planning and Zoning Commission and City Council prior to approving subdivisions and building permits.

Inherent in the PUD process is evaluating the public benefits the development represents against the waivers and flexibility from City zoning standards. The developer received a recommendation for approval from the Planning and Zoning Commission, but that recommendation included several major conditions of approval for the City Council to consider. The conditions of approval affect the layout of the project, access, as well as building location/setbacks. City Council is requested to evaluate the application, and Planning and Zoning Commission's recommendations/conditions of approval and to take action on the project. Action on a PUD is a multi-step process; the step before the City Council is called the Preliminary Development Plan (PDP), which if approved would then allow a Final Development Plan (FDP) to proceed, which could be processed and evaluated at the same time as a subdivision. Generally, a FDP involves minor refinements to the development concept identified in a PDP. Tonight's step is action on the Preliminary Development Plan (PDP) for the Ridley Village Court PUD.

II. Planning and Zoning Commission Action

Attached to the staff report is the report and analysis of the project provided to the Planning and Zoning Commission (Attachment A: Staff Report to the Planning and Zoning Commission). Attachment B to the staff report is the Report of Actions on the PDP, including the recommended conditions of approval from the Planning and Zoning Commission.

Leading up to the public hearing on March 4th, and including testimony at the hearing, the City received numerous comments on the project from nearby property owners and neighbors of the Maplewood Village neighborhood (also developed as a PUD in the early 2000s). The attachments to the original staff report summarize the public comment, and the report includes all written comments leading into the hearing on March 4th.

The Conditions of Approval recommended by the Planning and Zoning Commission are as follows:

1. Revise development plan to show extension of both River Rock Road and Autumn Lane between Madison Avenue and Ridley Village Road, including water and sewer main extensions within the entire public right of way.

2. Revise the development plan to show all water and sewer main extensions either within a public right of way, or within an adequately sized public utility easement (20 feet for single pipe, 30 feet for two pipes in parallel), and all water and sewer mains located at least 10 feet from any proposed building.

3. Driveway for the townhouse units at the southeast corner of River Rock and Ridley Village, as shown on the submitted improvement plans, shall be located at least 35 feet from the proposed curb line along Ridley Village Road, pursuant to Sandpoint City Code 10-1-6-F.

4. Streetlights shall be installed at two intersections: Ridley Village / Autumn Lane, Ridley Village / River Rock Road.

5. The open space should be relocated to the eastern property to enable the 25-foot setback to remain and to create a buffer between the proposed development and Maplewood neighborhood (including along Madison Avenue and Cattail Court).

6. Require the installation of an adequate fence along Autumn Lane on the north boundary of the Forrest Bird Charter School property.

7. Require the applicant to coordinate with City staff to implement traffic calming measures for traffic flow through adjacent neighborhoods.

III. Developer/Property Owner Re-Submittal

In response to the recommendations from the Planning Commission, the City received revised PDP documents on March 19, 2025. Attached to the staff report is the developer/property owner response to the Conditions of Approval recommended by the Planning and Zoning Commission (Attachment C: Developer's memo to City Council entitled: Revised Alternative Exhibits Memo). The developer has re-worked the PDP to address a number of the Conditions of Approval, as follows:

P&Z Commission Condition of Approval (COA)	***Design Feature Addressed by the COA***	***Developer Response***
1	Both River Rock Rd and Autumn Lane to be extended through development	Disagrees with the COA, Only River Rock Rd to be extended
2	Water and Sewer mains to be in adequately sized ROW or Easement, and located at least 10 ft from any building	Agrees with the COA

3	Relocate driveway River Rock and Ridley Village to be at least 35 ft from curb of Ridly Village Rd	Agrees with the COA
4	Streetlights to be installed at streets intersecting with Ridley Village Rd	Agrees with the COA
5	Relocate open space to eastern edge of the development and maintain the 25' setback between the development and Maplewood neighborhood, including along S. Madison Ave and Cattail Ct.	Developer provides 25' setback from S. Madison Ave, but identifies reasons why they believe it to be an inferior solution. Developer disagrees with 25 ft setback along homes of Cattail Ct, and offers a 15 ft setback and the corner lot to have 1 ½ stories of max height.
6	Install fence along northern property line abutting the Forest Bird Charter School	Agrees with COA
7	Developer to coordinate and implement traffic calming measures in Maplewood neighborhood	Agrees with COA

Attachment D to the staff report is the original PDP. Attachments E and F to the staff report are the revised PDP (Preliminary Improvement Plan and Landscape Plan), which includes modifications to the original project in response to the Planning and Zoning Commission conditions of approval. As noted, the majority of the conditions have been incorporated with the exception of extending Autumn Lane to create additional connectivity for this area of the City.

One detail that staff is highlighting for the record relates to the fact that the stormwater pipes and city sewer mains are shown in the revised PDP with an approximate 3-foot horizontal separation from center of pipe to center of pipe. Normally, such details would not be highlighted at the stage of reviewing a PDP. However, there are limited options in the proposed layout to convey stormwater and sewer in accordance with City standards, which can have a significant effect on the overall project design. This detail is highlighted to suggest additional engineering work is required.

IV. City Council Options

Following public testimony and subsequent deliberations, the City Council may take one of the following actions on the request for Preliminary Development Plan approval in accordance with Sandpoint City Code 10-3-10 E. The developer has requested of staff that both proposals, the original and the modified PDPs be available for City Council consideration.

The Council shall make findings of fact regarding the PDP. As this time the application is for a Preliminary Development Plan (PDP) only; subsequent applications would include a Final Development Plan (FDP) and a Preliminary Subdivision Plat, both of which require distinct findings of fact.

In addition to findings of fact that support any motion, the Council must conclude that the application as submitted complies with the applicable law cited within the report (original staff report), specifically:

1. This proposal was processed consistent with Sandpoint City Code §9-9-5: for hearing procedures.
2. The Planned Unit Development process is being conducted in a manner consistent with Idaho Code §67-6509.
3. The proposed PDP has been reviewed for consistency with the provisions of the Sandpoint Comprehensive Plan and the applicable sections of Titles 9 and 10 of the Sandpoint City Code.

In taking action, all timely received written comments and oral testimony were considered as required by Sandpoint City Code §9-9-5

Option 1: Make a motion to **approve or den**y by determining whether or not:

a. The plan is consistent with the intent and purpose of Title 10 Chapter 3; and
b. The proposed development advances the general welfare of the community and neighborhood; and
c. The benefits, combination of various land uses and the interrelationship with the land uses in the surrounding area justify the deviation from standard district regulations.

In addition, the Council must consider the general standards criteria applicable to Conditional Use Permits; in its action the Council would be determining whether or not the PDP:

1. Will, in fact, constitute a conditional use as established on the official schedule of regulations for the zoning district involved.
2. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the comprehensive plan and/or applicable sections of the Sandpoint Code.
3. Will be designed, constructed, operated and maintained to be harmonious and appropriate with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
4. Will not be hazardous or disturbing to existing neighboring uses.
5. Will be served adequately by essential public services and utilities such as highways, streets, police and fire protection, drainage systems, refuse disposal, water and sewer, and schools; or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such service or utility.
6. Will not create excessive additional requirements at public cost for public services and utilities and will not be detrimental to the economic welfare of the community.
7. Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reasons of traffic, noise, smoke, fumes, glare or odors.
8. Will have vehicular approaches to the property which shall be designed so as not to create an interference with traffic on surrounding public roads.
9. Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance

If the action is to approve, such approval is "in principal" only and shall not be construed to endorse a precise location of uses, configuration or parcels or engineering feasibility. In taking this action, if for approval, the City Council can articulate one of the following:

Option 1a) Approve either the original or revised PDP as presented;

Option 1b) Follow the recommendation of the Planning and Zoning Commission and approve the original PDP with the conditions of approval as recommended by the Planning and Zoning Commission;

Option 1c) Approve either PDP with some and/or new conditions of approval.

Option 2: Postpone consideration of the applications to consult with staff prior to making a decision, within forty (40) days after the public hearing.

V. Next Steps

Should the PDP be approved, the developer has the option to return with a Final Development Plan (FDP) and a Preliminary Plat for hearings before both the Planning and Zoning Commission and City Council prior to commencing construction with Improvement Plans for infrastructure and building permits.

XI. Packet Materials

The full packet, including all application materials, a primer on PUDs from the American Planning Association, and noticing documents including public comments received, are available on the project page on the City's website (https://www.sandpointidaho.gov/community-planning-development/page/ridley-village-court)

A. Original staff report prepared for the Planning and Zoning Commission
B. Planning and Zoning Commission Report of Actions
C. Developer's memo to City Council entitled: Revised Alternative Exhibits Memo
D. Original Application, Narrative and Submittal Documents, Agency Comments Received, Public Comments Received, Conceptual Elevations
E. Revised Alternative Preliminary Improvement Plan
F. Revised Alternative Preliminary Landscape Plan
G. PUD Primer from American Planning Association

SANDPOINT

CITY COUNCIL MEETING MINUTES

April 16, 2025 at 5:30 PM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Mayor Jeremy Grimm called the regular meeting of the Sandpoint City Council to order at 5:30 p.m. on Wednesday, April 16, 2025, in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

Roll Call

PRESENT

Mayor Jeremy Grimm
Councilor Deb Ruehle, Council President
Councilor Joel Aispuro*
Councilor Justin Dick
Councilor Kyle Schreiber
Councilor Pam Duquette

*Councilor Aispuro was absent at roll call, arriving at 6:13 p.m. and present for all action items and votes.

ABSENT
Councilor Rick Howarth

As required by the City's adopted Code of Ethics and Civility, as the presiding officer, Mayor Grimm identified law enforcement personnel in the room serving as sergeant-at-arms for the meeting: Sandpoint Police Chief Corey Coon.

Pledge of Allegiance

Mayor Grimm led all present in the Pledge of Allegiance.

Announcements and Reports

1. Mayor's Proclamation: International Dark Sky Week

   Mayor Grimm proclaimed April 21-28, 2025, as International Dark Sky Week in Sandpoint and presented the proclamation to Kodiak Ellis, a local proponent of dark sky initiatives.

2. Presentation: Monarch City USA

   At the invitation of Councilor Duquette, local resident Perky Smith-Hagadone provided a presentation on a request for Sandpoint to participate as a Monarch City USA, with support from Mayor Grimm and the Council members present.

3. Report/Update: Development Impact Fee Study

   Colin McAweeney with TischlerBise, the City's Development Impact Fee Study consultant, provided an update on the City's study, followed by remarks from the Mayor and Council members, with Council concurring on a shift to a residential fee schedule by square footage and assessing a parks impact fee on commercial development.

Following the reports and presentations specifically reflected on the agenda, Mayor Grimm additionally reported, in general, on the multitude of activities, projects, and events taking place citywide, recognizing

and thanking staff for all their hard work. He further reported that City staff met with representatives from the Idaho Department of Environmental Quality regarding the Wastewater Treatment Plant and provided information and an update on potential funding for reconstruction of the Plant.

Council members provided reports from recent meetings of the citizen advisory boards on which they serve as Council liaison. Councilor Duquette additionally reported that new recycling bins will be available throughout town.

At the invitation of the Mayor, Department Directors provided reports on projects and activities in their respective departments.

Public Comments

Mayor Grimm recited the rules and procedure for public comment, followed by an opportunity for comments from the public regarding items on the agenda not related to a hearing, as well as other topics relevant to the business of the City of Sandpoint. Information only; no Council action.

Consent Calendar

Mayor Grimm noted for the record the amount of bills presented for payment approval, and the Consent Calendar was approved by a unanimous vote of Council present, as noted below.

Motion made by Councilor Schreiber, Seconded by Councilor Aispuro.
Voting Yea: Councilor Ruehle, Councilor Aispuro, Councilor Dick, Councilor Schreiber, Councilor Duquette

4. The minutes from Council's March 12, 2025, Special Meeting were approved as presented.
5. The minutes from Council's March 19, 2025, Regular Meeting were approved as presented.
6. The minutes from Council's April 9, 2025, Special Meeting were approved as presented.
7. Bills presented in the amount of $1,710,322.70, reflecting $929,573.21 for regular payables and $780,749.49 for payroll, were approved for payment.
8. The Monthly Financial Report on Cash and Investment Transactions for January 2025 was accepted.
10. **Resolution 25-017** Farmers' Market License Agreement (City Agreement No. A25-1970-6) - approved

Public Hearings

Mayor Grimm recited the order and procedure for the evening's public hearings, along with instructions for public testimony and noted, for the record, that any written comments received were included in the meeting packet or otherwise provided to the Council if received in time to do so.

11. Public Hearing / Decision: Kodiak Aircraft Company - Daher #1 / Turbine Subdivision Preliminary Plat (File #PS23-0001)

    Citing a possible conflict, Mayor Grimm recused himself, leaving the dais and passing the gavel to City Council President Deb Ruehle, who presided over the meeting beginning at 6:28 p.m.

    Each Council member confirmed no ex parté contact or conflict of interest as pertained to this application.

    The City's consulting planner, Daren Fluke with Jacobs Engineering Group, provided a presentation as an introduction of this application and, along with City Engineer Brandon Staglund and City Attorney Fonda Jovick, fielded questions from Council.

    Following the staff presentation, David Schuck, representative for applicant Daher / Kodiak Aircraft Company, provided information regarding their application and made some brief remarks.

Following the applicant's presentation, Council President Ruehle provided a reminder of the public hearing procedures and explained the option for gifting time.

Council President Ruehle then opened the public hearing, with all those who who spoke testifying as neutral to the application: City residents Brad Smith and Molly O'Reilly, along with Jeff Stearns, not a resident of the City but representing SilverWing at Sandpoint. No one testified in support, and no one testified in opposition.

Confirming all who wished to testify had an opportunity to do so and following questions from Council, fielded by Mr. Fluke, Mr. Staglund, and Ms. Jovick, Council President Ruehle closed the public hearing, and Council deliberated.

Following deliberation and Council questions fielded by staff, Councilor Dick made a motion that the Sandpoint City Council, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code and the recommendation of the Planning and Zoning Commission, **approve** City Application PS23-0001, Daher #1 Subdivision, Kodiak Aircraft Company's request for approval of a preliminary plat to subdivide 29 acres into four lots on the east side of Great Northern Road on Parcels RPS00000105804A and RPS38630000050A, commonly known as 1200 Turbine Drive, noting that approval is based on the staff report, relevant evidence and testimony contained in the public record, including findings of fact, and is **subject to conditions** of approval as provided in the staff report, with an amendment to Condition #6, where, as opposed to installation of a 6-foot-wide asphalt path, the applicant is required to install a 6-foot-wide concrete sidewalk on the north side of the newly-dedicated Turbine Drive right-of-way.

Motion made by Councilor Dick, Seconded by Councilor Duquette.
Voting Yea: Councilor Ruehle, Councilor Aispuro, Councilor Dick, Councilor Schreiber, Councilor Duquette

Mayor Grimm returned to the dais at 7:13 p.m., presiding for the remainder of the meeting. The Mayor recessed the meeting for a break at 7:14 p.m., with the meeting reconvening at 7:22 p.m.

12. Public Hearing / Decision: Ridley Village Court Planned Unit Development Preliminary Development Plan (File #PPUD24-0002)

Councilors Ruehle, Aispuro, and Schreiber, along with Mayor Grimm, confirmed no ex parté contact and no conflict of interest as pertained to this application. Councilors Dick and Duquette, disclosing ex parté contact, recused themselves from this matter and left the meeting.

City Planner Bill Dean provided a presentation as an introduction of this application and, along with Mr. Staglund and Public Works Director Holly Ellis, fielded questions from the Council members.

Following the staff presentation, Kirk Rector with Affinity Real Estate Management, Inc., the applicant, provided some initial remarks in support of his application, followed by a presentation given by the applicant's representative, Aaron Qualls with SCJ Alliance, who fielded questions from the Mayor and Council members.

Following the applicant's presentation, Mayor Grimm provided a reminder regarding rules and procedure and then opened the public hearing.

City residents Richard Curtis and Molly O'Reilly testified in support. City resident Marilyn George testified as neutral to the application, as did Donna Griffin, who is not a resident of Sandpoint but was representing Selkirks-Pend Oreille Transit (SPOT Bus). The following, all City residents, testified in opposition: Stephanie Wilson, Tom Carroll, and Karen Hefley.

Following public testimony, Mr. Qualls made some rebuttal and final remarks and fielded questions from the Council. Mayor Grimm then closed the public hearing.

Following closure of the public hearing, Council deliberated, with City staff fielding Council members' questions during deliberation.

Council President Ruehle made a motion to **approve** the Ridley Village Court Planned Unit Development Preliminary Development Plan, City file #PPUD24-0002, as originally submitted to the City, **with conditions**, as outlined during Council's deliberation and summarized by Mayor Grimm as follows: 1) Construct the planned open space area toward the center of the development, as provided in the initial plan; 2) incorporate traffic calming into street extension design between Ridley Village Rd. and the Maplewood neighborhood; 3) setbacks along Cattail Ct. will be 15 feet, and the home design needs to include privacy windows and porches on the front for abutting properties; 4) installation of street lights as provided in the initial plan; 5) driveway setback in the southwest corner should be 35 feet from Ridley Village Rd.; 6) ensure planning for adequate and proper snow storage as required by City Code; and 7) installation of a 6 ft – 8 ft wide path on the north side of Autumn Ln. adjacent to the parking lot north of Road B. The motion was seconded by Councilor Aispuro. Following some final discussion, the resulting vote is reflected below.

Motion made by Councilor Ruehle, Seconded by Councilor Aispuro.
Voting Yea: Councilor Ruehle, Councilor Aispuro, Councilor Schreiber
Voting Abstaining: Councilor Dick, Councilor Duquette

Old/Unfinished Business - none

New Business - none

Adjourn

With no further business on the agenda, the meeting was adjourned at 10:02 p.m.

The foregoing minutes, prepared by the City Clerk, were approved by City Council during their meeting held _____, 2025.

_____ Jeremy Grimm, Mayor

_____ Attest: Melissa Ward, City Clerk



Ridley - Sandpoint, ID 10/6/2025							TOTAL UNITS
Unit	A.1	A.2	A.2 ALT	A.3	B	C1&2	
Level 1 sq ft	974	1002	864	839	812	395	
Level 2 sq ft	517	417	400	406	770	708	
Gross sq ft	1491	1419	1264	1245	1582	1103	
TOTAL TYPE	16	4	6	5	7	18	56
Unit Type Ratio	29%	7%	11%	9%	13%	32%	

1 SITE PLAN w civil
SCALE: 1" = 50'

10/7/2025

NORTH

NOT FOR CONSTRUCTION

SIDING - A : SIDING TYPE VARIES BY STRUCTURE, TWO PROPOSED OPTIONS ARE LAP SIDING & STRAIGHT EDGE SHINGLE SIDING,

TRIMLESS & MITERED CORNERS

EXPOSED RAFTER TAILS & MITERED CORNERS





LAP SIDING, SHINGLE SIDING, WHITE WINDOWS & WINDOW TRIM







1 UNIT A1 - FRONT

BOARD FORMED CONCRETE BASE



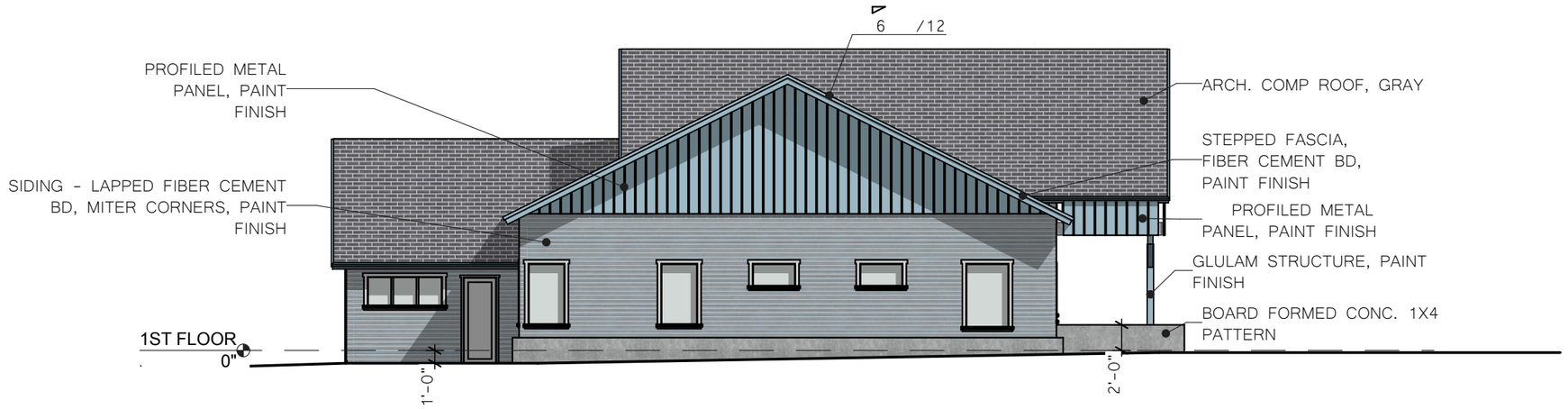
COHESIVE COLOR PER BUILDING



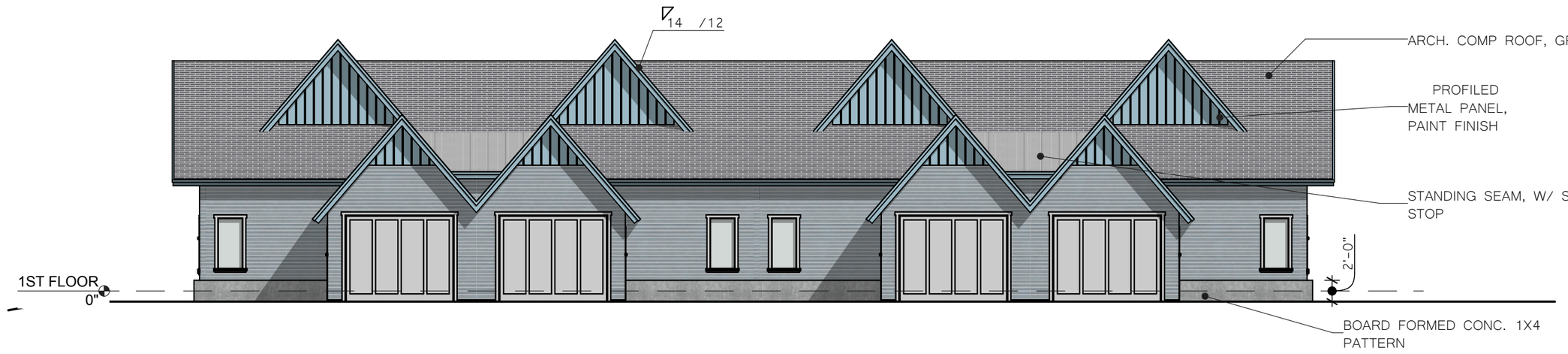


PATTERNED GUARDRAILS & GABLE FINISH OR METAL PROFILED PANELS

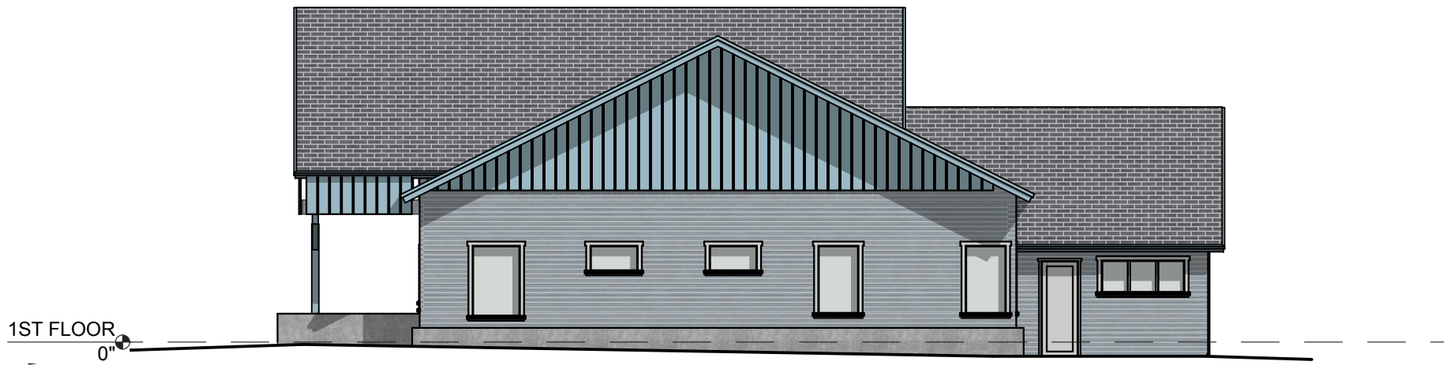




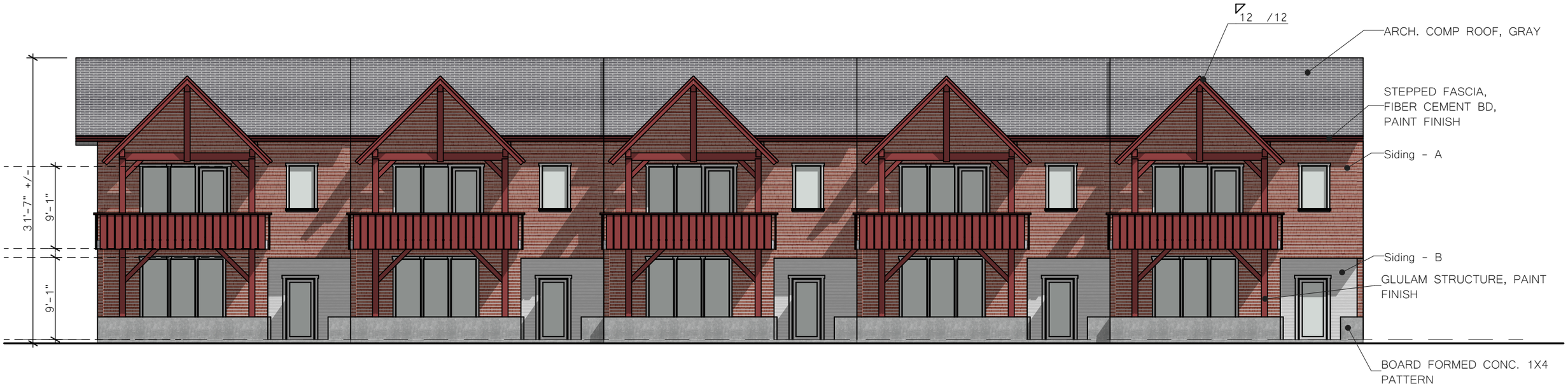
1 UNIT A1 - SIDE 1
SCALE: 3/32" = 1'-0"



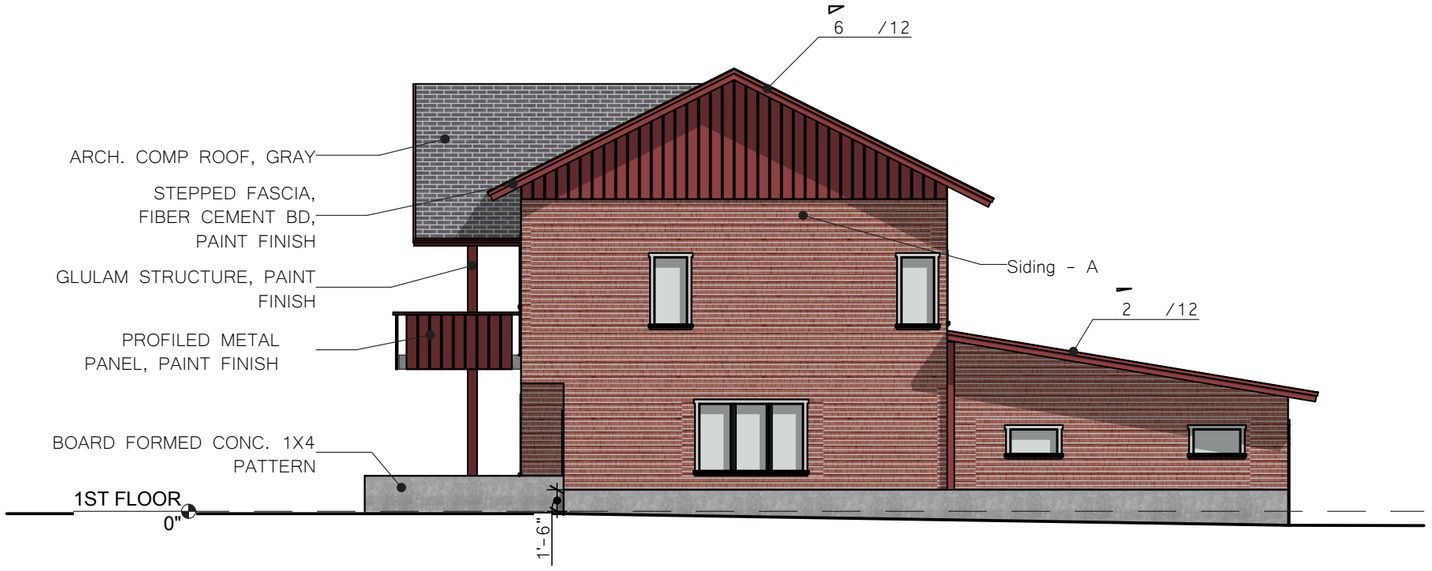
2 UNIT A1 - BACK
SCALE: 3/32" = 1'-0"



3 UNIT A1 - SIDE 2
SCALE: 3/32" = 1'-0"



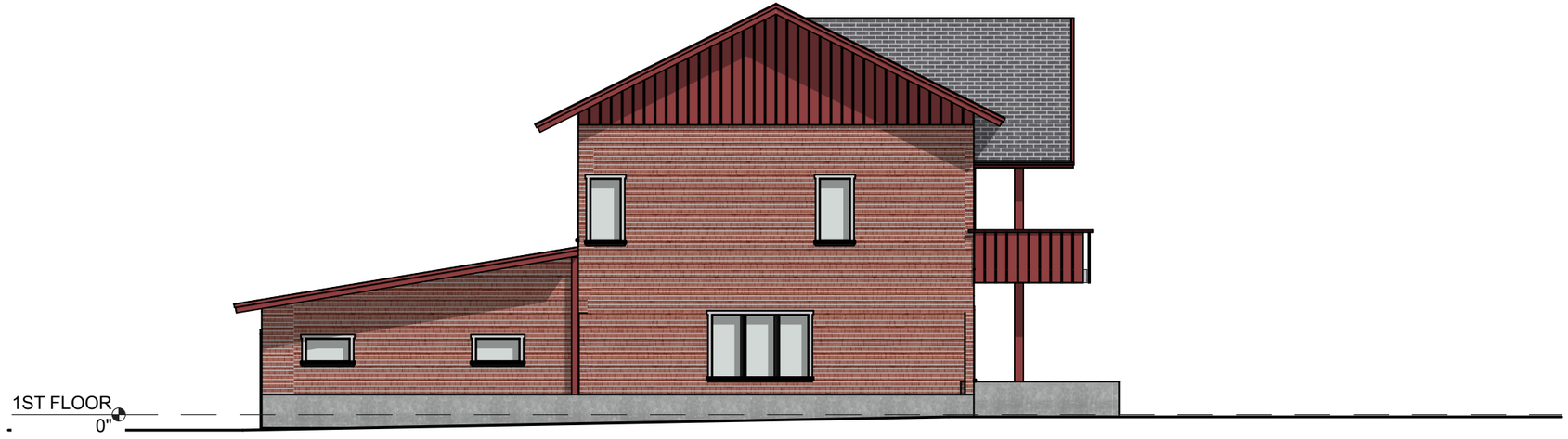
1 UNIT B - FRONT
SCALE: 3/32" = 1'-0"



2 UNIT B - SIDE 1
SCALE: 3/32" = 1'-0"



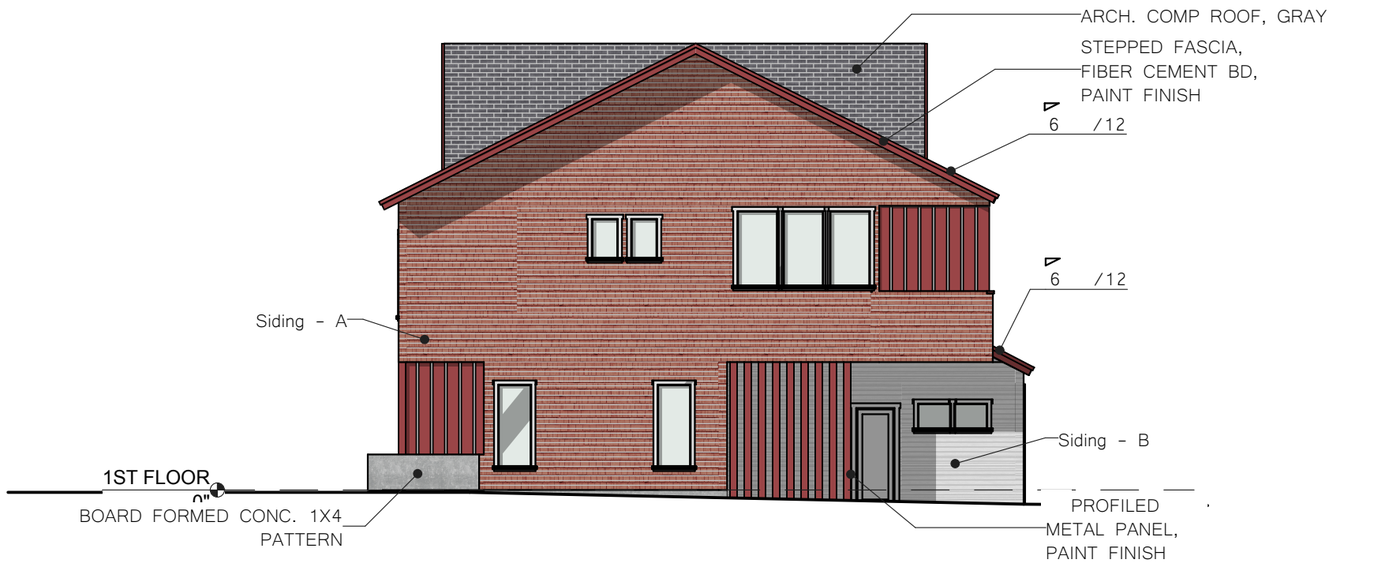
2 UNIT B - BACK
SCALE: 3/32" = 1'-0"



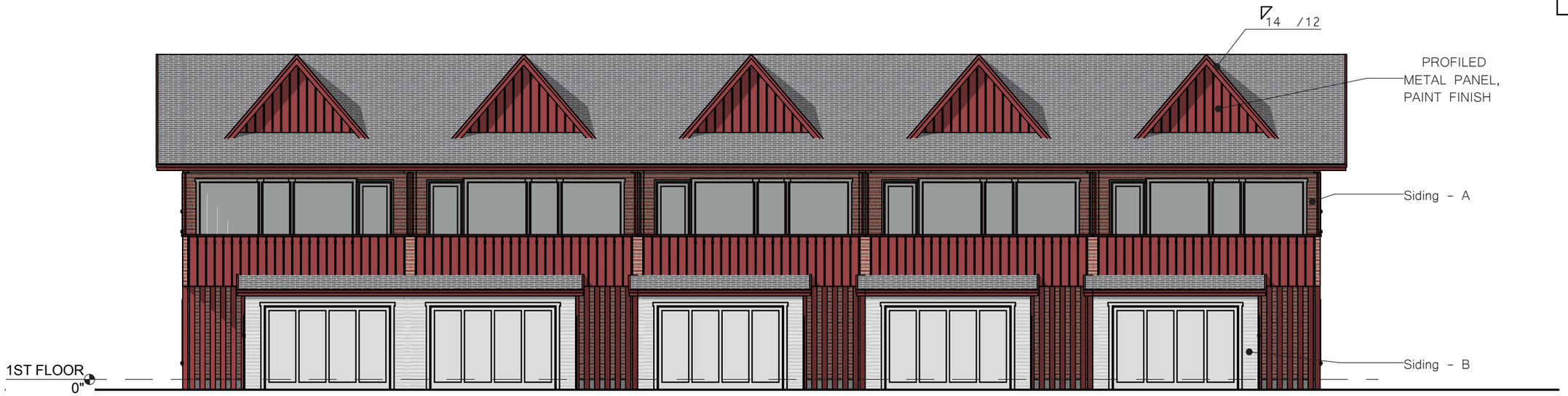
1 UNIT B - SIDE 2
SCALE: 3/32" = 1'-0"



1 UNITS C2 - FRONT
SCALE: 3/32" = 1'-0"



2 UNIT C2 - SIDE 1
SCALE: 3/32" = 1'-0"



1 UNIT C2 - BACK
SCALE: 3/32" = 1'-0"



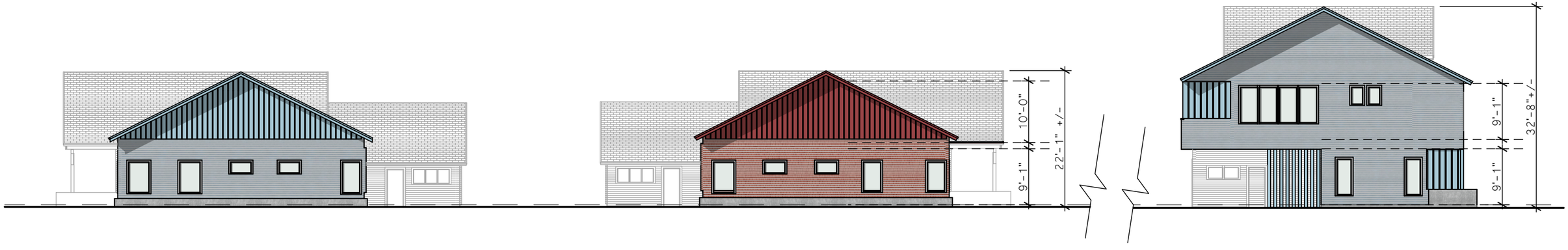
2 UNIT C2 - SIDE 2
SCALE: 3/32" = 1'-0"



1 UNIT A2
SCALE: 3/32" = 1'-0"



2 A3 RIVER ROCK RD
SCALE: 3/32" = 1'-0"



1 RIVER ROCK RD
SCALE: 1/16" = 1'-0"

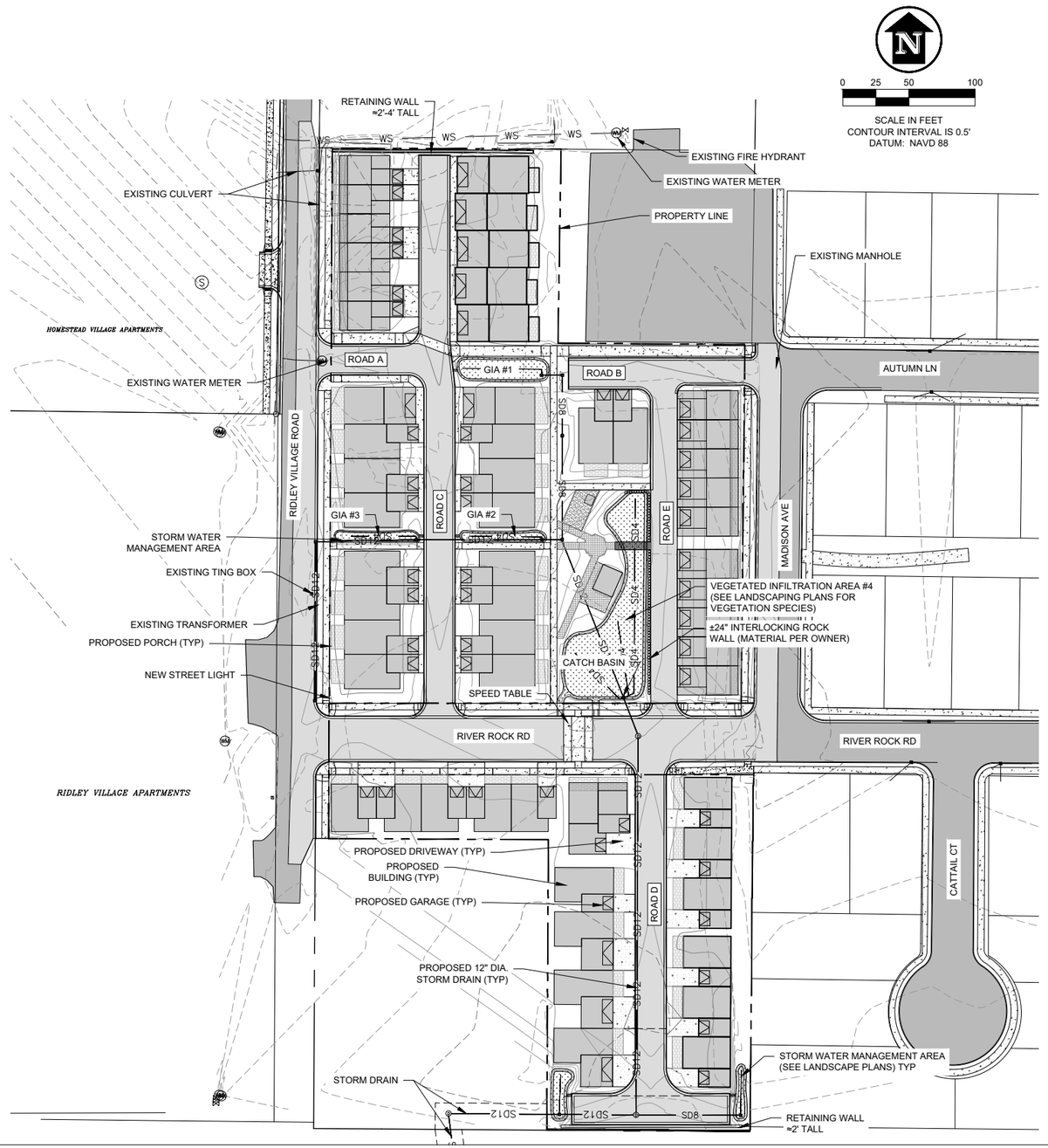
2 RIVER ROCK RD
SCALE: 1/16" = 1'-0"

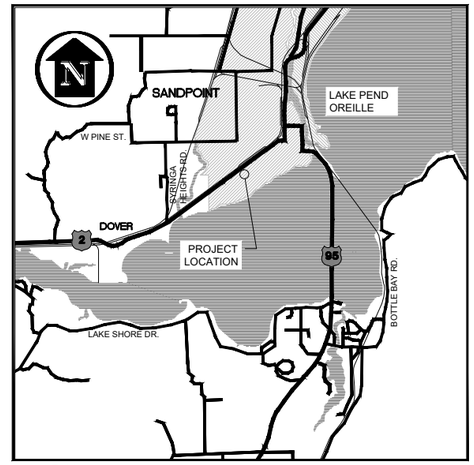


3 RIDLEY - EAST
SCALE: 1/16" = 1'-0"

RIDLEY COURT
GRADING AND STORM WATER MANAGEMENT PLANS

(PARCEL RPS00000280320A/ 875 RIDLEY VILLAGE ROAD)
SECTION 28, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, BONNER COUNTY, IDAHO





VICINITY MAP
NOT TO SCALE

DRAWING INDEX

SHEET #	TITLE
1	OVERALL SITE PLAN
2	ROADS A & B PLAN AND PROFILE
3	RIVER ROCK ROAD PLAN AND PROFILE
4	ROAD C PLAN AND PROFILE
5	ROAD D PLAN AND PROFILE
6	ROAD E PLAN AND PROFILE
7	STORM SEWER AND EROSION CONTROL PLAN
8	STORM SEWER MAIN PROFILE
9-13	DETAILS
14	SPECIFICATIONS AND LEGEND

CALL
2 WORKING DAYS
BEFORE YOU DIG!

Bonner Boundary One Call
811

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B.SCOTT BROWN

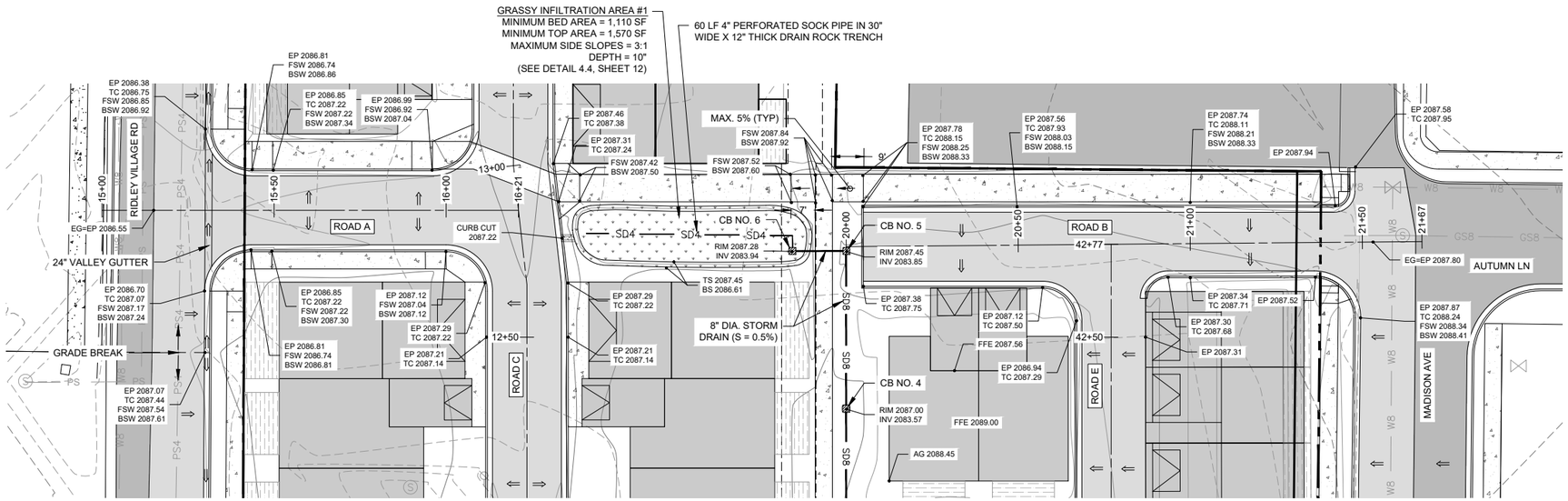
FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: OVERALL SITE PLAN
PROJECT: RIDLEY CT. RIDLEY VILLAGE ROAD SANDPOINT, IDAHO

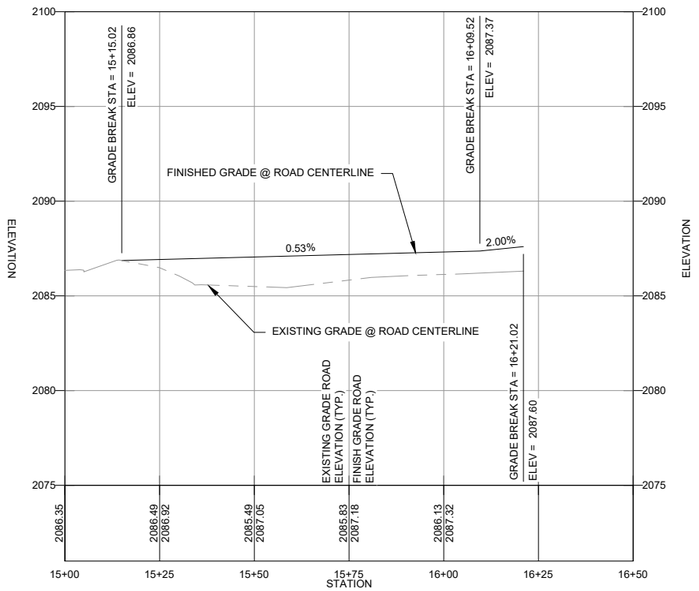
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROADS A & B PLAN



0 10 20 40

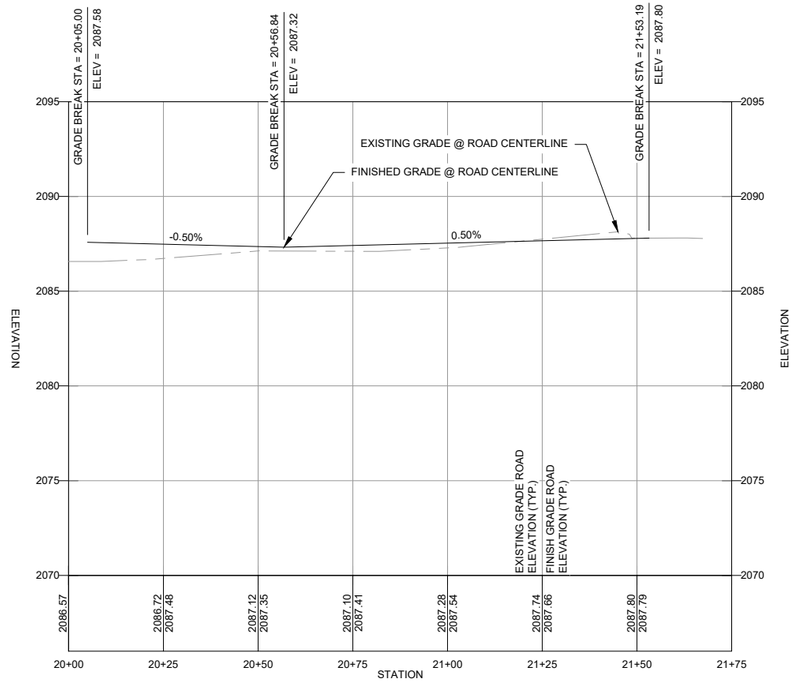
HORIZONTAL SCALE IN FEET

ROAD A PROFILE

STATION 15+00 TO 16+50

0 2 4 8

VERTICAL SCALE IN FEET



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD B PROFILE

STATION 20+00 TO 21+75

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

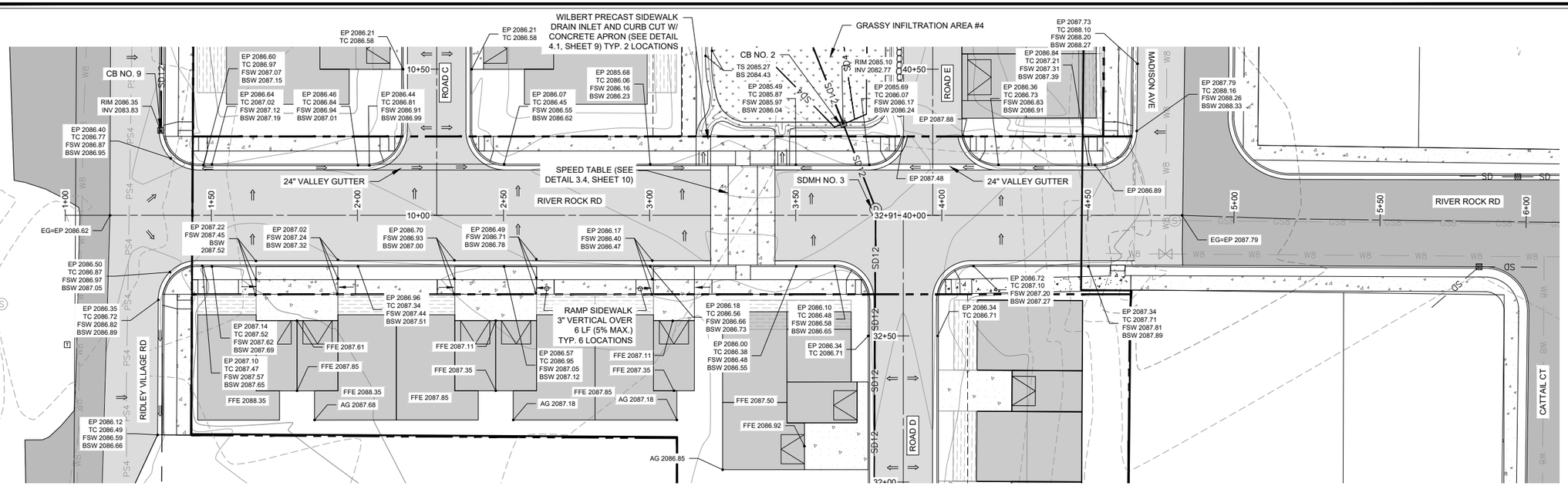
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: ROADS A & B PLAN AND PROFILE

PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

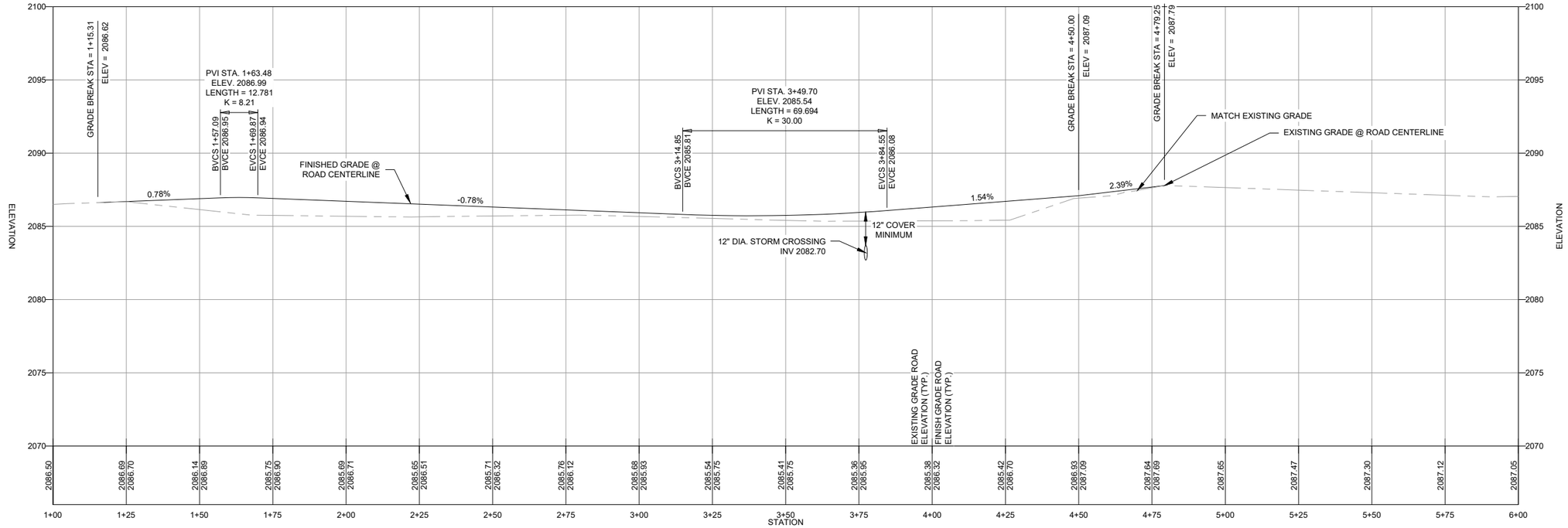
SHEET 2 OF 14



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

RIVER ROCK ROAD PLAN



0 10 20 40
HORIZONTAL SCALE IN FEET

RIVER ROCK ROAD PROFILE

STATION 1+00 TO 6+00

0 2 4 8
VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

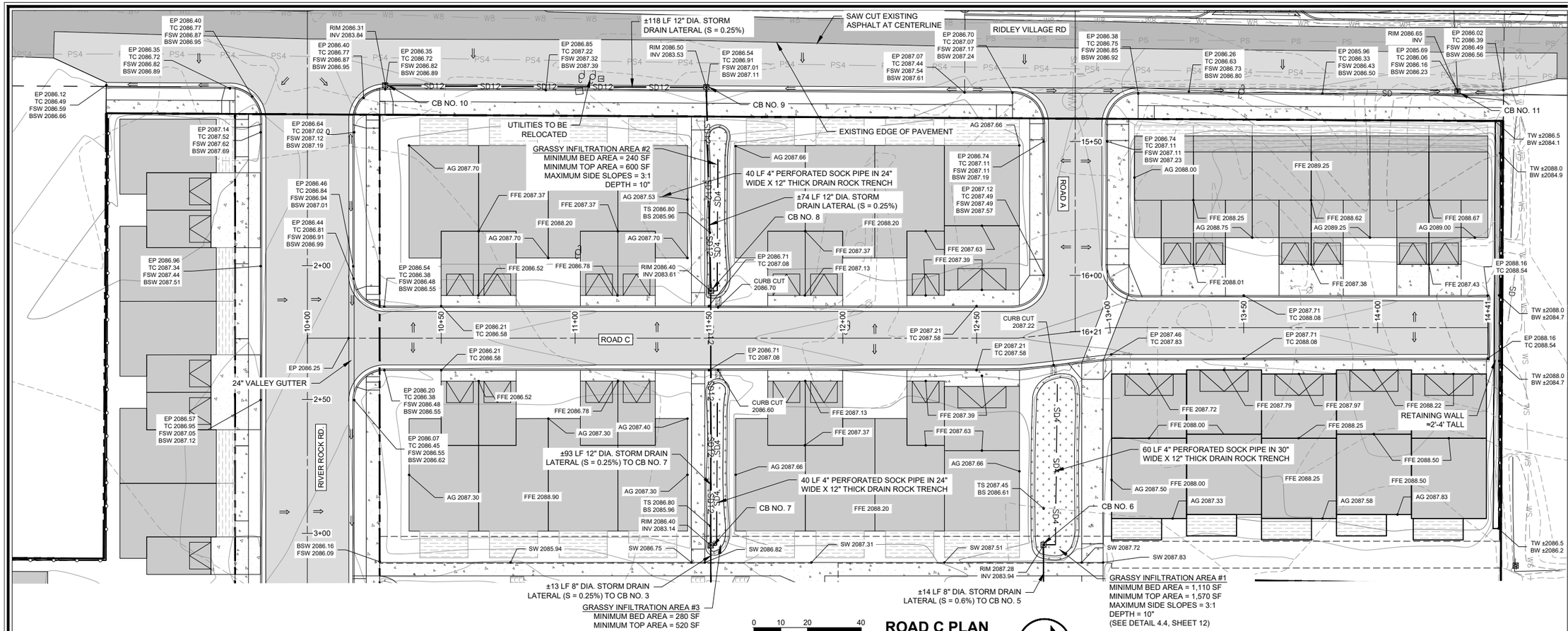
FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

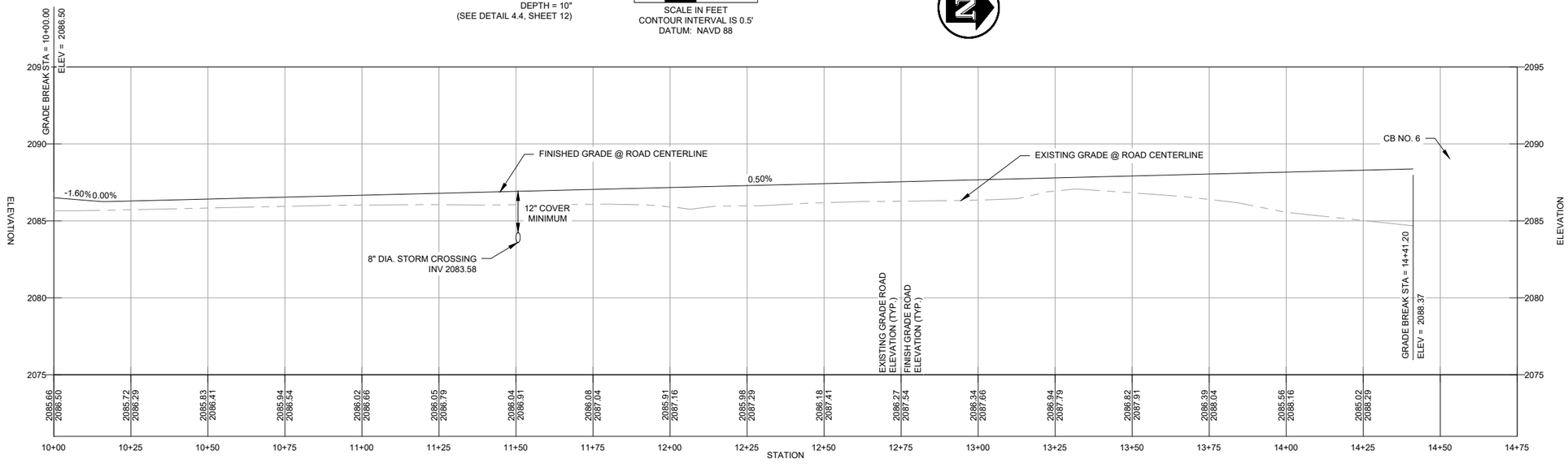
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: **RIVER ROCK ROAD PLAN AND PROFILE**
PROJECT: **RIDLEY CT.**
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



ROAD C PLAN



HORIZONTAL SCALE IN FEET: 0 10 20 40

VERTICAL SCALE IN FEET: 0 2 4 8

ROAD C PROFILE

STATION 10+00 TO 14+75

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

No.	DATE:	REVISION	DRN/CHK

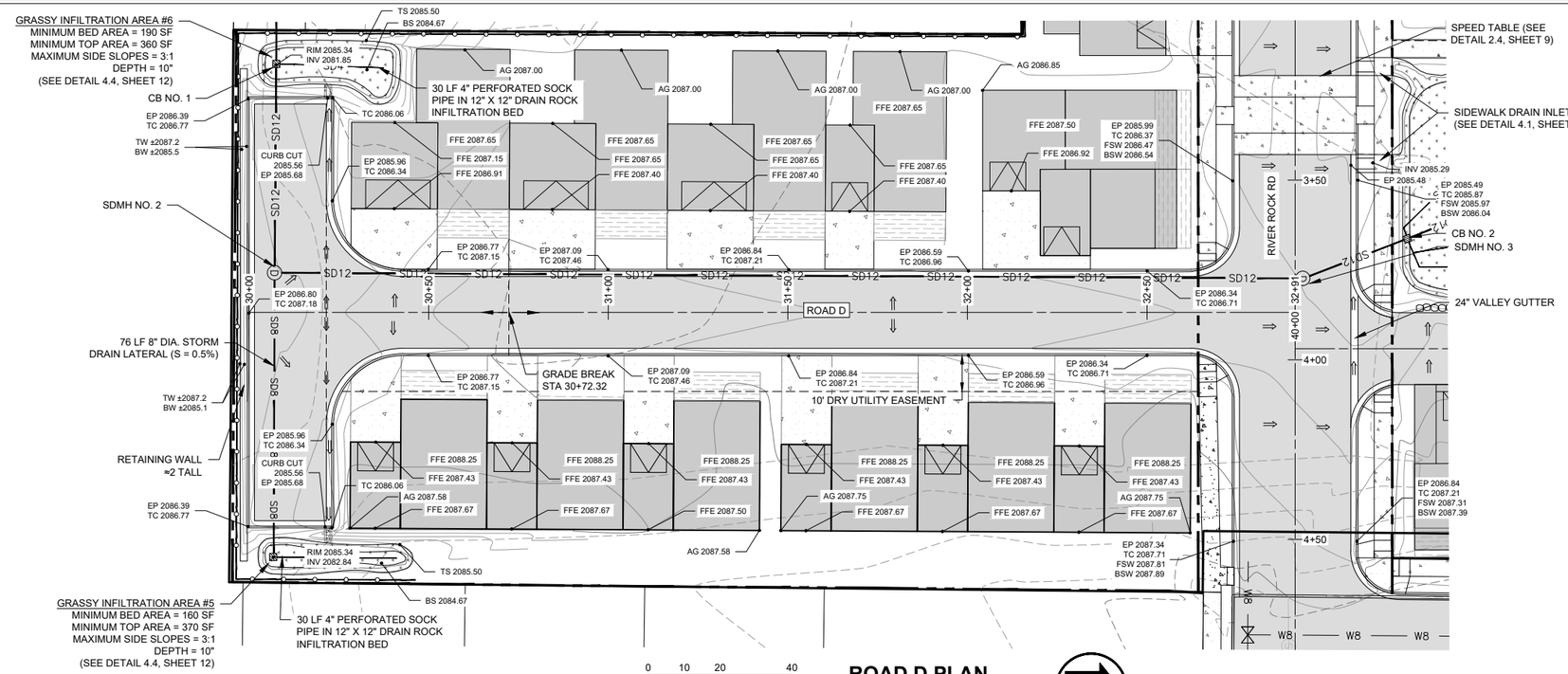
FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: ROAD C PLAN AND PROFILE

PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

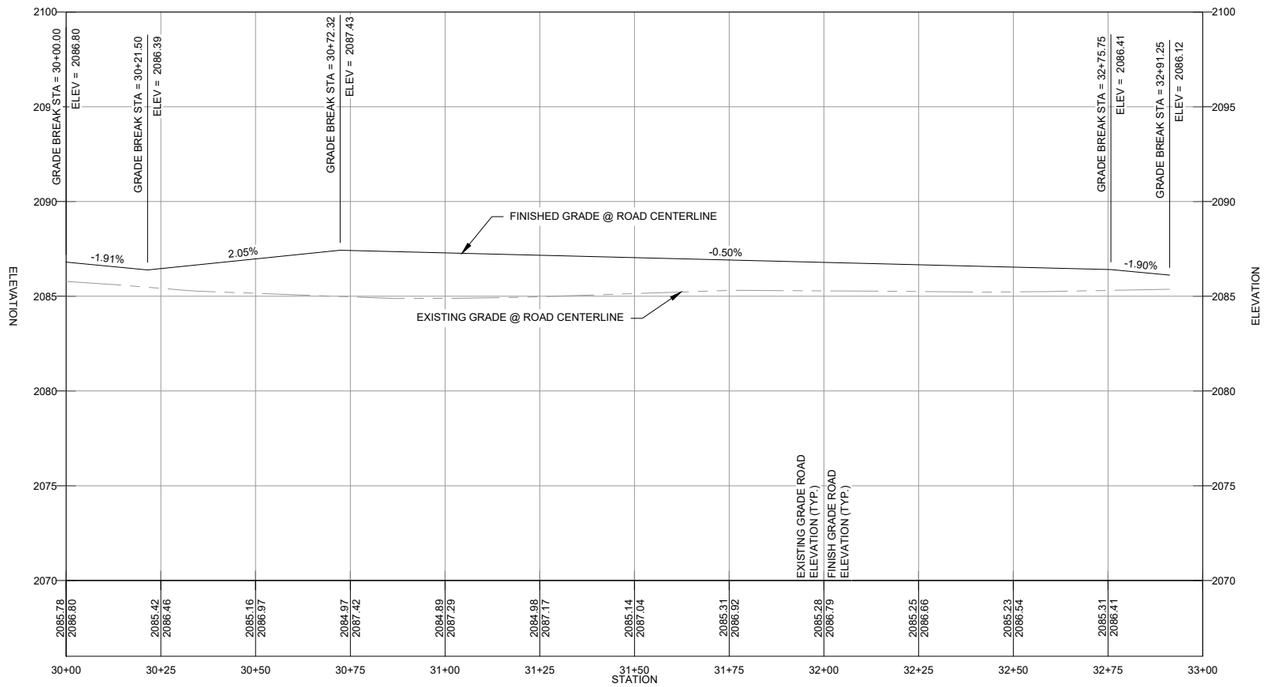
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROAD D PLAN



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD D PROFILE

STATION 30+00 TO 33+00

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: **ROAD D PLAN AND PROFILE**

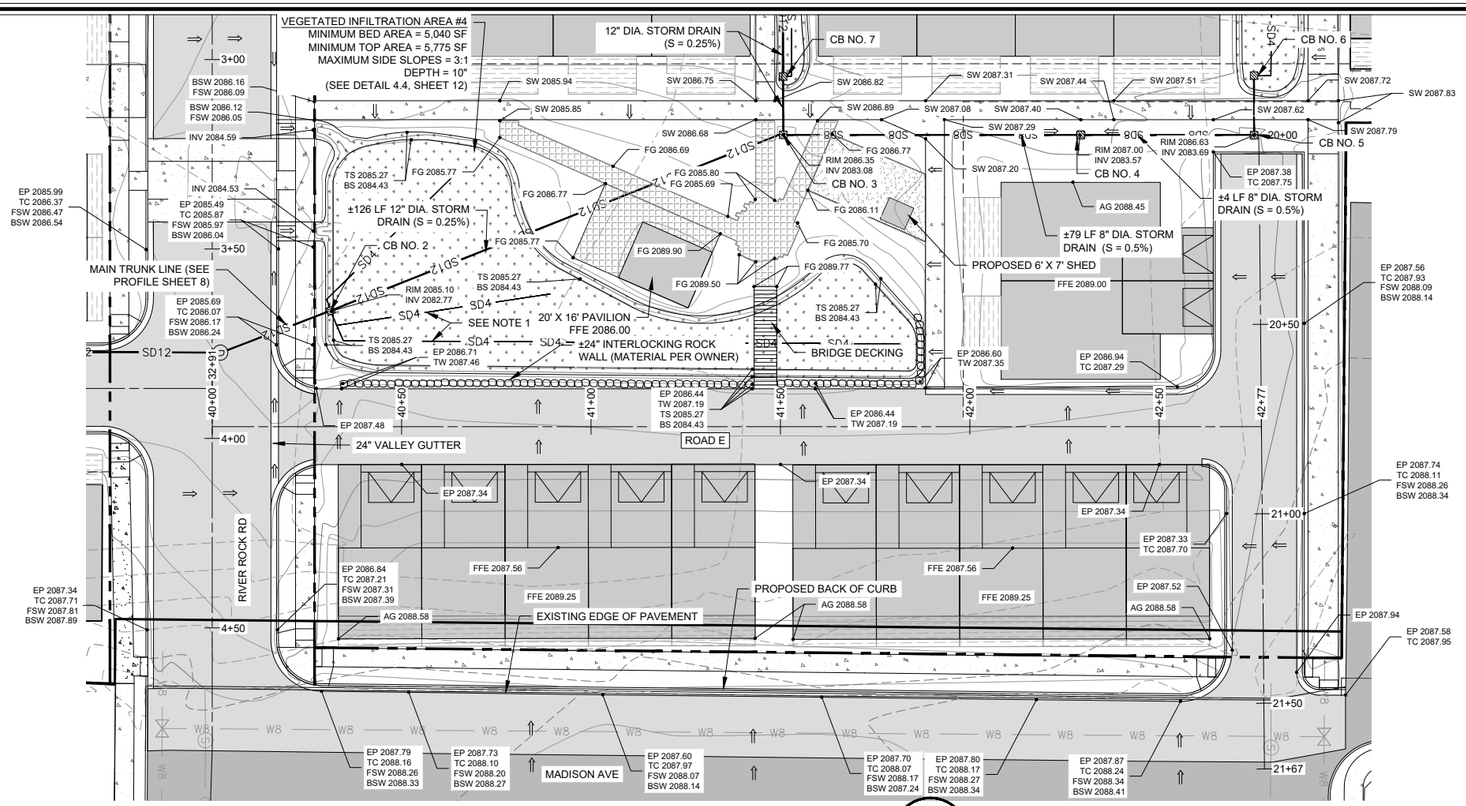
PROJECT: **RIDLEY CT.**
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 5 OF 14

NOTES

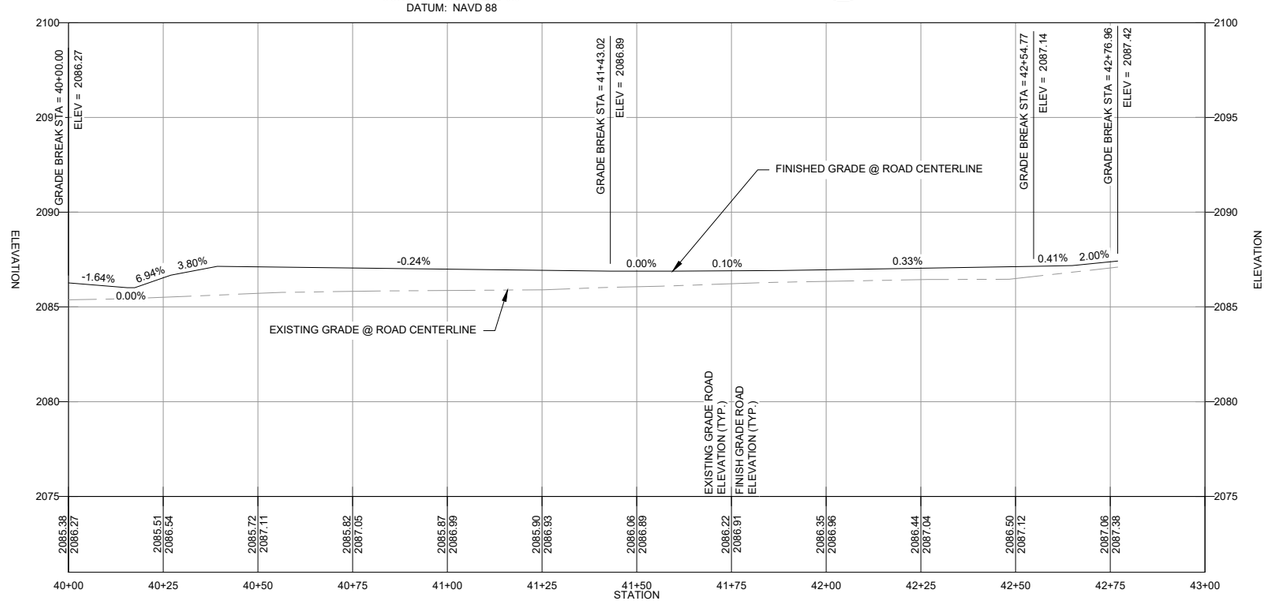
1. INSTALL 3 EA 4" PERFORATED SOCK PIPES IN 30" WIDE X 12" THICK DRAIN ROCK TRENCH. COMBINED LENGTH SHALL BE MINIMUM 256 LF.
2. INFILTRATION SWALE SHALL BE PLANTED WITH VEGETATION AS SPECIFIED BY LANDSCAPE ARCHITECT.



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROAD E PLAN



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD E PROFILE

STATION 30+00 TO 35+50

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

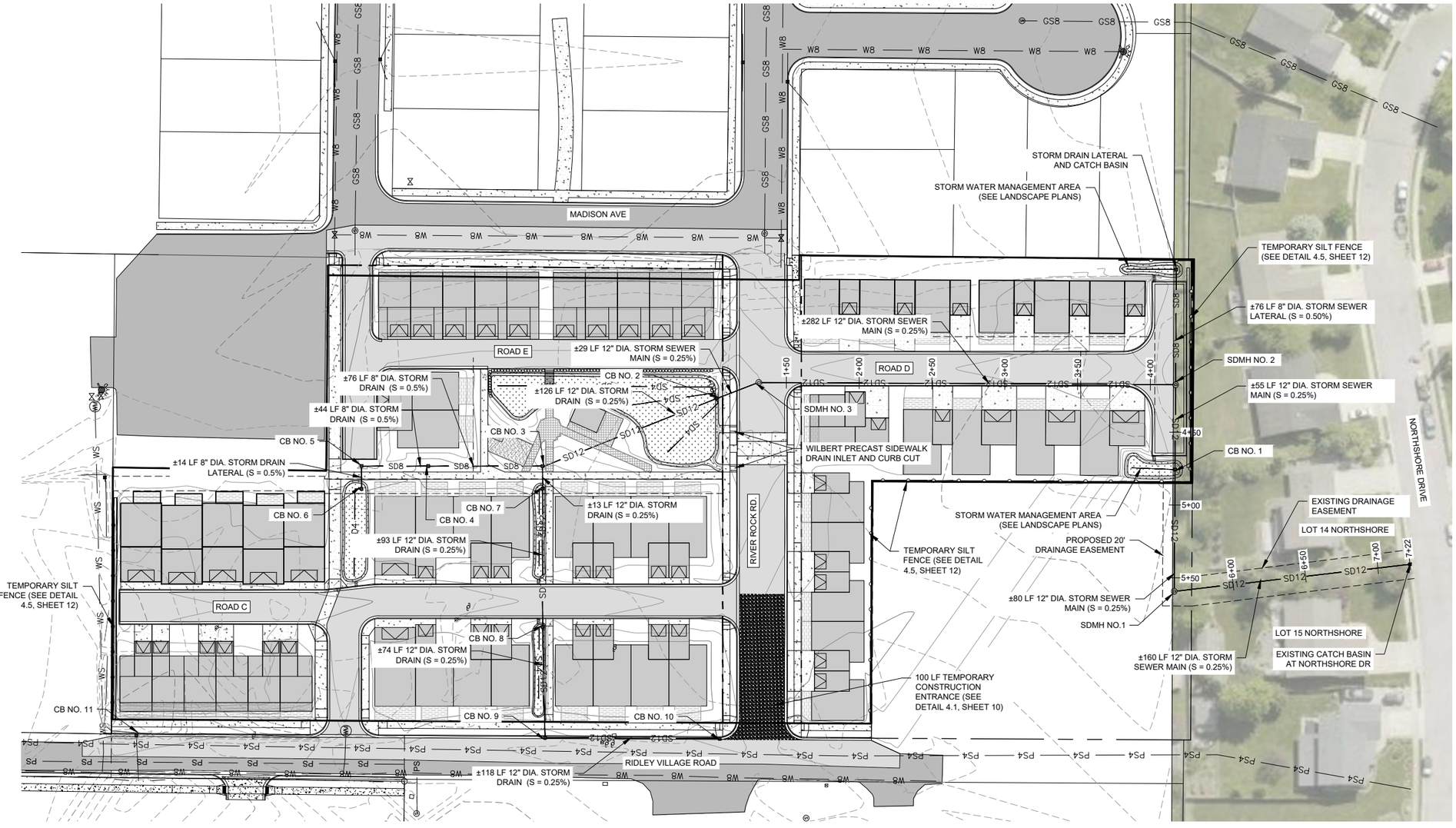
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROAD E PLAN AND PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 6 OF 14



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

STORM SEWER MAIN PLAN

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

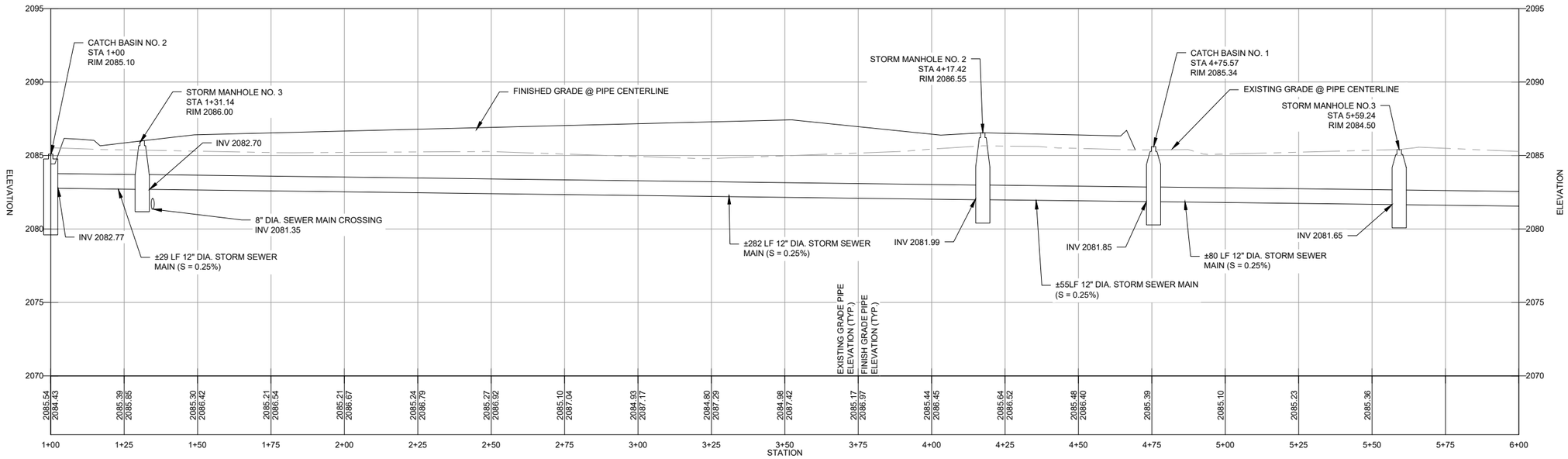
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
STORM SEWER AND EROSION CONTROL PLAN

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 7 OF 14

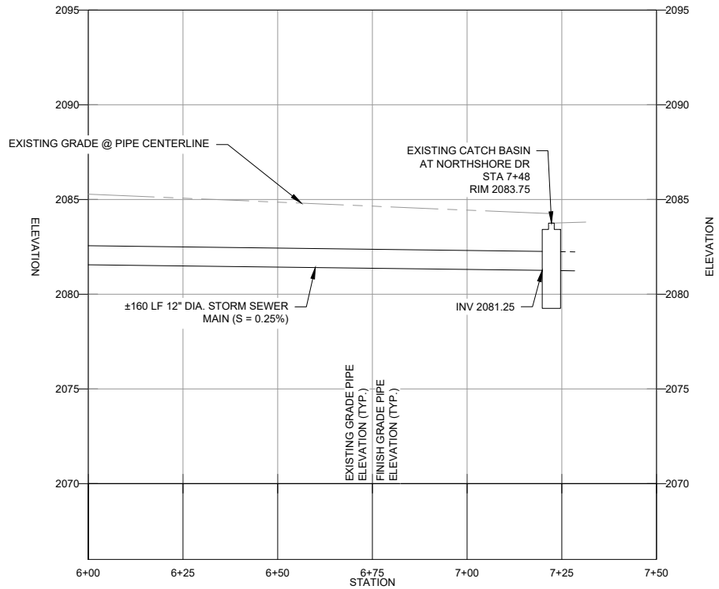


0 10 20 40
HORIZONTAL SCALE IN FEET

STORM SEWER PROFILE

STATION 1+00 TO 7+25

0 2 4 8
VERTICAL SCALE IN FEET



PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

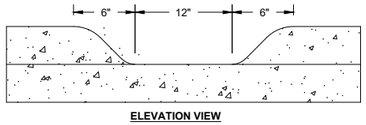
No.	DATE:	REVISION	DRN/CHK

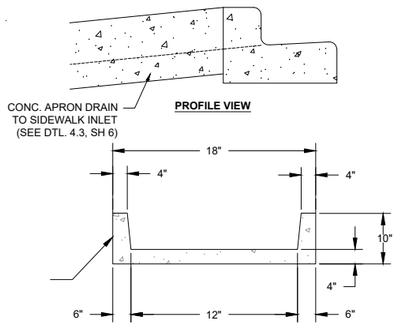
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
STORM SEWER MAIN PROFILE

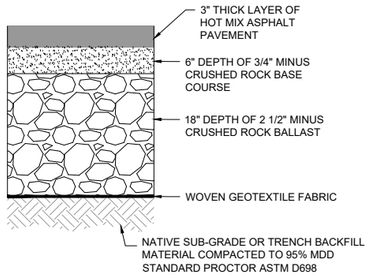
PROJECT:
RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

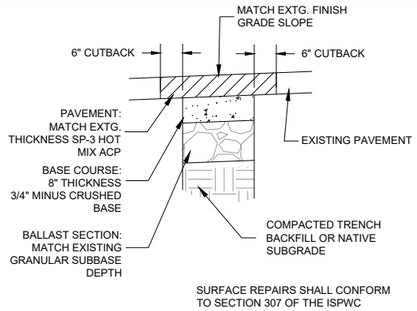




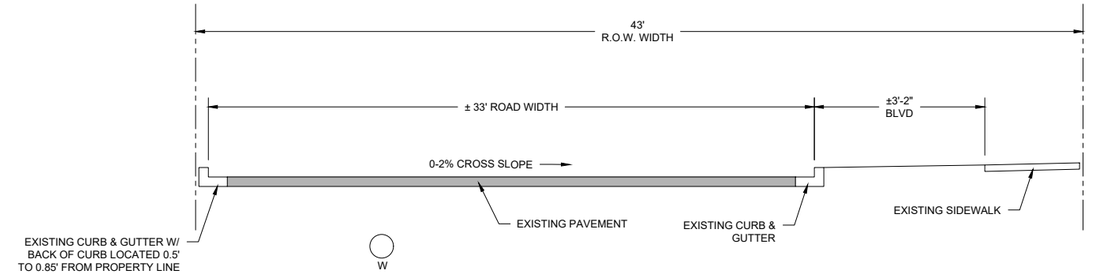
1.1 CURB CUT
NOT TO SCALE



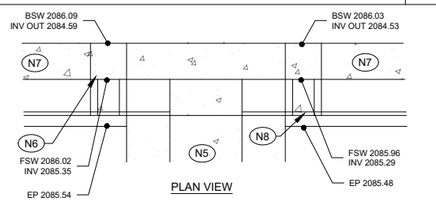
2.1 ROADWAY PAVEMENT SECTION
NOT TO SCALE



2.2 SURFACE REPAIR DETAIL
SCALE: N.T.S.

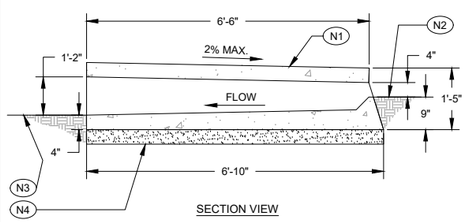


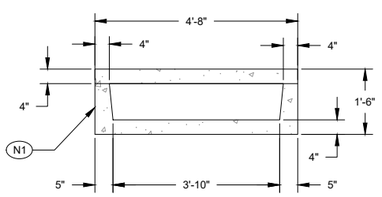
2.1 TYPICAL SECTION (MADISON AVE.)
NOT TO SCALE

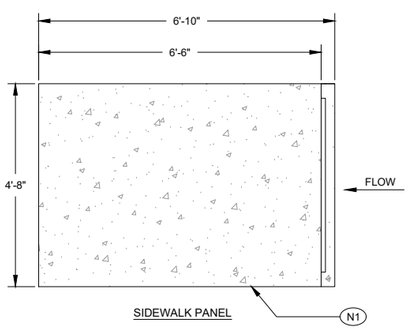


(N1) SPECIAL CURB INLET TYPE 2
(N2) UPSTREAM FINISHED GRADE
(N3) DOWNSTREAM FINISHED GRADE
(N4) 4" LAYER OF 3/4" CRUSHED GRAVEL COMPACTED TO 95% OF MDD
(N5) CONCRETE SPEED TABLE (SEE DETAIL 3.4, SHEET 10)
(N6) SIDEWALK DRAIN INLET
(N7) 5' WIDE SIDEWALK (SEE DETAIL 1.4, SHEET 10)
(N8) CURB CUT AND CONCRETE DRAIN APRON

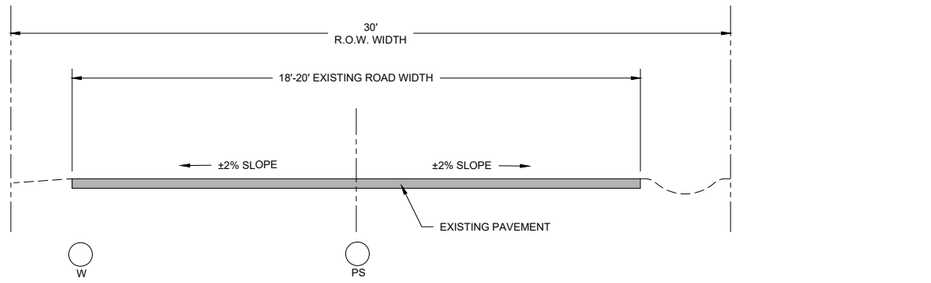
NOTES:
1. SPECIAL CURB INLET TYPE 2 IS PRODUCT #1840 AS MANUFACTURED BY WILBERT PRECAST IN SPOKANE, WA.
2. CURB INLETS SHALL BE INSTALLED SIDE BY SIDE DOWNSTREAM OF GIA OUTLET TO PROVIDE WATER CONVEYANCE BENEATH WALKWAY
3. NEW PAVED PATHWAY SHALL BE INSTALLED FLUSH TO SURFACE OF CURB INLET FOR PATH CONTINUITY.







4.1 WILBERT PRECAST SIDEWALK DRAIN INLET
SCALE: NOT TO SCALE



4.3 TYPICAL SECTION (RIDLEY VILLAGE RD.)
NOT TO SCALE

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

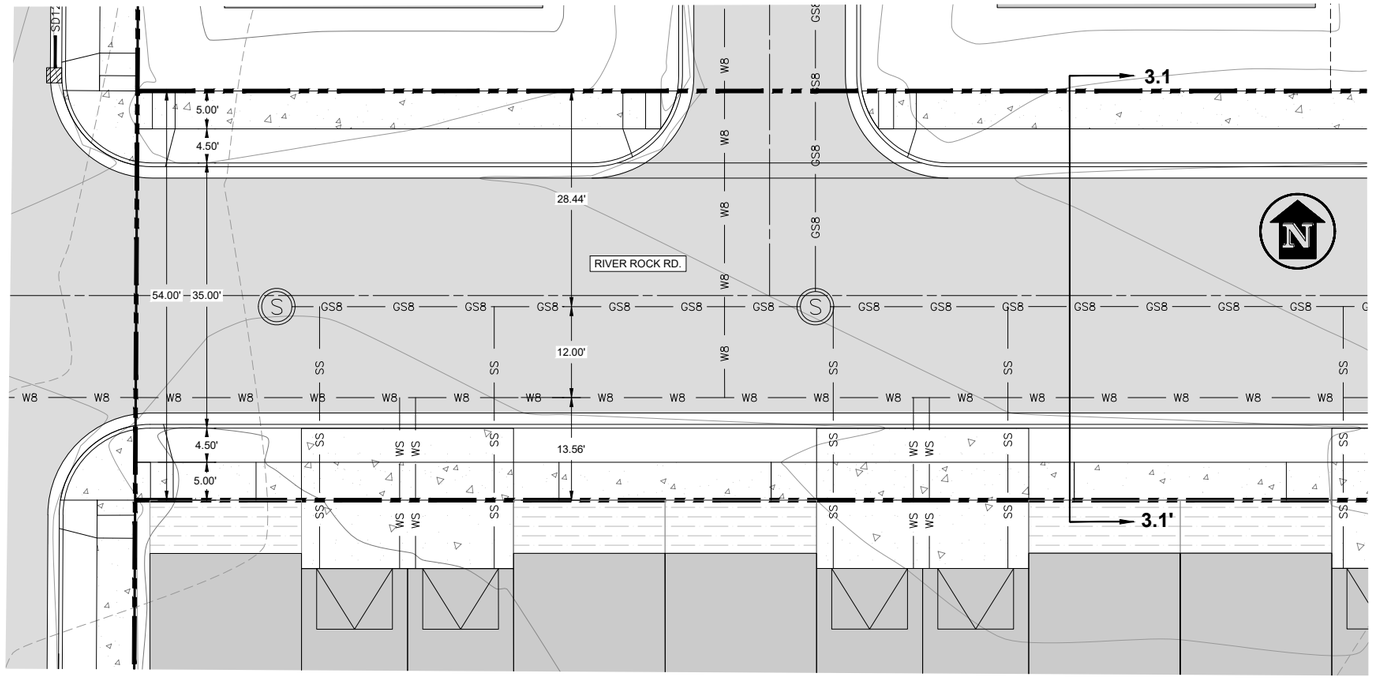
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

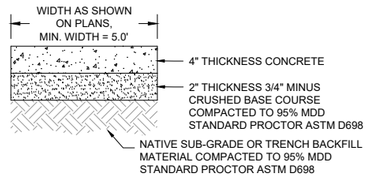
PROJECT: RIDLEY CT. RIDLEY VILLAGE ROAD SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



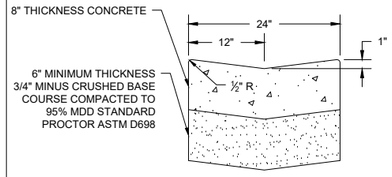
2.1 PLAN VIEW (RIVER ROCK RD.)
AS NOTED

0 5 10 20

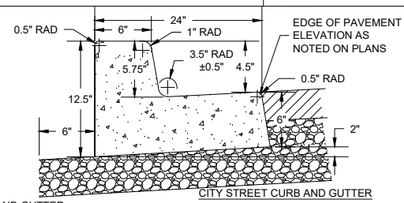


NOTES:
1. CROSS SLOPE OF SIDEWALK PERPENDICULAR TO PATH OF TRAVEL NOT TO EXCEED 2%
2. SCORE SIDEWALK AT INTERVALS NOT TO EXCEED 5 FEET
3. INSTALL EXPANSION JOINTS WITH 1/2" PREFORMED BITUMINOUS JOINT AT 20' INTERVALS, AT PC/PT OF ALL CURVES, AND WHEREVER SIDEWALK IS PLACED NEXT TO PERMANENT FOUNDATION OR CURB

1.4 SIDEWALK SECTION
SCALE: N.T.S.

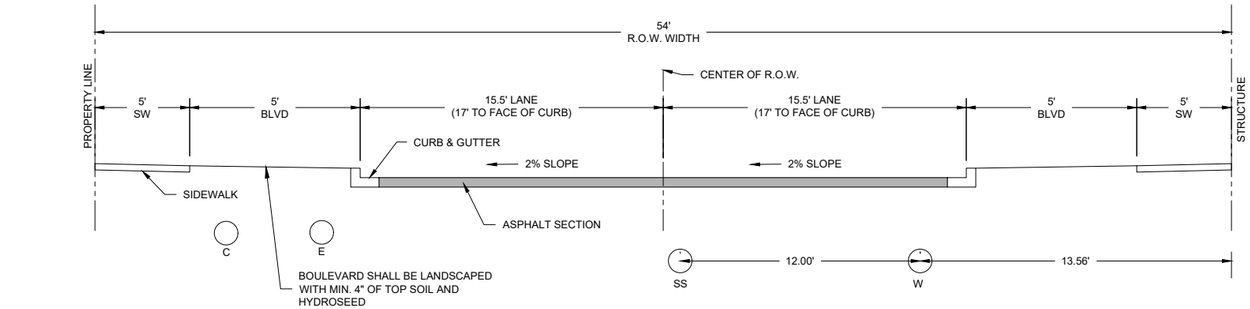


1.5 24" VALLEY GUTTER SECTION
SCALE: N.T.S.



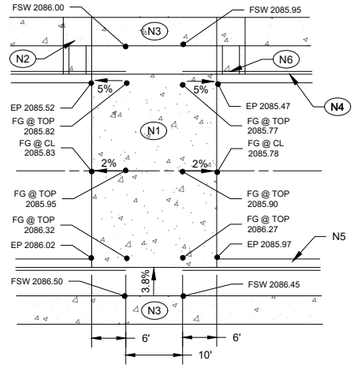
NOTES FOR ALL CURB AND GUTTER :
1. GRADE AND ALIGNMENT SHALL BE PER GRADING PLANS.
2. BASE : 6" OF 3/4 MINUS CRUSHED AGGREGATE COMPACTED TO 95% OF STANDARD PROCTOR (SEE ROAD SECTION DETAIL).
3. BASE SHALL BE A MIN. WIDTH OF 3' TO GRADE PRIOR TO SETTING FORMS.
4. 1/2" PREFORMED EXPANSION JOINT MATERIAL (ASHTO M213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE AT 10' INTERVALS MAX. (2X WITH OF SIDEWALK). VERIFY SIDEWALK WIDTH.
6. MATERIALS AND CONSTRUCTION IN COMPLIANCE WITH ISPWC.
7. BACKFILL AS PER ISPWC SECTION 706.

2.4 CURB AND GUTTER
SCALE: N.T.S.

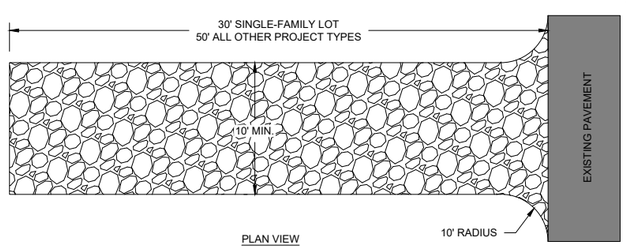


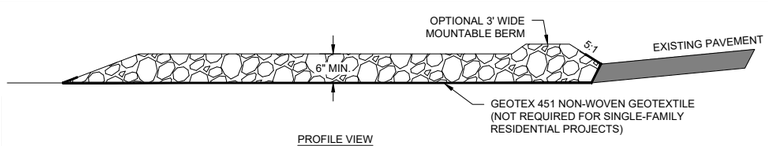
3.1 CROSS SECTION (RIVER ROCK RD.)
NOT TO SCALE

- (N1) CONCRETE SPEED TABLE
- (N2) SIDEWALK DRAIN INLET (SEE DETAIL 4.1, SHEET 9)
- (N3) 5' WIDE SIDEWALK (SEE DETAIL THIS SHEET)
- (N4) FACE OF CURB
- (N5) CONCRETE GUTTER
- (N6) CURB CUT AND CONCRETE DRAIN APRON



3.4 SPEED TABLE
SCALE: N.T.S.





PROFILE VIEW

- USE 2" STONE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT
- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES IS ALLOWED.
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET MUST BE REMOVED IMMEDIATELY.
- WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND ASSOCIATED MAINTENANCE SHALL BE PROVIDED AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT.

4.1 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

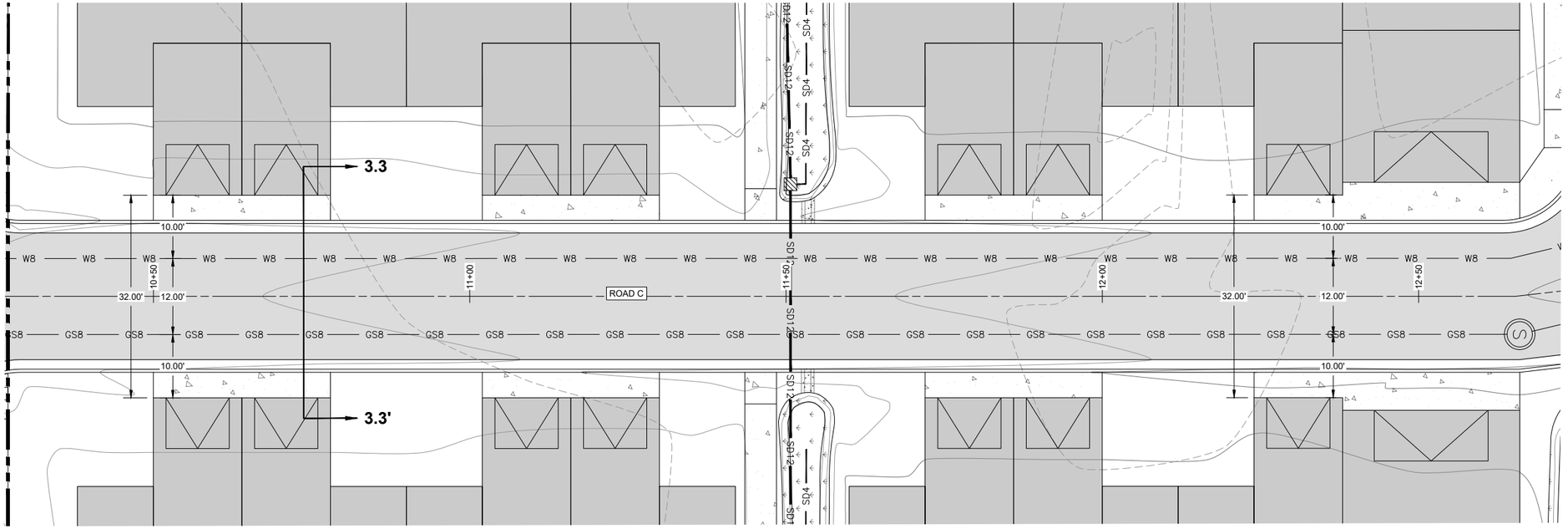
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

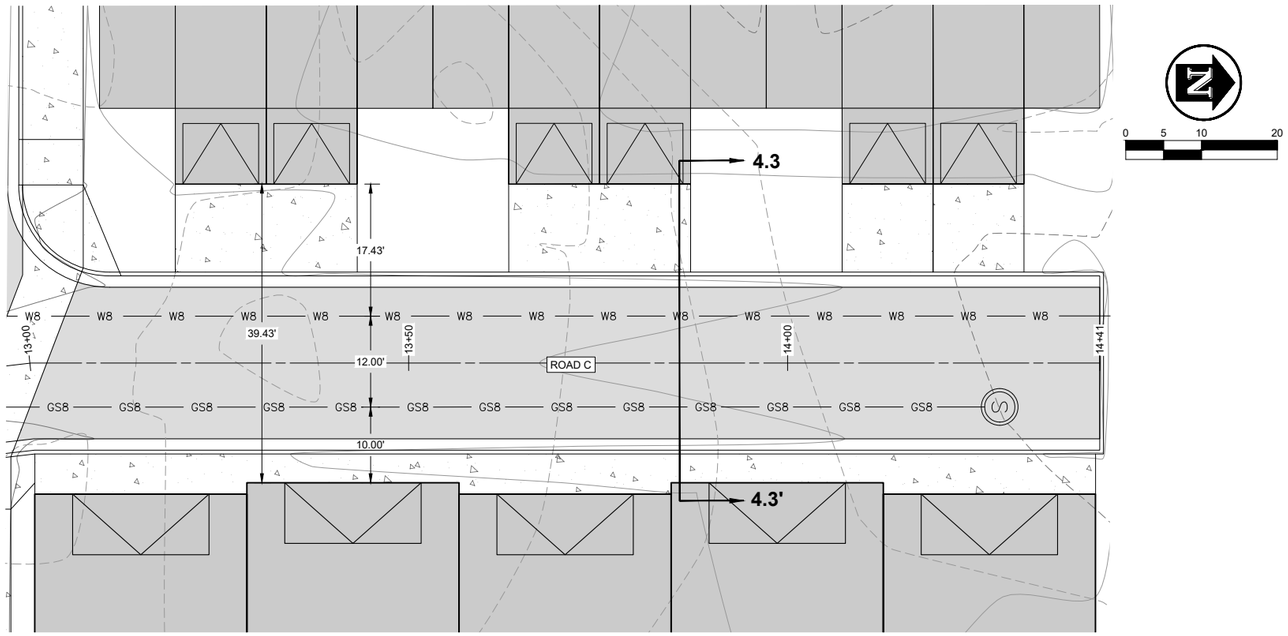
PROJECT:
RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

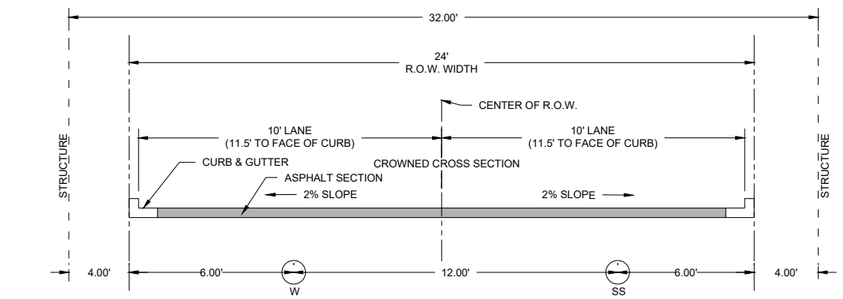
SHEET 10 OF 14



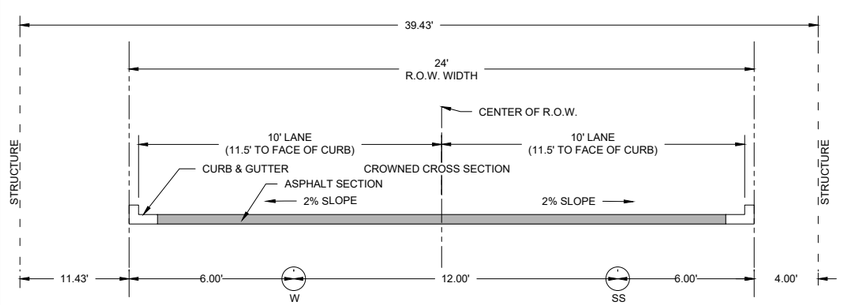
2.1 PLAN VIEW (ROAD C STA 10+00 TO 12+75)
AS NOTED



4.1 PLAN VIEW (ROAD C STA 13+00 TO 14+41)
AS NOTED



3.3 TYPICAL SECTION (ROAD C)
NOT TO SCALE



4.3 TYPICAL SECTION (ROAD C)
NOT TO SCALE

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

No.	DATE:	REVISION	DRN/CHK

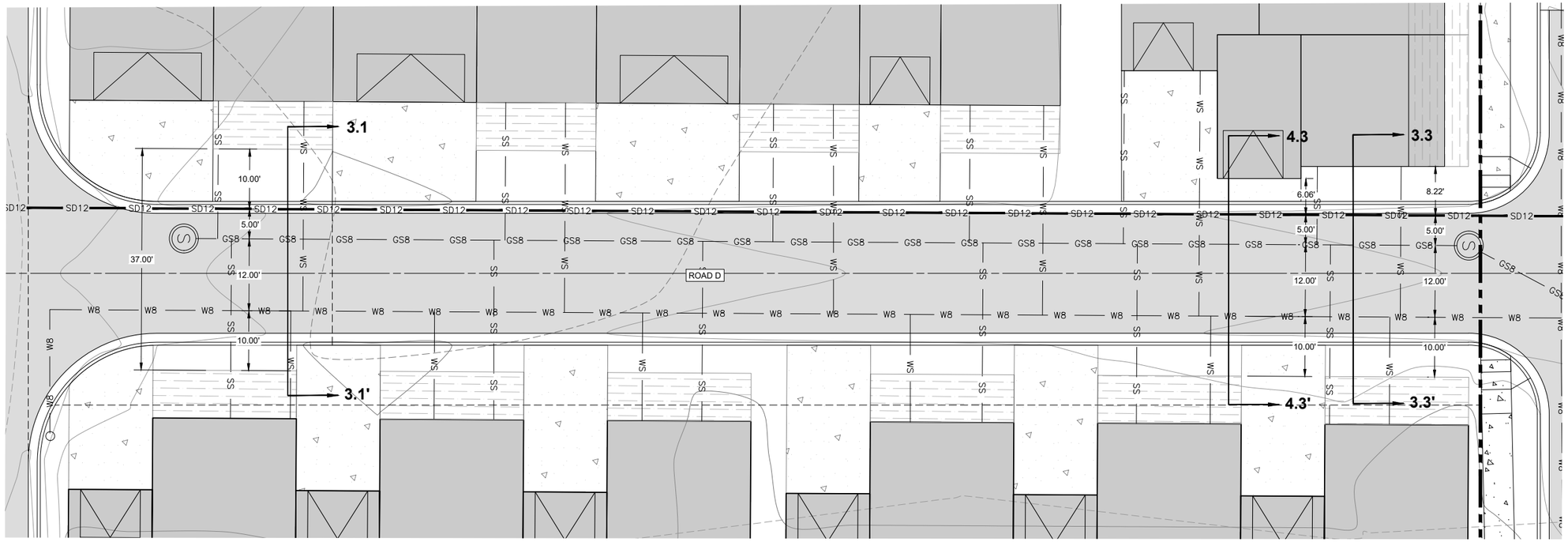
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

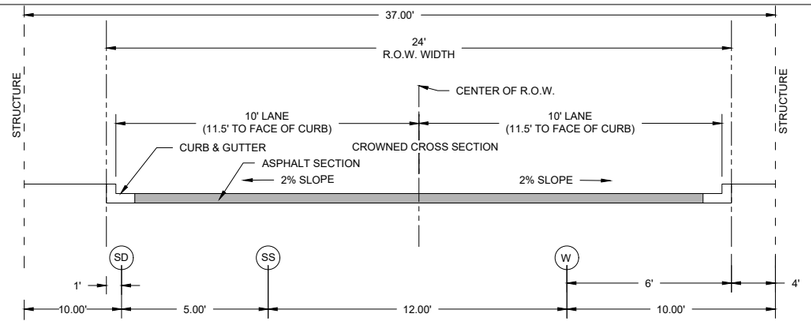
PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

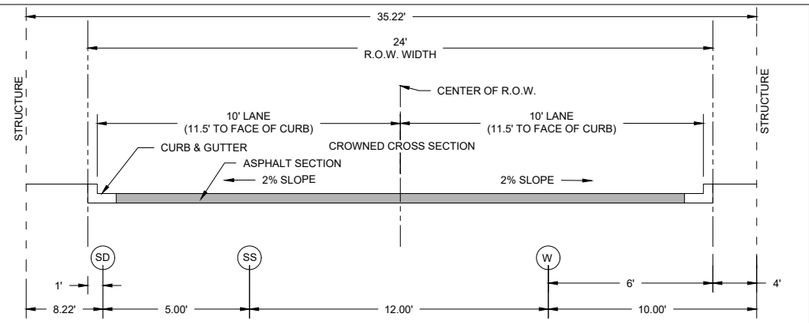
SHEET 11 OF 14



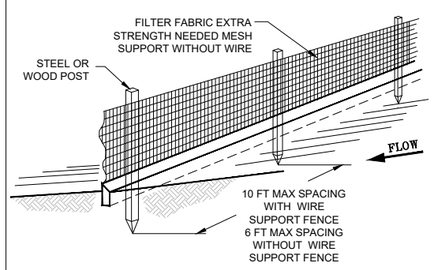
2.1 PLAN VIEW (ROAD D)
AS NOTED

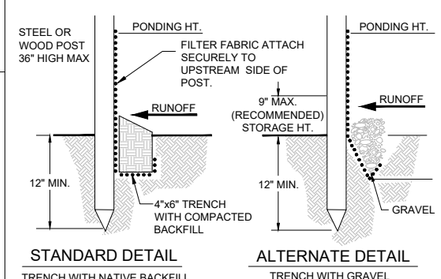


3.1 CROSS SECTION (ROAD D)
NOT TO SCALE



3.3 CROSS SECTION (ROAD D)
NOT TO SCALE



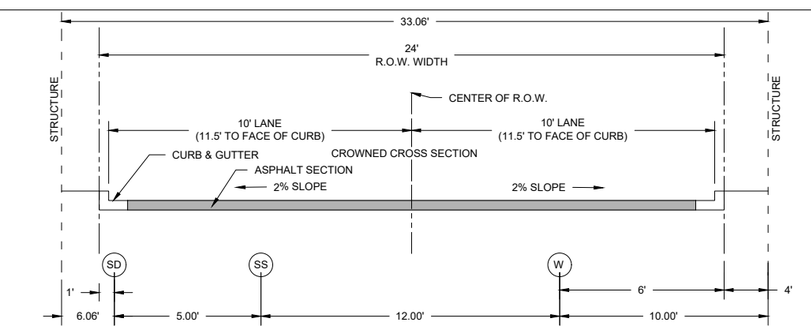


STANDARD DETAIL
TRENCH WITH NATIVE BACKFILL

ALTERNATE DETAIL
TRENCH WITH GRAVEL

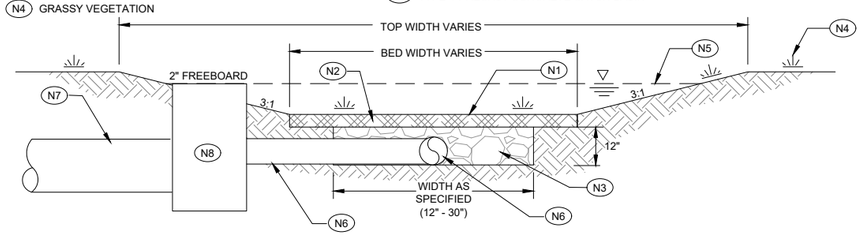
NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS, NOT INTENDED FOR CHANNELIZED FLOW

4.5 SILT FENCE
NOT TO SCALE



4.3 CROSS SECTION (ROAD D)
NOT TO SCALE

(N1) BED OF SWALE SHALL COVERED WITH HYDROSEED OR OTHER VEGETATION AS SPECIFIED BY LANDSCAPE ARCHITECT (SEE LANDSCAPE PLANS)
(N2) 3" DEPTH OF SANDY-LOAM TOPSOIL
(N3) 2" DIA. CLEAN DRAIN ROCK WRAPPED IN FILTER FABRIC
(N4) GRASSY VEGETATION
(N5) 8" OPERATING DEPTH (10" OVERALL DEPTH)
(N6) 4" ADS N-12 PERFORATED PIPE SOCK DRAIN DISCHARGE TO CATCH BASIN
(N7) 8" OR 12" DIA. DISCHARGE PIPE
(N8) TYPE-1 PRECAST CONCRETE CATCH BASIN



4.4 GRASSY INFILTRATION AREA (GIA)
SCALE: NOT TO SCALE

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

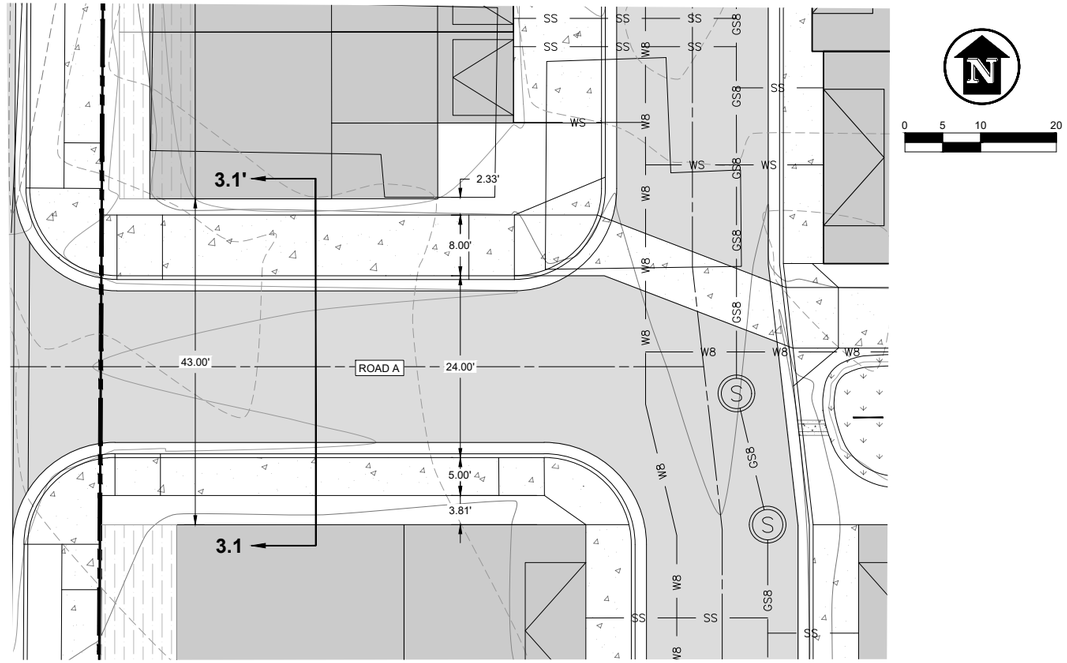
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

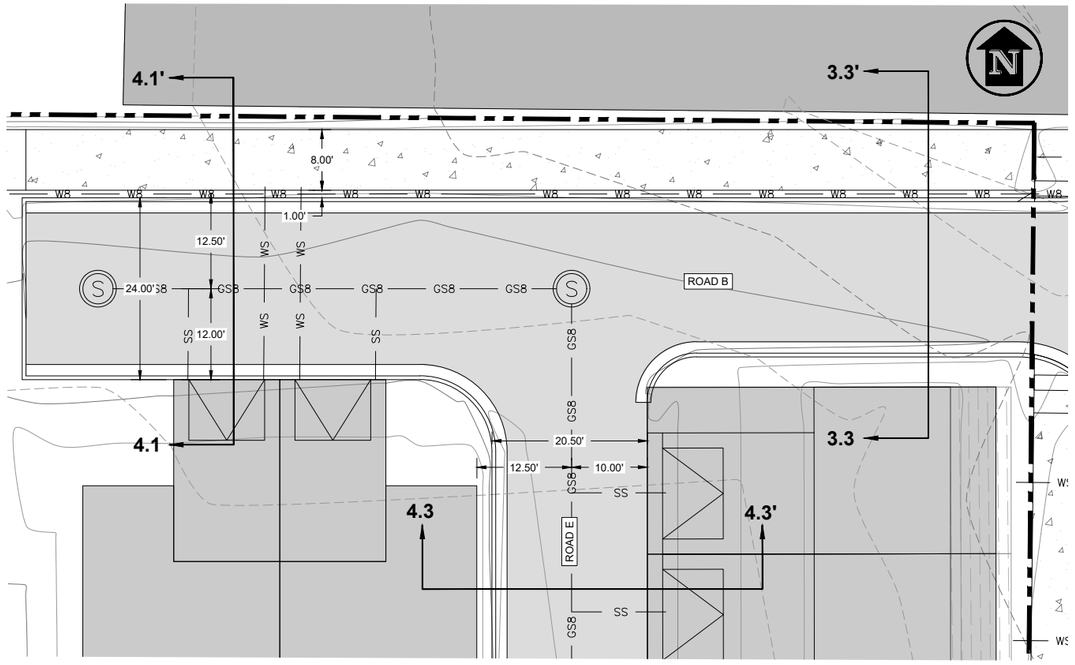
SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

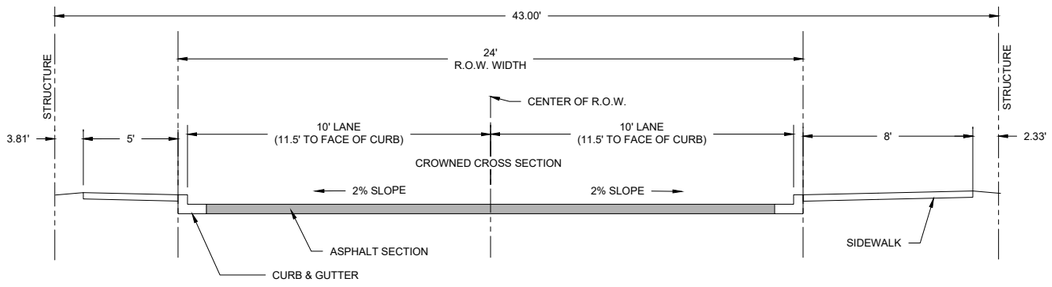
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



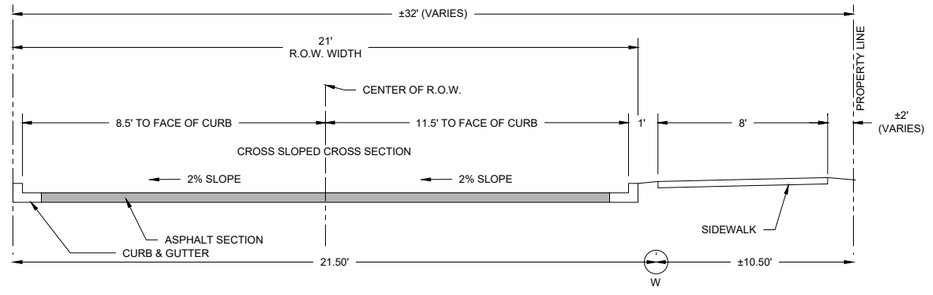
2.1 PLAN VIEW (ROAD A)
AS NOTED



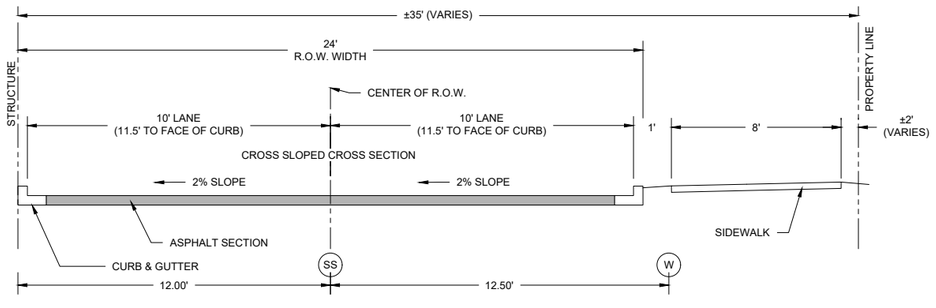
2.3 PLAN VIEW (ROAD B AND E)
AS NOTED



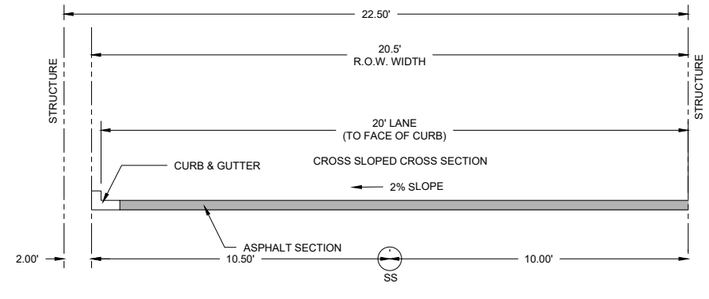
3.1 CROSS SECTION (ROAD A)
NOT TO SCALE



3.3 CROSS SECTION (ROAD B STA 20+89.38 - 21+59)
NOT TO SCALE



4.1 CROSS SECTION (ROAD B STA 20+14 - 20+89.38)
NOT TO SCALE



4.3 CROSS SECTION (ROAD E STA 32+76 - 34+47)
NOT TO SCALE

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 13 OF 14

GENERAL PROJECT SPECIFICATIONS

ALL WORK SHALL CONFORM TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION 2020 (ISPWC), AND CITY OF SANDPOINT STANDARDS, INCLUDING THE 'URBAN AREA TRANSPORTATION PLAN' REFERENCED IN THE CITY OF SANDPOINT CODE SECTION 10-1-6.

STREET AND DRAINAGE SPECIFICATIONS

GENERAL - ROAD CONSTRUCTION SHALL CONFORM TO THE CITY OF SANDPOINT STANDARDS. THE CONTRACTOR SHALL PROVIDE DUST CONTROL FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL REPORT SIGNIFICANT CONFLICTS BETWEEN CONDITIONS SHOWN ON PLANS AND CONDITIONS ENCOUNTERED IN THE FIELD TO THE OWNER AND THE ENGINEER OR HIS REPRESENTATIVE. THE CONTRACTOR SHALL MAKE ALL NECESSARY CONSTRUCTION NOTIFICATIONS.

CONSTRUCTION STAGING - A CONSTRUCTION STAGING AREA SHALL BE DELINEATED TO LIMIT CONSTRUCTION VEHICLE DISTURBANCES.

EXCESS EXCAVATION - EXCESS EXCAVATION SHALL BE PLACED WERE DIRECTED BY THE ENGINEER.

MATERIAL STOCK PILES - ALL ERODABLE STOCK PILED MATERIALS SHALL BE COVERED WITH TARPS AND SECURED, OR THE BASE OF THE STOCK PILES SHALL BE SURROUNDED BY SILT FENCE.

DEWATERING - DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO SEDIMENTATION BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO WETLANDS OR STORM WATER STRUCTURES IS PROHIBITED.

SUBGRADE MATERIAL - EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 200 OF THE ISPWC. SUBGRADE SHALL BE CONSTRUCTED TO WITHIN ONE-TENTH (0.1) FOOT OF LINES AND GRADES AS SHOWN ON THE PLANS. SUBGRADE COMPACTION SHALL BE TO 95% MAXIMUM DRY DENSITY (MDD) PER ASTM D698 (STANDARD PROCTOR), UNLESS OTHERWISE SPECIFIED ON THESE PLANS. NATIVE IN-PLACE SUBGRADE MATERIAL SHALL BE PROOF ROLLED PRIOR TO BALLAST PLACEMENTS.

GEOTEXTILE - GEOTEXTILE FABRIC FOR ROADWAYS SHALL BE GEOTEX 200ST OR ENGINEER APPROVED EQUIVALENT.

ASPHALT - MIX DESIGN SHALL BE SP-3, PG58-28 PER ITD SPECIFICATION 405. MATERIALS AND WORKMANSHIP PER ISPWC DIVISION 800. PAVEMENT THICKNESS PER PLAN.

BASE COURSE - 3/4" MINUS TYPE-1 CRUSHED ROCK CONFORMING TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION SECTION 802. MATERIAL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY PER ISPWC.

BALLAST - BALLAST PLACED IN THE RIGHT OF WAY SHALL BE CLASS I CAP ROCK ITD STANDARD SPECIFICATIONS 703.08. MATERIAL SHALL BE PLACED AND COMPACTED IN 6"-9" LIFTS.

CURBS AND SIDEWALKS - CAST IN PLACE REINFORCED CONCRETE. MIX DESIGN PER ISPWC SECTION 703.

COMPACTION - FOR STREET WIDENING, DENSITY TESTS SHALL BE PERFORMED FOR EVERY LIFT AT A MINIMUM FREQUENCY OF 300 LINEAR FEET, FOR ALL TESTABLE MATERIALS. FOR RE-PAVING AFTER TRENCHING FOR UTILITIES, DENSITY TESTS SHALL BE PERFORMED FOR EVERY LIFT AT LEAST ONCE PER TRENCH. SPECIAL ATTENTION SHALL BE PAID TO CURVE RETURNS, CUL DE SACS OR SENSITIVE AREAS. ALL TEST RESULTS SHALL BE MADE AVAILABLE TO THE ENGINEER AT THE TIME OF FINAL CONSTRUCTION/INSPECTION.

STORM DRAIN - STORM DRAIN PIPE SHALL BE BE PVC 3034, SDR-35 OR ENGINEER-APPROVED EQUIVALENT, SIZE AS SHOWN ON THE PLANS.

CATCH BASIN - CATCH BASINS SHALL BE PRECAST CONCRETE WSDOT TYPE-1 (MODEL #1827) OR APPROVED EQUAL.

PIPE BEDDING - PIPE BEDDING SHALL CONFORM TO ISPWC SECTION 305. INSTALL TYPE I BEDDING FOR AREA WITHIN 4 INCHES BELOW AND 6 INCHES ABOVE THE PIPE ACCORDING TO A CLASS A-1 BEDDING SYSTEM. CHIPS MAY BE AN ACCEPTABLE ALTERNATIVE MATERIAL AS APPROVED BY ENGINEER. CONTRACTOR TO PROVIDE SAMPLE.

TRENCH BACKFILL - TRENCH BACKFILL SHALL COMPLY WITH ISPWC SECTION 306.

INSPECTIONS - INSPECTIONS SHALL BE PERFORMED PER THE ISPWC AND SCHEDULED WITH THE ENGINEER AT LEAST 24 HOURS IN ADVANCE. MINIMUM INSPECTION REQUIREMENTS INCLUDE PER ISPWC:

- AFTER COMPLECTION OF CONSTRUCTION STAKING
- AFTER PLACEMENT OF THE BALLAST, BUT PRIOR TO PLACEMENT OF THE TOP COURSE
- AFTER PLACEMENT OF TOP COURSE, BUT PRIOR TO PAVING
- AFTER ALL IMPROVEMENTS ARE COMPLETE, IN PREPARATION OF CITY CLOSEOUT PROCESS AND RECORD DRAWINGS

EROSION CONTROL SPECIFICATIONS

THE CONTRACTOR AND DEVELOPER ARE ENTIRELY RESPONSIBLE FOR ALL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION. ALL EROSION AND SEDIMENT CONTROL METHODS AND STORMWATER MANAGEMENT PLAN CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS SET FORTH WITHIN THE "HANDBOOK OF BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL CONTROL" (HANDBOOK), AS PREPARED FOR THE PANHANDLE HEALTH DISTRICT AND THE INTERAGENCY STORMWATER COMMITTEE. IF REQUIRED, THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR OBTAINING A STORMWATER PERMIT FOR CONSTRUCTION ACTIVITIES FROM THE IDEQ NATIONAL DISCHARGE ELIMINATION SYSTEM PROGRAM. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED AS SHOWN ON THESE PLANS, WITH ALL METHODS IN ACCORDANCE WITH THE GUIDELINES AS DESCRIBED IN THE HANDBOOK.

CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED TO TAKE PLACE DURING SEASONAL LOW STREAM AND WETLANDS WATER LEVEL CONDITIONS, AND AS NEAR TO OPTIMUM SOIL MOISTURE CONTENT AS POSSIBLE, IN ORDER TO MINIMIZE EROSION AND MAXIMIZE EFFECTIVENESS OF EROSION CONTROL MEASURES. CONSTRUCTION METHODS SHALL PROVIDE FOR ELIMINATING OR MINIMIZING DISCHARGES OF SEDIMENT, ORGANIC MATERIAL, OR TOXIC CHEMICALS.

ALL DISTURBED AREAS SHALL BE RE-VEGETATED WITH NATIVE PLANTS, GRASS SEED, OR SOD, UPON COMPLETION OF CONSTRUCTION. SEED MIXTURE SHALL MEET THE REQUIREMENTS SET FORTH BY A PROFESSIONAL SOIL SCIENTIST OR LANDSCAPE ARCHITECT.

TEMPORARY EROSION CONTROL BMP'S CONSIST OF: SILT FENCE, GRASS DITCH, GRASS TREATMENT SWALE, STABILIZED CONSTRUCTION ENTRANCE, SEEDING/MULCHING.

SILT FENCE MAINTENANCE:

- PERIODICALLY INSPECT FOR DAMAGE, SUCH AS TEARS, BROKEN LATHE, AND FENCE FALLING OVER. REPAIR ANY DAMAGE NOTED IMMEDIATELY.
- REMOVE SEDIMENT WHEN IT REACHES 1/2 THE HEIGHT OF THE SILT FENCE.
- REMOVE ALL SILT FENCE AFTER FINAL STABILIZATION.

GRASS DITCH MAINTENANCE:

- PERIODICALLY INSPECT DITCH AND REMOVE SEDIMENT DEEPER THAN 6 INCHES
- RE-ESTABLISH ANY VEGETATION THAT IS DAMAGED DURING HIGH-RUNOFF EVENTS

GRASS TREATMENT SWALE MAINTENANCE:

- PERIODICALLY INSPECT BASIN AND REMOVE SEDIMENT DEEPER THAN 6 INCHES
- RE-ESTABLISH ANY VEGETATION THAT IS DAMAGED DURING HIGH-RUNOFF EVENTS

STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE:

- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET MUST BE REMOVED IMMEDIATELY.
- WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY OR ADJACENT STREET. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND ASSOCIATED MAINTENANCE SHALL BE PROVIDED AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT.
- THE STABILIZED CONSTRUCTION ENTRANCE MAY BE REMOVED AFTER FINAL STABILIZATION IS ACHIEVED.

SEEDING/MULCH MAINTENANCE:

- RE-SEED OR ADD STRAW MULCH TO BARE SPOTS AND WASHOUTS, AND VERIFY HEALTHY GROWTH OF SEEDS

LEGEND

- PROPERTY LINE (THIS PROJECT)
- PROPERTY LINE (OTHERS)
- EASEMENT
- 2056 EXISTING CONTOUR
- 2056 PROPOSED CONTOUR
- STRUCTURAL FILL EXTENTS
- GENERAL CUT OR FILL EXTENTS
- SILT FENCE
- 2079.10 CONC 1.6% FINISHED GRADE ELEVATION / FINISHED GRADE SLOPE
- EXISTING CONCRETE SIDEWALK
- EXISTING ASPHALT
- EXISTING GRAVEL
- EXISTING SIGN
- EXISTING FENCE
- EXISTING DITCH
- W8 EXISTING WATER MAIN
- WS EXISTING WATER SERVICE
- EXISTING GATE VALVE
- WM EXISTING WATER METER
- EXISTING BALL VALVE/CURB STOP
- EXISTING HYDRANT
- GS8 EXISTING SANITARY SEWER MAIN
- SS EXISTING SANITARY SEWER SERVICE
- S EXISTING SEWER MANHOLE
- EXISTING CLEAN OUT
- SD EXISTING STORM DRAIN PIPE
- EXISTING STORM INLET (GRATED LID)
- D EXISTING STORM MANHOLE (SOLID LID)
- BE EXISTING BURIED ELECTRIC
- AE EXISTING AERIAL ELECTRIC
- EXISTING UTILITY POLE
- G EXISTING GAS
- EXISTING TELEPHONE
- DRY EXISTING DRY UTILITY TRENCH
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED GRAVEL
- PROPOSED CURB AND GUTTER
- X PROPOSED FENCE
- PROPOSED DITCH INVERT
- PROPOSED SWALE (TREATMENT)
- PROPOSED ROCK OUTFALL
- W8 PROPOSED WATER MAIN
- WS PROPOSED WATER SERVICE
- PROPOSED GATE VALVE
- PROPOSED BALL VALVE/CURB STOP
- WM PROPOSED WATER METER
- PROPOSED HYDRANT
- GS8 PROPOSED SANITARY SEWER MAIN
- SS PROPOSED SANITARY SEWER SERVICE
- S PRPOSED SEWER MANHOLE
- PROPOSED CLEAN-OUT
- SD12 PROPOSED 12" DIA. STORM DRAIN PIPE
- SD8 PROPOSED 8" DIA. STORM DRAIN PIPE
- SD4 PROPOSED 4" DIA. PERFORATED DRAIN PIPE
- PROPOSED STORM INLET (GRATED LID)
- D PROPOSED STORM MANHOLE (SOLID LID)
- BE PROPOSED BURIED ELECTRIC
- T PROPOSED ELECTRICAL TRANSFORMER
- HH PROPOSED ELECTRICAL HAND HOLE
- PROPOSED ELECTRICAL JUNCTION BOX
- G PROPOSED GAS
- T PROPOSED TELEPHONE
- CTV PROPOSED CABLE SERVICE
- I PROPOSED IRRIGATION
- C PROPOSED COMMUNICATIONS (TELEPHONE, CABLE, ETC.)

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

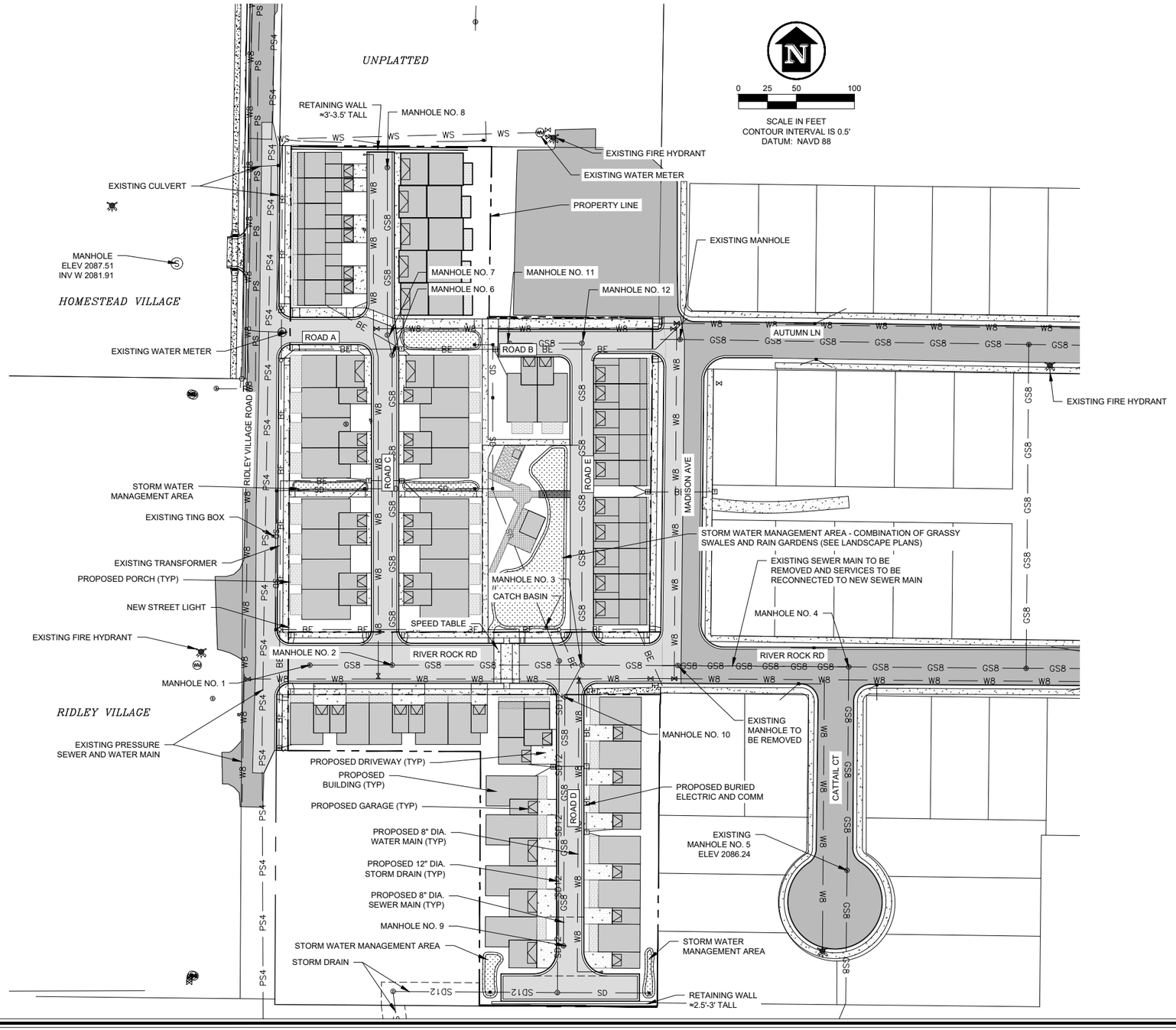
PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

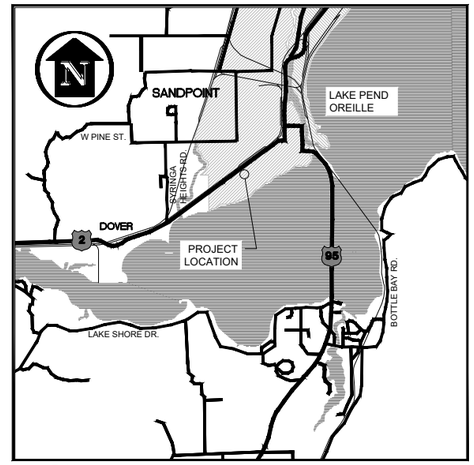
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

RIDLEY COURT - WATER AND SEWER PLANS

(PARCEL RPS00000280320A/ 875 RIDLEY VILLAGE ROAD)

SECTION 28, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, BONNER COUNTY, IDAHO





VICINITY MAP

NOT TO SCALE

DRAWING INDEX

SHEET #	TITLE
1	OVERALL SITE PLAN
2	ROAD B WATER AND SEWER MAIN PLAN AND PROFILE
3	RIVER ROCK WATER AND SEWER MAIN PLAN AND SEWER PROFILE
4	RIVER ROCK WATER MAIN PROFILE
5	CATTAIL SEWER MAIN PLAN AND PROFILE
6	ROAD C WATER AND SEWER MAIN PLAN AND SEWER PROFILE
7	ROAD C WATER PROFILE
8	ROAD D WATER AND SEWER MAIN PLAN AND SEWER PROFILE
9	ROAD D WATER MAIN PROFILE
10	ROAD E WATER AND SEWER MAIN PLAN AND SEWER PROFILE
11	DETAILS
12	DETAILS

CALL
2 WORKING DAYS
BEFORE YOU DIG!

Bonner Boundary One Call
811

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B.SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

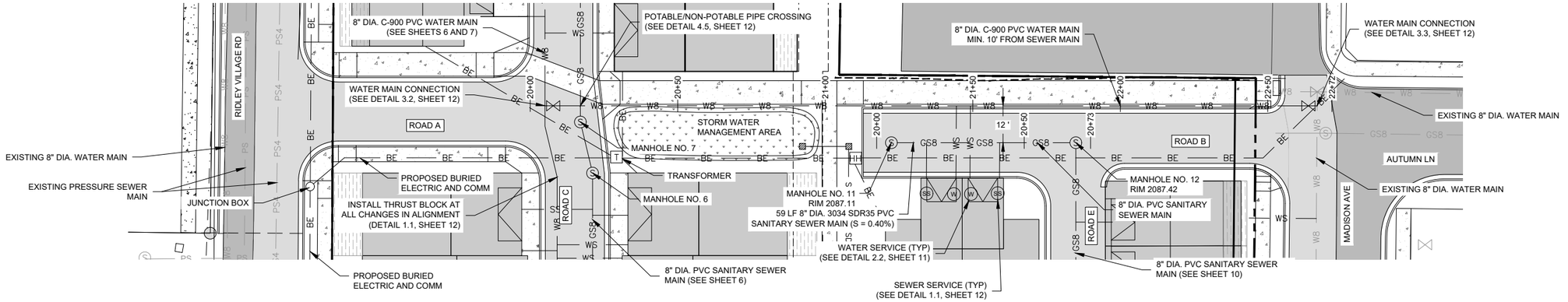
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: OVERALL SITE PLAN

PROJECT: RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

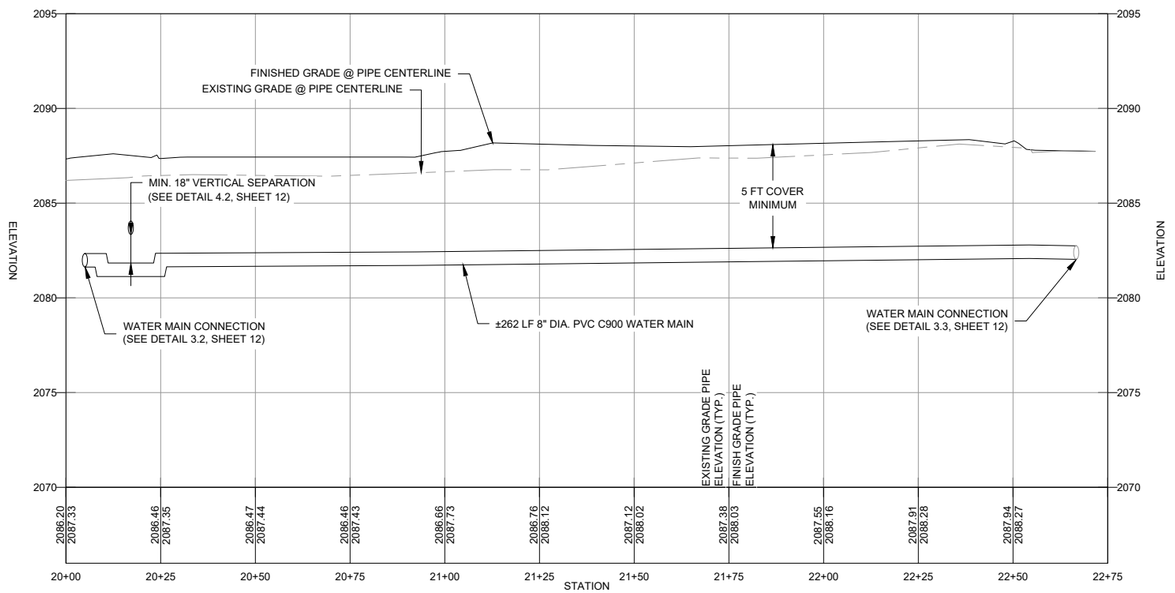
SHEET 1 OF 13



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROAD B WATER AND SEWER MAIN PLAN



0 10 20 40

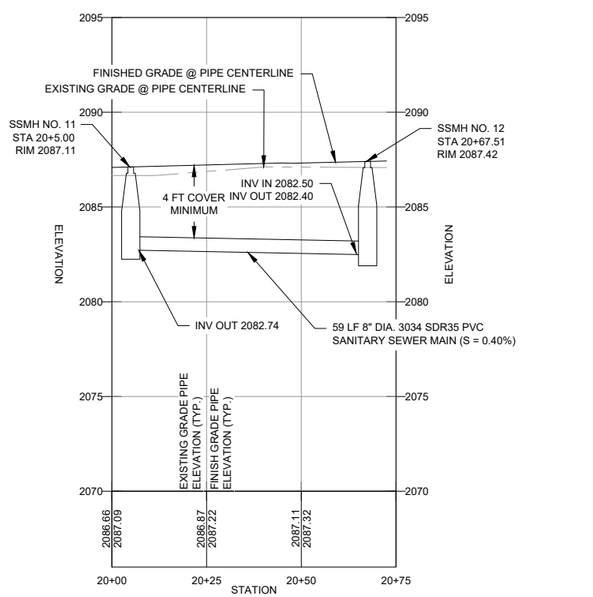
HORIZONTAL SCALE IN FEET

ROAD B SEWER MAIN PROFILE

STATION 20+00 TO 22+75

0 2 4 8

VERTICAL SCALE IN FEET



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD B SEWER MAIN PROFILE

STATION 20+00 TO 20+75

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

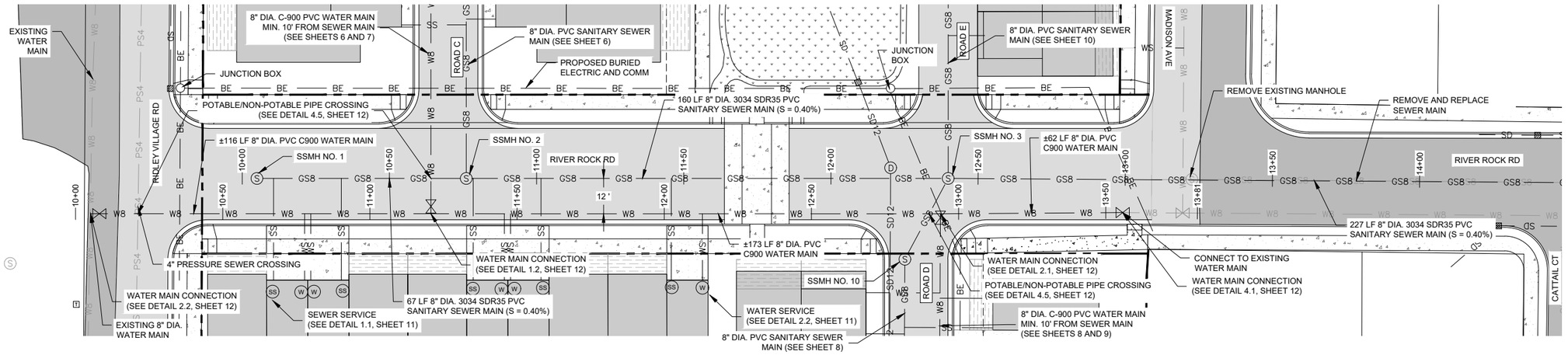
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROADS B WATER AND SEWER MAIN PLAN AND PROFILES

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

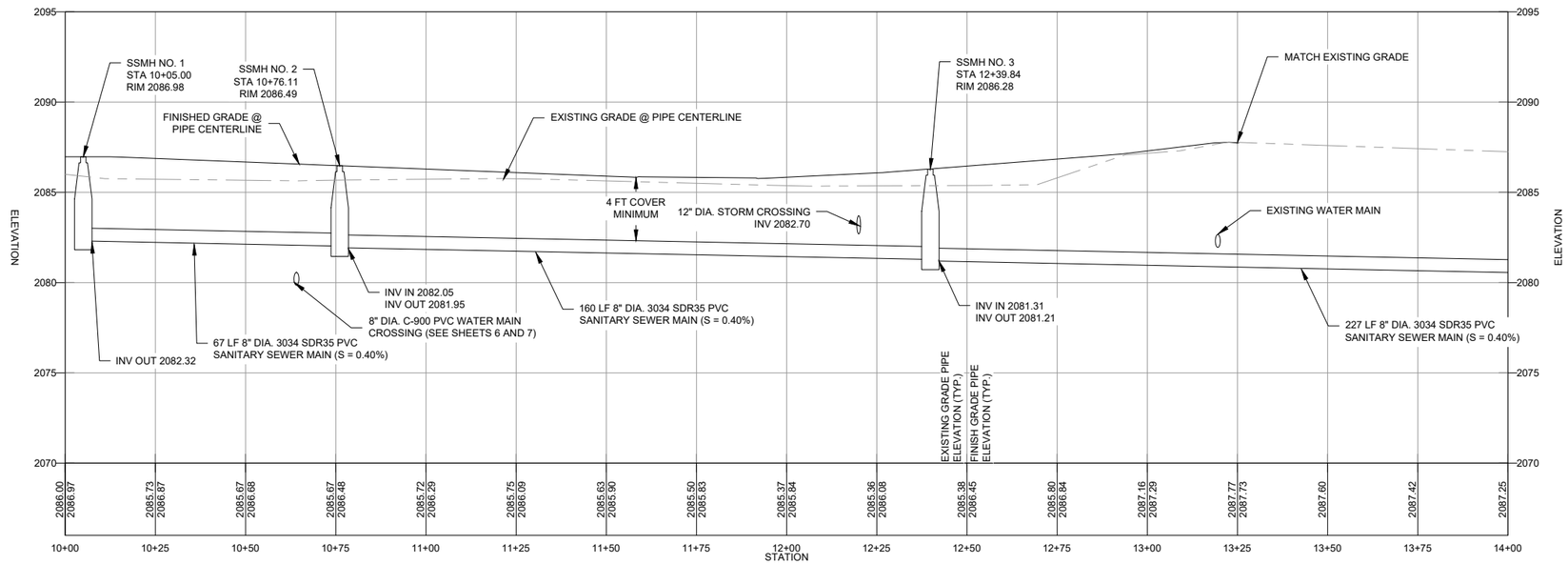
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

RIVER ROCK WATER AND SEWER MAIN PLAN



0 10 20 40

HORIZONTAL SCALE IN FEET

RIVER ROCK SEWER MAIN PROFILE

STATION 10+00 TO 14+00

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

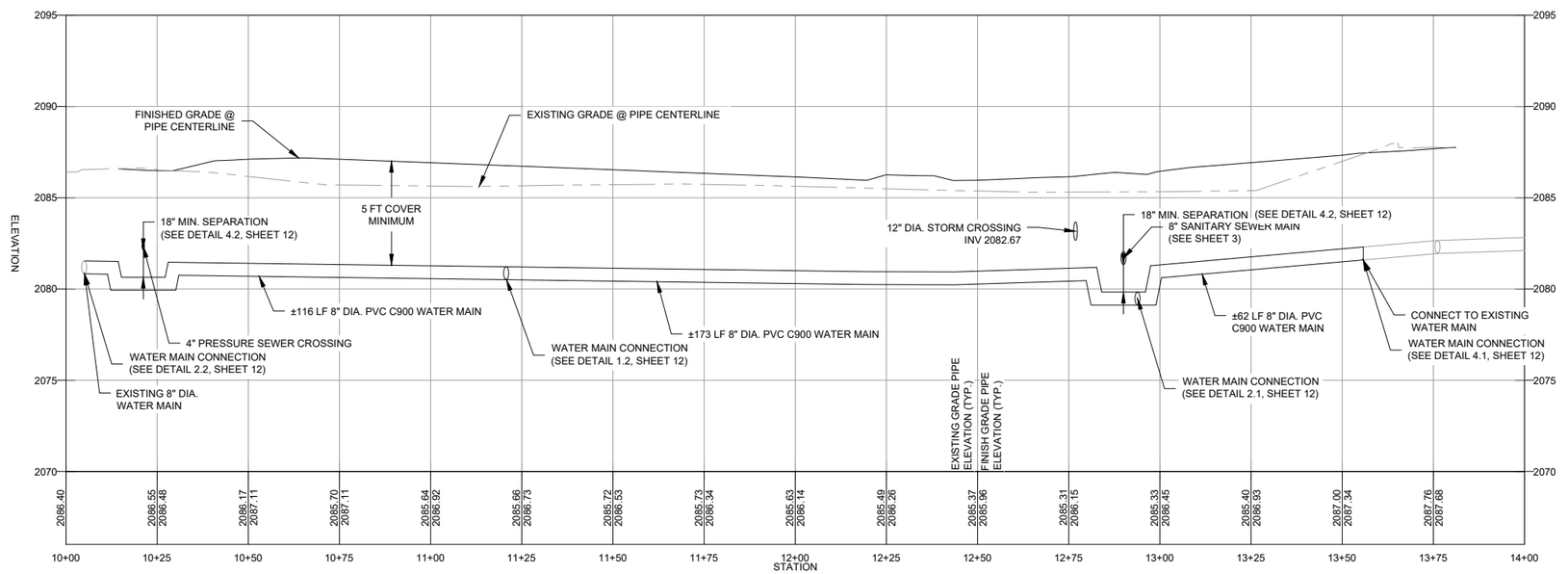
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
RIVER ROCK WATER AND SEWER MAIN PLAN AND SEWER PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 3 OF 13



0 10 20 40
HORIZONTAL SCALE IN FEET

RIVER ROCK WATER MAIN PROFILE

STATION 10+00 TO 14+00

0 2 4 8
VERTICAL SCALE IN FEET

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

PROFESSIONAL ENGINEER REGISTERED
8607
10/15/2025
STATE OF IDAHO
B. SCOTT BROWN

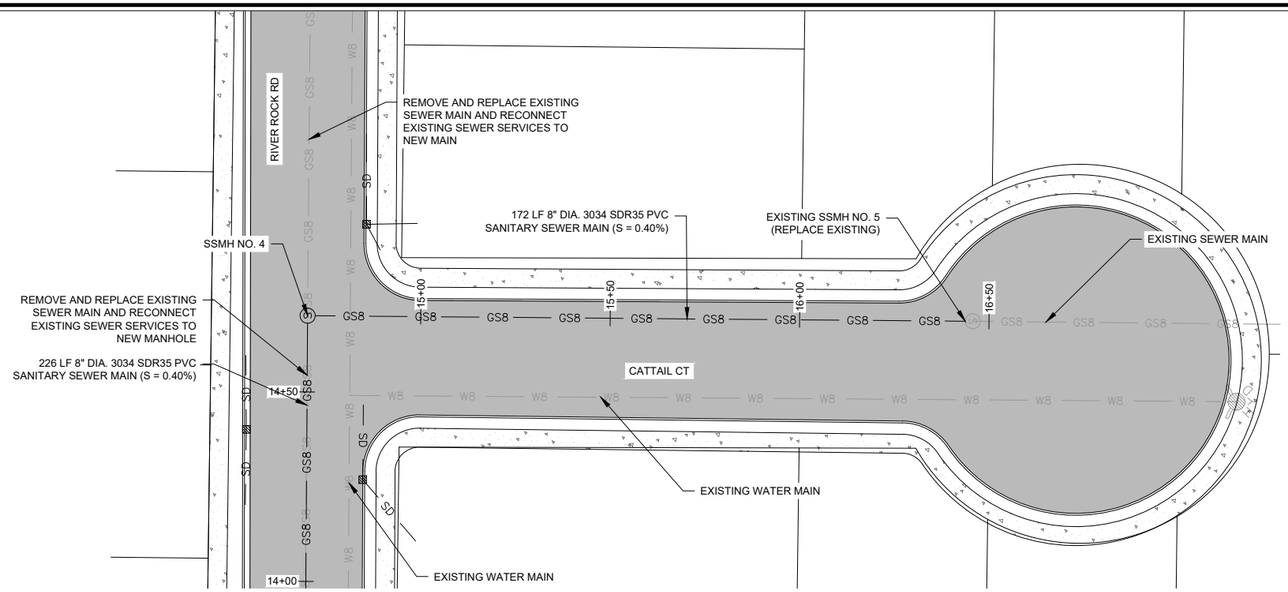
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
RIVER ROCK WATER AND SEWER MAIN PLAN AND SEWER PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

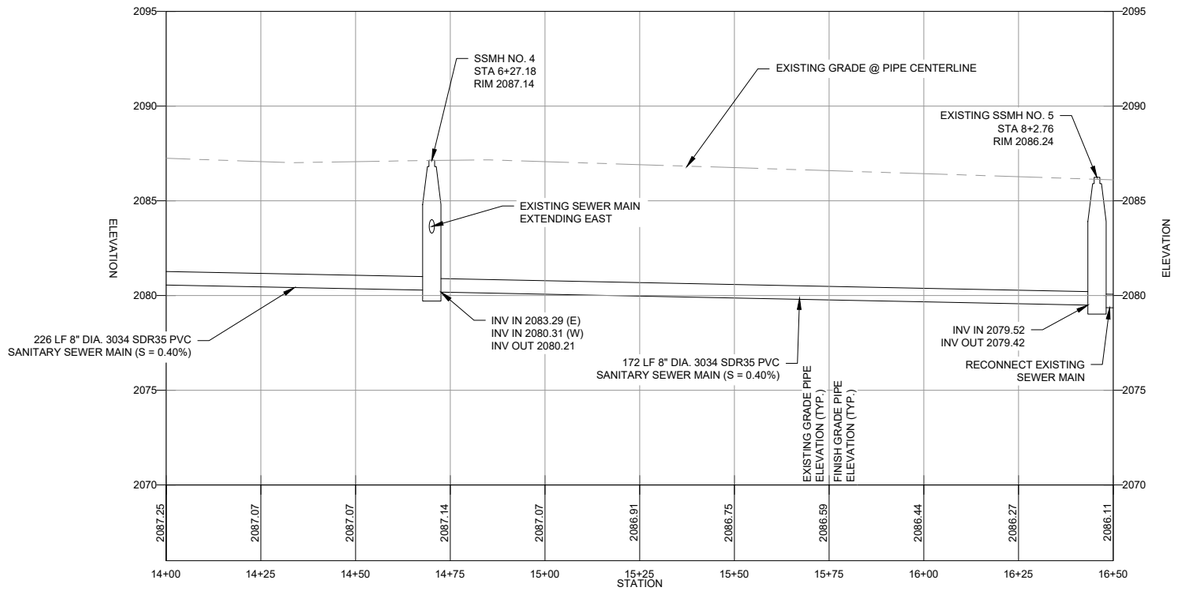
SHEET 4 OF 13



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

CATTAIL CT. SEWER MAIN PLAN



0 10 20 40
HORIZONTAL SCALE IN FEET

CATTAIL CT. SEWER MAIN PROFILE

STATION 14+00 TO 16+50

0 2 4 8
VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

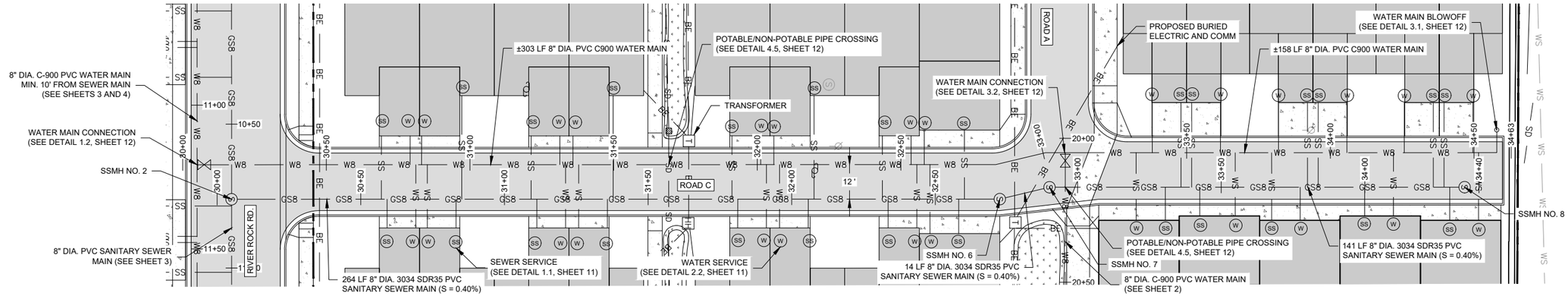
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: **RIVER ROCK SEWER MAIN PLAN AND PROFILE**

PROJECT: **RIDLEY CT.**
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

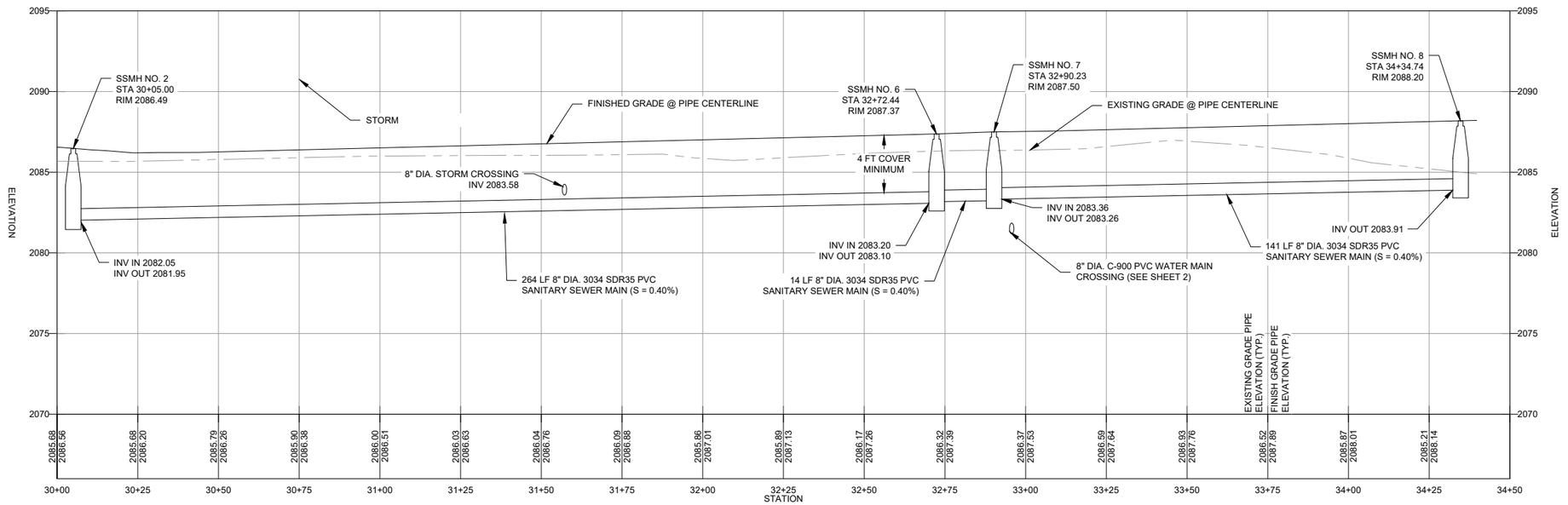
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROAD C WATER AND SEWER MAIN PLAN



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD C SEWER MAIN PROFILE

STATION 30+00 TO 34+50

0 2 4 8

VERTICAL SCALE IN FEET

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

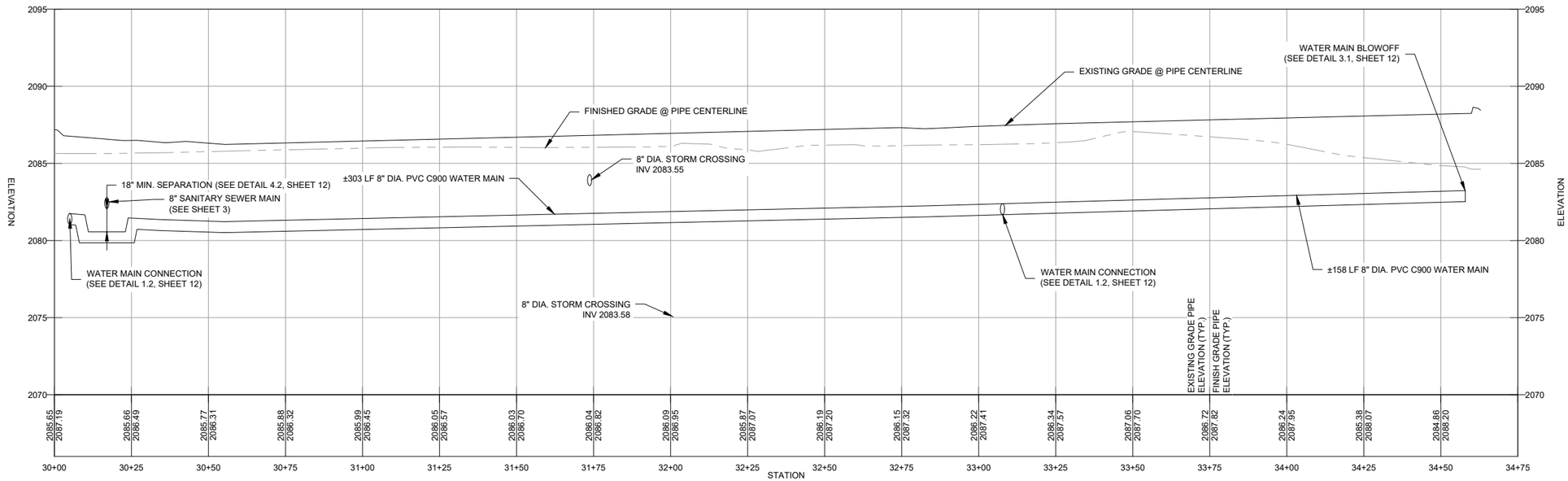
PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROAD C WATER AND SEWER MAIN PLAN AND SEWER MAIN PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40
HORIZONTAL SCALE IN FEET

ROAD C WATER MAIN PROFILE
STATION 30+00 TO 34+75

0 2 4 8
VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED
8607
10/15/2025
STATE OF IDAHO
B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

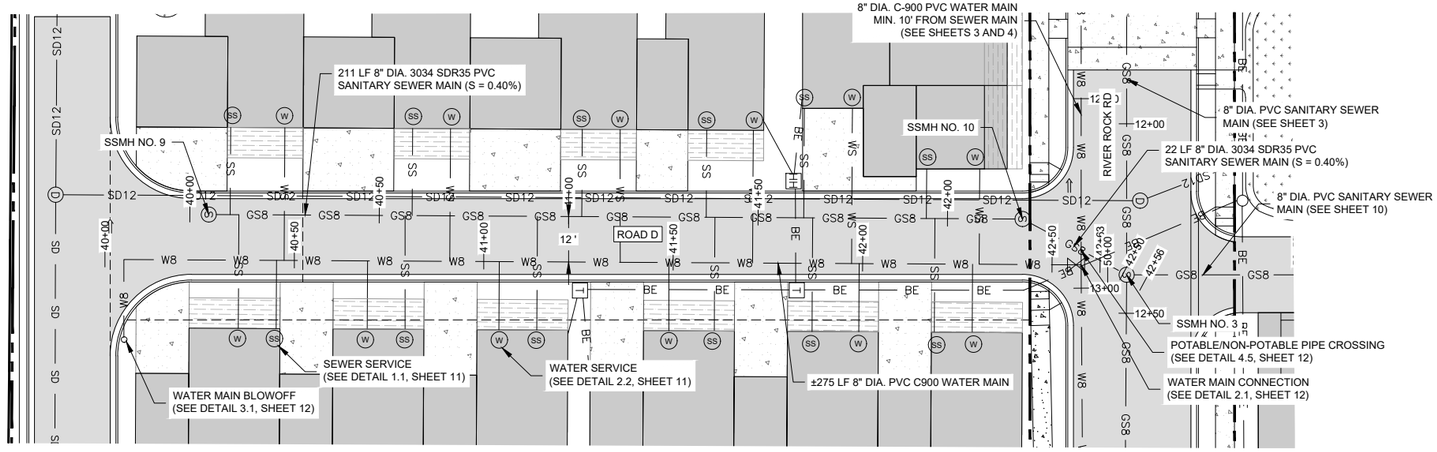
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROAD C WATER MAIN PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

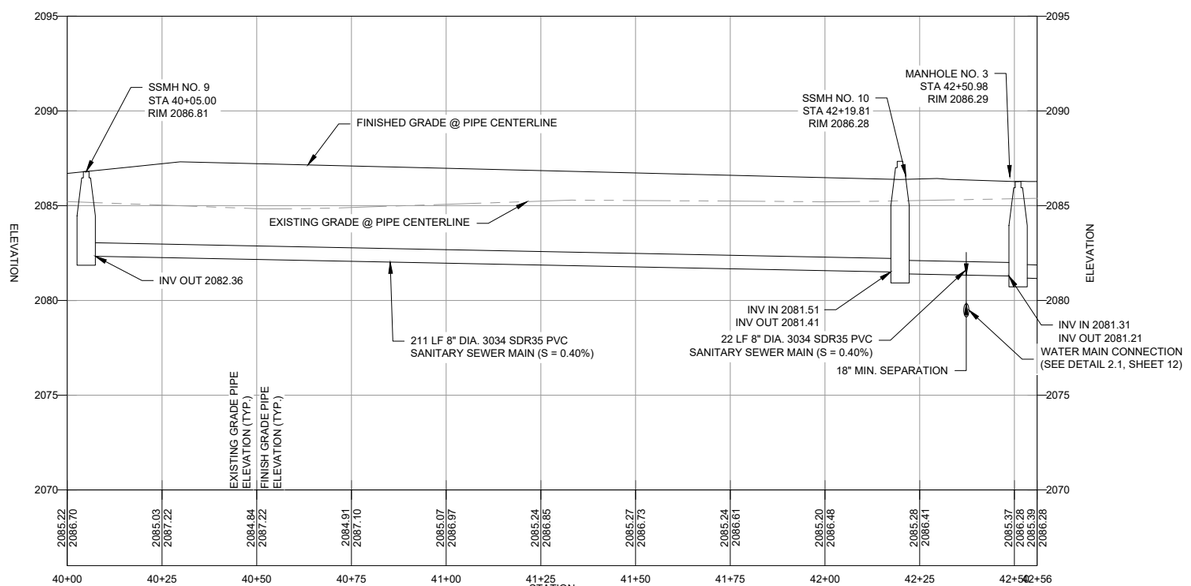
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88

ROAD D WATER AND SEWER MAIN PLAN



0 10 20 40

HORIZONTAL SCALE IN FEET

ROAD D SEWER MAIN PROFILE

STATION 40+00 TO 42+56

0 2 4 8

VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

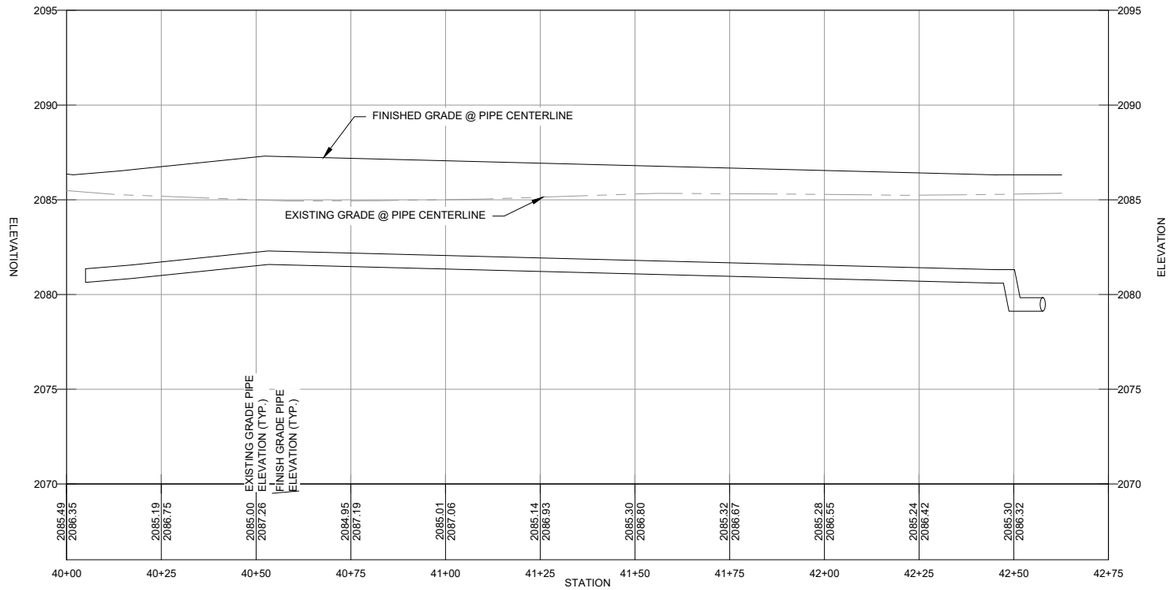
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROAD D WATER AND SEWER MAIN PLAN AND SEWER PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40
HORIZONTAL SCALE IN FEET

ROAD D SEWER MAIN PROFILE

STATION 40+00 TO 42+75

0 2 4 8
VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

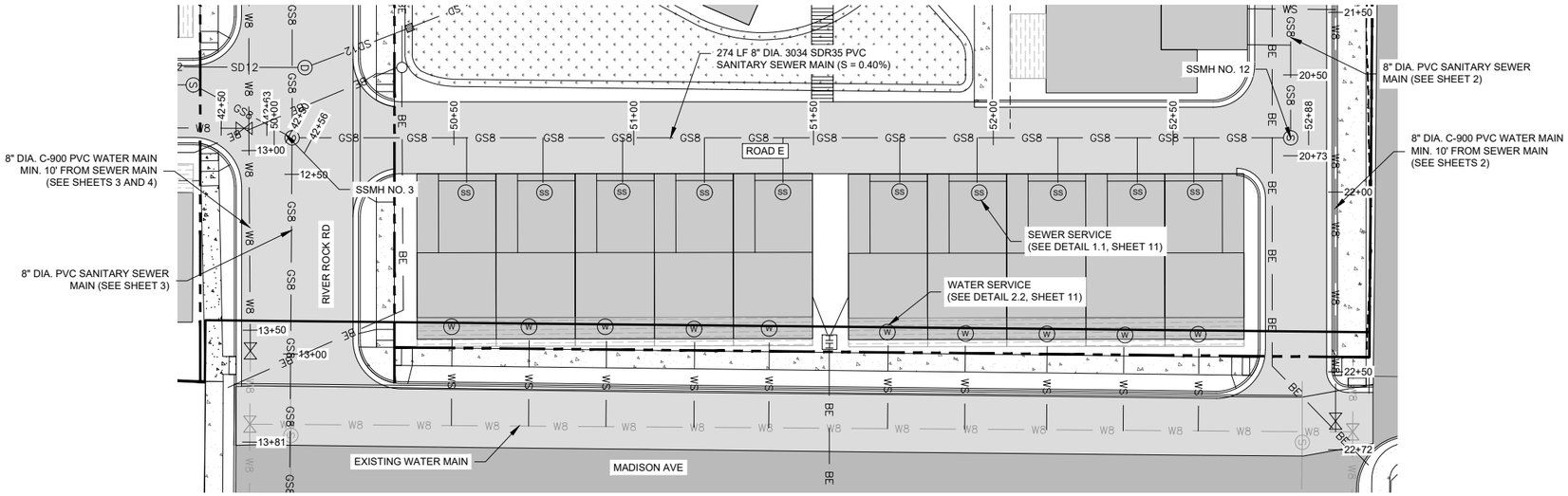
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROADS E & F PLAN AND PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

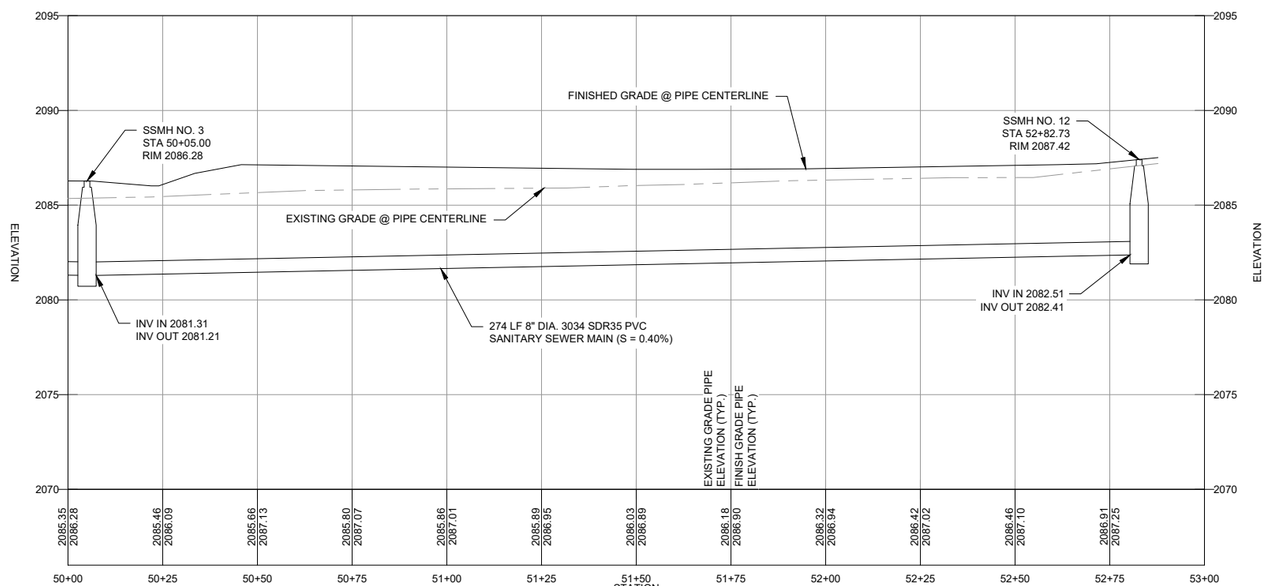
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

ROAD E WATER AND SEWER MAIN PLAN

SCALE IN FEET
CONTOUR INTERVAL IS 0.5'
DATUM: NAVD 88



0 10 20 40 — HORIZONTAL SCALE IN FEET

ROAD E SEWER MAIN PROFILE

STATION 50+00 TO 53+00

0 2 4 8 — VERTICAL SCALE IN FEET

PROFESSIONAL ENGINEER REGISTERED
8607
10/15/2025
STATE OF IDAHO
B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

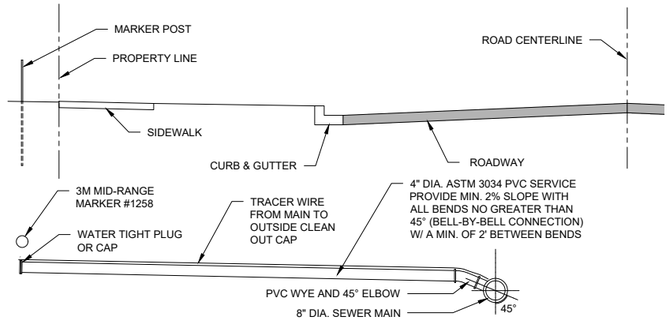
No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROAD E WATER AND SEWER MAIN PLAN AND SEWER MAIN PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



1.1 SEWER SERVICE CONNECTION

NOT TO SCALE

(N1) IMPORTED TYPE-2 AGGREGATE BACKFILL. NATIVE MATERIAL MAY BE USED WHEN DEEMED SUITABLE BY ENGINEER PER ISPWC 306.2.3. COMPACT TO 90% STD. PROCTOR IN OPEN GROUND AND 95% UNDER ROADWAYS AND DRIVEWAYS

(N2) IN ROCK EXCAVATION, 12" ABOVE AND 6" BELOW PIPE SHALL BE BEDDED W/SAND

(N3) BURIED PIPELINE

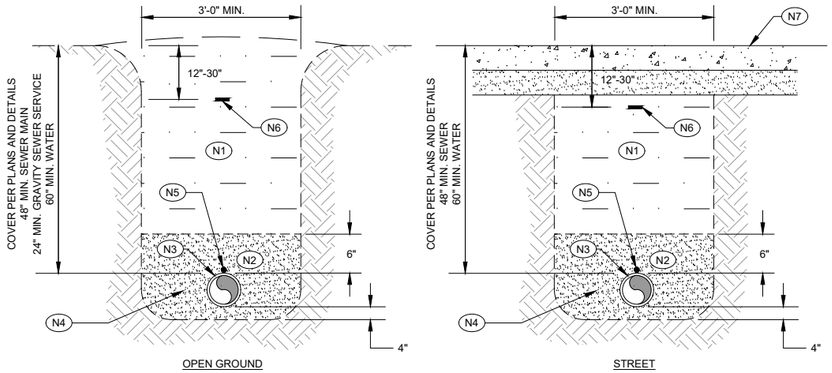
(N4) AREA WITHIN 4" BELOW PIPE AND 6" ABOVE SHALL BE BEDDED WITH 3/4" MINUS CRUSHED AGGREGATE AND COMPACTED TO 95% STD. PROCTOR. ALSO SEE SPECIFICATIONS, SHEET 19.

(N5) INSTALL LOCATING WIRE 12 GA. COPPER WITH INSULATION. RUN WIRE UP VALVE AND METER BOXES & WRAP TWICE AROUND TOP OF BOXES. ALSO RUN WIRE UP OUTSIDE OF SEWER MANHOLES AND ALONG SERVICES TO CLEAN OUTS PER CITY OF SANDPOINT

(N6) METALLIC LOCATOR TAPE

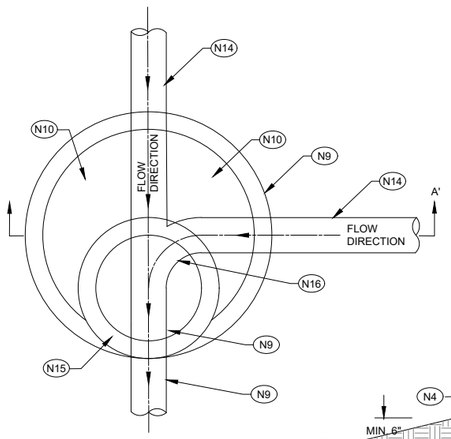
(N7) PAVEMENT SECTION SURFACE REPAIR (SEE DETAIL 6.5 FOR GRAVEL AND ACP THICKNESS)

NOTE: TRENCH SIDE WALLS SHALL BE SLOPED AND/OR BRACED TO PROTECT WORKERS, ADJACENT PROPERTY, AND THE WORK.



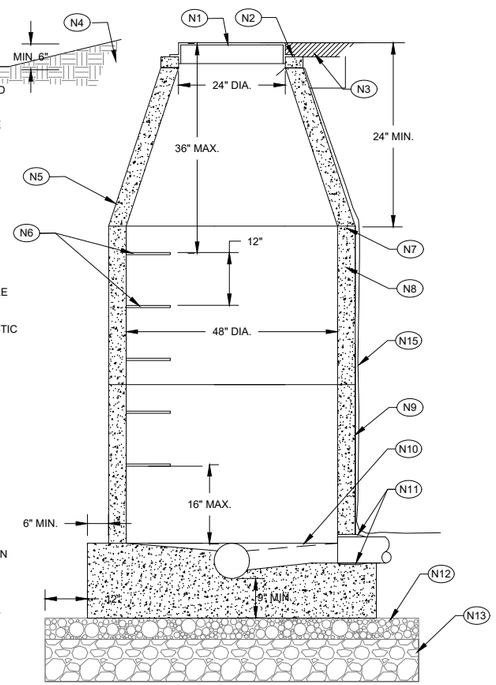
1.2 PIPELINE TRENCHES

SCALE: N.T.S.



MANHOLES SHALL CONFORM TO SECTION 501 OF THE ISPWC, REINFORCED FOR TRAFFIC LOADS, AND APPROVED BY THE CITY

MATCH PIPE ANGLES TO THE APPROACH ANGLE OF PIPES IN THE FIELD



(N1) CITY OF SANDPOINT SPECIAL DESIGN SEWER MANHOLE LID
$\frac{3}{8}$" TO $\frac{3}{4}$" MAX BELOW FINISH GRADE PAVEMENT

(N2) GRADE RINGS SHALL BE GROUTED WATER TIGHT IN PLACE GRADE RINGS SHALL BE 4" MIN. TO 12" MAX. IN HEIGHT RAMNEK OR MASTIC BETWEEN FRAME AND GRADE RINGS

(N3) PAVEMENT AND ROAD SECTION AROUND COLLAR

(N4) SLOPE FINISH GRADE AWAY FROM ACCESS LID (WHERE INSTALLED OUTSIDE OF ROADWAY)

(N5) PRECAST MONOLITHIC CONENTRIC CONE SECTION

(N6) EPOXY COATED MANHOLE STEPS
PENETRATIONS SHALL BE WRAPPED W/ RAPID SEAL AND GROUTED W/ NON-SHRINK GROUT INSIDE AND OUT
HYDRAULIC CEMENT SHALL BE WATERPROOF AND SUTABLE FOR OVERHEAD AND VERTICAL APPLICATIONS

(N7) ALL JOINTS, RISERS, AND RINGS SHALL BE SEALED W/ MASTIC AND EXTERNAL JOINT WRAP M-860 JK POLYSOURCE (OR APPROVED EQUAL) AND PROPERLY ALIGNED

(N8) 48" PRECAST CONCRETE MANHOLE BARREL

(N9) 48" PRECAST MANHOLE BASE WITH CHANNELS

(N10) SHELF SLOPE SHALL BE 1" PER 1'

(N11) A-LOK OR KOR-NSEAL COLLAR

(N12) SMOOTH AND LEVEL BEARING SURFACE
MIN. 6" OF $\frac{3}{4}$" MINUS CRUSHED AGGREGATE COMPACTED TO 95% DENSITY

(N13) INSTALL 2-1/2" MINUS CRUSHED AGGREGATE STABILIZATION MATERIAL WHERE DEEMED NECESSARY BY ENGINEER

(N14) 8" DIA. PVC SEWER MAIN

(N15) PLACE TRACER WIRE ABOVE SEWER MAIN, UP OUTSIDE OF MANHOLE, AND UNDER RISER FRAME

2.1 MANHOLE DETAIL

SCALE: N.T.S.

(N1) AY MCDONALD 178" X 48" COIL BOX FOR 1" METER AMV X AMC W/ 1" MIP INLET AND OUTLET

(N2) AY MCDONALD 18" LOCKING LID W/ TOUCHREAD HOLE FOR COILK PIT BOX 90L118T 418B-029

(N3) FINISHED GRADE (BETWEEN CURB OR ROADWAY AND PROPERTY LINE)

(N4) 1" MIP X MIP BRASS CORP STOP.

(N5) 1" AY McDONALD NL 76101 CURB STOP BALL VALVE FIP X FIP 5129-174

(N6) 790-448-QFPP 1" X 1" AY MCDONALD COIL PIT ASSEMBLY OR APPROVED EQUAL

(N7) GRANULAR FILL BELOW METER SETTER

(N8) 1" ROMAC STAINLESS DOUBLE STRAP SADDLE TAP SIZED FOR WATER MAIN

(N9) 95-E CI CURB BOX COMPLETE 41" - 64" TYLER 111955 OLYMPIC 13-5770WSET

(N10) SIDR7 HDPE SERVICE LINE (CLASS 250 PSI) - PIPE DIAMETER TO BE DETERMINED BY THE STATE

(N11) BADGER M70 1" BRONZE METER PER MOUNTAIN SPRINGS WATER CORP SPECIFICATIONS

(N12) UNDISTURBED NATIVE SOIL OR COMPACTED BASE FOR METER SETTER.

(N13) 8" X 8" X 4" CONCRETE BLOCK BELOW VALVE

(N14) 12 GA. TONING WIRE W/ DBR SPLICE KIT. TAPE OR ZIP TIE TO SERVICE LINE.

(N15) 1X6 BRASS NIPPLE, 1" UNION, 1 X $\frac{3}{4}$ BUSHING

(N16) 1X$\frac{3}{4}$" PACK JOINT OR 1" PACK WITH 1X$\frac{3}{4}$" BUSHING

(N17) 1" POLY PLUG W/ HOSE CLAMP UNTIL SERVICE USE

(N18) 2 X 4 MARKER PAINTED BLUE

(N19) REMOTE READ PER MOUNTAIN SPRINGS WATER CORP.

(N20) 1X12 BRASS NIPPLE

(N21) 1" FEMALE PACKS

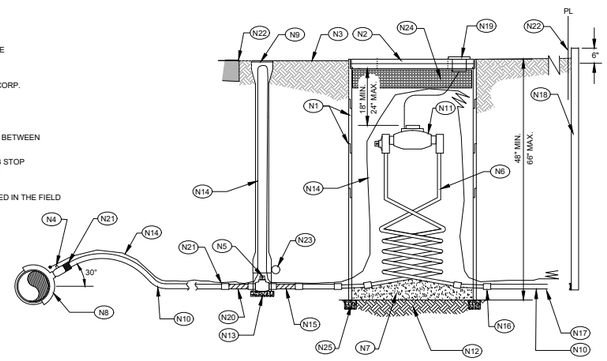
(N22) INSTALL CURB STOP AND METER IN GREEN STRIP BETWEEN ROADWAY AND PROPERTY LINE (NOT IN DITCH)

(N23) INSTALL 3M RANGE MARKER #1258 AT EACH CURB STOP

(N24) 18" X 2" FOAM INSULATING CUSHION FOR COIL PIT 90C1 4189-033

(N25) STABILIZATION BLOCKS OR BOARD AS DETERMINED IN THE FIELD BY MSWC

NOTES:
1) ALL FITTINGS TO BE A.Y. McDONALD OR EQUIVALENT.
2) DISTURBED AREA IS TO BE RESTORED TO ORIGINAL CONDITION.
3) SOIL UNDER METER SETTER SHALL BE COMPACTED TO AT LEAST 90% OF THE STANDARD PROCTOR MAXIMUM DENSITY AS DETERMINED BY ASTM D698 METHOD C.
4) VALVE AND METER SHALL NOT BE LOCATED IN THE DRIVEWAY.
5) ADJUST DEPTH OF SERVICE LINE WHEN CROSSING BENEATH DITCH TO MAINTAIN 5' OF COVER.



2.2 TYPICAL WATER SERVICE AND METER

NOT TO SCALE

PROFESSIONAL ENGINEER
REGISTERED
8607
10/15/2025
STATE OF IDAHO
B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 11 OF 13

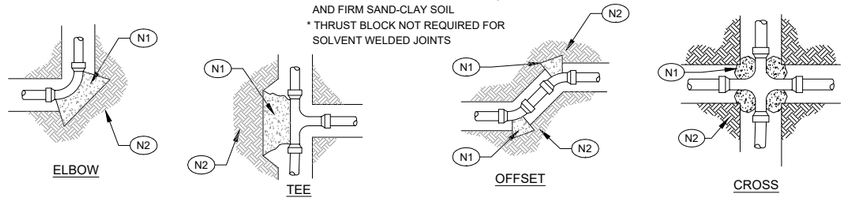
NOTES FOR THRUST BLOCK DETAIL

(N1) CONCRETE THRUST BLOCK

(N2) UNDISTURBED SOIL

PIPE DIAMETER	MINIMUM BEARING AREA (SQ. FT.)				
	TEES AND ENDS	90° ELBOWS	45° ELBOWS	22-1/2° ELBOWS	11-1/4° ELBOWS
6"	3.0	4.0	2.5	1.5	1.0
8"	5.0	7.0	4.0	2.0	2.0
10"	8.0	11.0	6.0	3.0	2.5

* BASED ON 200 PSI LINE PRESSURE, AND FIRM SAND-CLAY SOIL
* THRUST BLOCK NOT REQUIRED FOR SOLVENT WELDED JOINTS



NOTE: CONCRETE SHALL BE PLACED TO ALLOW ACCESS TO FASTENERS USED IN CONNECTION

1.1 THRUST BLOCK DETAIL

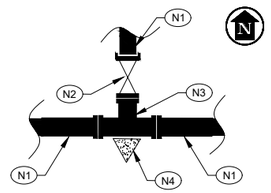
SCALE: N.T.S.

(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(N3) PROPOSED 8" X 8" X 8" D.I. TEE

(N4) THRUST BLOCK SEE DETAIL 1.1, THIS SHEET



1.2 CONNECTION DETAIL

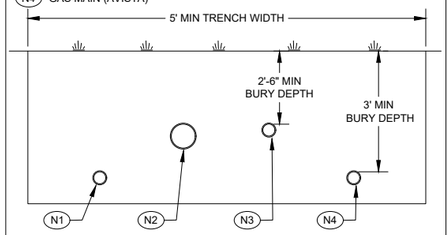
SCALE: N.T.S.

(N1) POWER - 2" SCH. 40 PVC CONDUIT (AVISTA)

(N2) TELEPHONE - 4" SCH. 40 PVC

(N3) TELEVISION - 2" SCH. 40 PVC

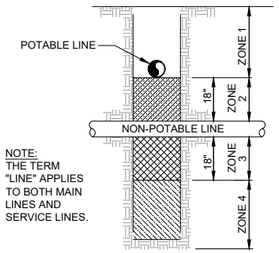
(N4) GAS MAIN (AVISTA)



1.3 DRY UTILITY TRENCH

SCALE: N.T.S.

VERTICAL SEPARATION REQUIREMENTS



NOTE: THE TERM "LINE" APPLIES TO BOTH MAIN LINES AND SERVICE LINES.

ZONE 1: A). POTABLE WATER AND NON-POTABLE MAINS AND SERVICE LINES MUST BE SEPARATED BY AT LEAST 18 INCHES, AND B). ONE FULL, UNCUT LENGTH OF NON-POTABLE PIPE MUST BE CENTERED ON THE CROSSING SO THAT THE JOINTS ARE AS FAR AS POSSIBLE FROM THE CROSSING.

ZONE 2: POTABLE LINE <18" OVER TOP OF NON-POTABLE LINE.

A). ONE FULL, UNCUT LENGTH OF NON-POTABLE WATER PIPE MUST BE CENTERED ON THE CROSSING SO THAT THE JOINTS ARE AS FAR AS POSSIBLE FROM THE NON-POTABLE LINE, AND EITHER B). NON-POTABLE LINE MUST BE CONSTRUCTED TO POTABLE WATER PIPE STANDARDS AND PRESSURE TESTED FOR WATER TIGHTNESS FOR A HORIZONTAL DISTANCE OF 10 FEET ON BOTH SIDES OF THE CROSSING, OR C). NON-POTABLE OR POTABLE LINE MUST BE CASED IN A LARGER DIAMETER CARRIER PIPE FOR A HORIZONTAL DISTANCE OF 10 FEET ON BOTH SIDES OF THE CROSSING, WITH NO JOINTS.

ZONE 3: SAME REQUIREMENTS AS ZONE 2 EXCEPT THE NON-POTABLE LINE MUST ALSO BE SUPPORTED ABOVE THE CROSSING TO PREVENT SETTLING.

ZONE 4: SAME REQUIREMENTS AS ZONE 1 EXCEPT THE NON-POTABLE LINE MUST ALSO BE SUPPORTED ABOVE THE CROSSING TO PREVENT SETTLING.

(N1) CAST IRON VALVE BOX(I.F.C.O. No. 3-C, No. 923-R-(A OR B) BOX AND No. 923-(A,B,C OR D) EXTENSION PIPE

(N2) 2" OPERATOR NUT

(N3) RESILIENT SEAT GATE VALVE, ENDS AS REQUIRED.

(N4) 8" X 8" X 2" CONC. BLOCK (4" AND SMALLER GATE VALVE)

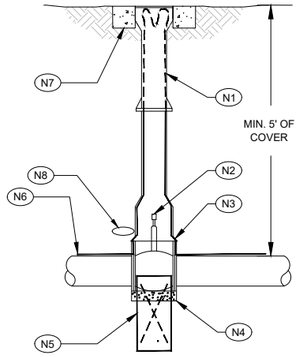
(N5) CONCRETE THRUST BLOCK W/#4 REBAR STRAPS (6" AND LARGER GATE VALVE). THRUST BLOCK TO BE SIZED IN ACCORDANCE W/TEES AND ELBOWS OF THRUST BLOCK TABLE.

(N6) 12 GA. TONING WIRE FOR TRACING PURPOSES; LOOPED UP VALVE BOX

(N7) 18" DIA. X 4" THICK CONCRETE COLLAR AROUND VALVE WHERE LOCATED IN A/C PAVEMENT

(N8) 3M LOCATOR RING, MID-RANGE MARKER #1257

NOTE: THRUST BLOCK NOT REQUIRED WHEN VALVE IS BOLTED TO A THRUST PREVENTED FITTING.



2.1 TYPICAL GATE VALVE

SCALE: N.T.S.

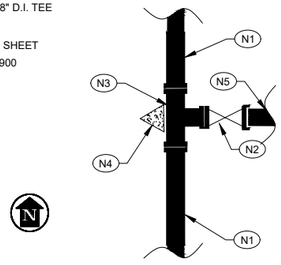
(N1) EXISTING 8" DIA. C900 PVC WATER MAIN

(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(N3) PROPOSED 8" X 8" X 8" D.I. TEE

(N4) THRUST BLOCK SEE DETAIL 1.1, THIS SHEET

(N5) PROPOSED 8" DIA. C900 PVC WATER MAIN



2.2 CONNECTION DETAIL

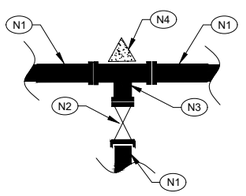
SCALE: N.T.S.

(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(N3) PROPOSED 8" X 8" X 8" D.I. TEE

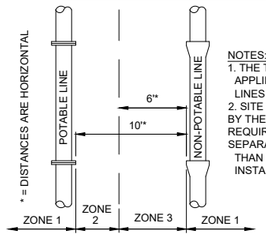
(N4) THRUST BLOCK SEE DETAIL 1.1, THIS SHEET



2.3 CONNECTION DETAIL

SCALE: N.T.S.

HORIZONTAL SEPARATION REQUIREMENTS



NOTES:
1. THE TERM "LINE" APPLIES TO BOTH MAIN LINES AND SERVICE LINES.
2. SITE SPECIFIC APPROVAL BY THE DEPARTMENT IS REQUIRED BEFORE SEPARATION LESS THAN 6 FEET (ZONE 3) IS INSTALLED.

ZONE 1: MORE THAN 10 FEET APART:
A). NO SPECIAL REQUIREMENTS.

ZONE 2: FROM 6 TO 10 FEET APART:
A). NO SPECIAL REQUIREMENTS FOR SERVICE LINES.
B). POTABLE AND NON-POTABLE MAINS SEPARATED BY AT LEAST 6 FEET AT OUTSIDE WALLS, AND
C). POTABLE MAINS HIGHER IN ELEVATION THAN THE NON-POTABLE MAINS, AND
D). NON-POTABLE MAINS CONSTRUCTED WITH POTABLE WATER CLASS PIPE AND PRESSURE TESTED FOR WATER-TIGHTNESS.

ZONE 3: CLOSER THAN 6 FEET APART:
A). FOR MAINS AND SERVICES, DESIGN ENGINEER TO SUBMIT DATA TO DEPARTMENT FOR REVIEW AND APPROVAL THAT THIS INSTALLATION WILL PROTECT PUBLIC HEALTH AND ENVIRONMENT AND NON-POTABLE LINE CONSTRUCTED WITH POTABLE WATER CLASS PIPE.

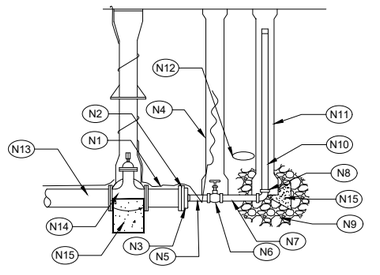
FOR DETAILS REFER TO IDAPA 58.01.08.542.07: IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS OR IDAPA 58.01.16.430.0: IDAHO WASTEWATER RULES.

SEWAGE FORCE MAINS SHALL HAVE AT LEAST TEN FEET OF HORIZONTAL SEPARATION FROM POTABLE MAINS - ZONE 2 AND ZONE 3 PLACEMENTS ARE PROHIBITED.

HORIZONTAL SEPARATION REQUIREMENTS ALSO APPLY TO POTABLE AND NON-POTABLE SERVICE LINES CONTROLLED BY THE SYSTEM OWNER AND EXTENDING THE MAIN LINE TO THE PROPERTY LINE, SERVICE METER, OR CLEANOUT.

4.5 POTABLE & NON-POTABLE LINE SEPARATION

SCALE: N.T.S.



(N1) TRACING WIRE

(N2) RESTRAINED GRIP KIT

(N3) 2" CENTER TAPPED CAP M.J.

(N4) VALVE BOX

(N5) 2"x6" G.I. NIPPLE, THD. AND SUPPLY PIPE

(N6) 2" CURB STOP VALVE, THD.

(N7) 2"x12" G.I. NIPPLE, THD. AND SUPPLY PIPE

(N8) 2" 90° ELBOW

(N9) DRAIN ROCK

(N10) TF500 TRUFLOW BLOW-OFF HYDRANT

(N11) 5 ¼" VALVE BOX

(N12) 3M LOCATE RING

(N13) 6" DIA. WATER MAIN LATERAL

(N14) 6" GATE VALVE

(N15) THRUST BLOCK

3.1 WATER MAIN BLOWOFF

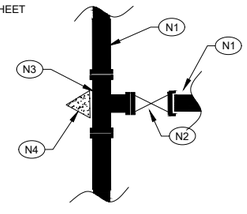
SCALE: NOT TO SCALE

(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(N3) PROPOSED 8" X 8" X 8" D.I. TEE

(N4) THRUST BLOCK SEE DETAIL 1.1, THIS SHEET



3.2 CONNECTION DETAIL

SCALE: N.T.S.

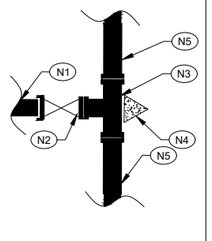
(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(N3) INSTALL 8" X 8" X 8" D.I. TEE

(N4) THRUST BLOCK SEE DETAIL 1.1, THIS SHEET

(N5) EXISTING 8" WATER MAIN



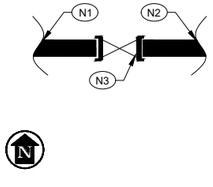
3.3 CONNECTION DETAIL

SCALE: N.T.S.

(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

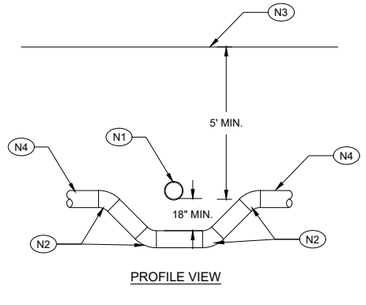
(N2) EXISTING 8" WATER MAIN

(N3) REMOVE EXISTING CAP AND INSTALL 8" DIA. D.I. GATE VALVE (FL X MJ)



4.1 CONNECTION DETAIL

SCALE: N.T.S.



PROFILE VIEW

(N1) FULL, UNCUT LENGTH OF 8" DIA. SANITARY SEWER MAIN W/ 12" DIA. WATER CLASS PIPE SLEEVE CENTERED AT THE CROSSING

(N2) 45° D.I. ELBOW

(N3) FINISH GRADE

(N4) PROPOSED C900 PVC WATER MAIN

4.2 VERTICAL SEPARATION DETAIL

SCALE: N.T.S.

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 12 OF 13

SANITARY SEWER SPECIFICATIONS

GENERAL - CONSTRUCTION OF SEWER SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE 2020 IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC), CITY OF SANDPOINT, THE STATE OF IDAHO DIVISION OF ENVIRONMENTAL QUALITY (DEQ), AND UNIFORM PLUMBING CODE. IN THE EVENT OF CODE CONFLICT THE MORE STRINGENT CODE SHALL APPLY. ALL MATERIALS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS LATEST EDITION, AND THE AMERICAN SOCIETY OF TESTING AND MATERIALS (ASTM), OR AS OTHERWISE SPECIFIED.

EXISTING UTILITIES - ALL EXISTING UTILITY LOCATIONS SHOWN ON THESE DRAWINGS ARE APPROXIMATE. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.

EXISTING SURVEY MONUMENTS - SURVEY MONUMENTS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY AN IDAHO LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE.

PIPE - GRAVITY SEWER PIPE SHALL BE ASTM D-3034 SDR35 SIZED AS SHOWN IN THE DRAWINGS. CONFORM TO SECTION 502 OF THE ISPWC, AND THE MANUFACTURER'S RECOMMENDATIONS. TRENCH SHALL BE COMPLETELY DEWATERED PRIOR TO PIPELINE INSTALLATION PER SECTION 205 OF THE ISPWC. GRAVITY PIPELINE SHALL BE LAID AND MAINTAINED TO THE REQUIRED LINES AND GRADES. VARIANCE FROM ESTABLISHED LINE AND GRADE IN SEWER GRAVITY LINES SHALL NOT BE GREATER THAN 1/32" PER INCH DIAMETER, NOT TO EXCEED 1/2", PROVIDED THAT SUCH VARIATION DOES NOT RESULT IN A LEVEL OR REVERSE SLOPING INVERT.

PIPE BEDDING - PIPE BEDDING SHALL CONFORM TO ISPWC SECTION 305. INSTALL TYPE I, 3/4-INCH MINUS BEDDING FOR AREA WITHIN 4 INCHES BELOW AND 6 INCHES ABOVE THE PIPE ACCORDING TO A CLASS A-1 BEDDING SYSTEM.

TRENCH EXCAVATION - TRENCH EXCAVATION SHALL CONFORM TO ISPWC SECTION 301. WHEN ORGANIC OR FROZEN MATERIAL, BOULDERS, SOFT OR UNSTABLE MATERIAL, WHICH WILL NOT UNIFORMLY SUPPORT THE PIPE, IS ENCOUNTERED, SUCH MATERIAL SHALL BE EXCAVATED TO AN ADDITIONAL DEPTH AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE, AND BACKFILLED WITH TYPE II BEDDING MATERIAL AS DESCRIBED IN ISPWC SECTION 305.

SHORING - ALL PIT AND TRENCH EXCAVATION WALLS SHALL BE SLOPED AND/OR SHORED ACCORDING TO OSHA REQUIREMENTS AND SECTION 301 OF THE ISPWC. WHERE NECESSARY, AVISTA UTILITIES SHALL BE CONTACTED BY THE CONTRACTOR TO PROPERLY SECURE AND/OR SHORE EXISTING UTILITY POLES AND BURIED UTILITIES.

TRENCH BACKFILL - TRENCH BACKFILL SHALL COMPLY WITH ISPWC SECTION 306. NATIVE BACKFILL MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. MATERIAL MUST BE COMPACTED TO 95% RELATIVE DENSITY. IMPORTED BACKFILL SHALL BE TYPE-2 PER ISPWC SECTION 802.

PIPE TESTING - AFTER INSTALLATION, GRAVITY SEWER MAINS SHALL BE AIR TESTED IN ACCORDANCE WITH ISPWC 501.3.4. PRESSURIZE THE PIPE TO 4 PSI AND MAINTAIN PRESSURE BETWEEN 3.5 AND 4 PSI FOR AT LEAST 2 MINUTES. AT EXACTLY 3.5 PSI, DISCONNECT AIR SUPPLY AND RECORD THE TIME FOR THE PRESSURE TO DROP TO 3 PSI. THE PRESSURE SHALL NOT DROP MORE THAN 0.5 PSI IN 3.5 MINUTES FOR THE PROPOSED 132 LF SECTION OF 8" PVC PIPE. THE ENGINEER SHALL BE PRESENT DURING ALL TESTING. SEWER SERVICES SHALL BE TESTED IN ACCORDANCE WITH ISPWC 504.3.8.

MANHOLE TESTING - AFTER INSTALLATION, GRAVITY SEWER MANHOLES SHALL BE TESTED IN ACCORDANCE WITH ISPWC 502.3.12.C.2. VACUUM TESTING SHALL INCLUDE DRAWING TO 10-INCHES OF MERCURY AND SHUTTING OF THE VACUUM PUMP. WITH VALVES CLOSED, THE VACUUM SHALL NOT DROP MORE THAN 9-INCHES IN 45-SECONDS (FOR MANHOLES 8 FT TO 10 FT DEEP). IF VACUUM TESTING IS NOT POSSIBLE, MANHOLES SHALL BE HYDROSTATICALLY TESTED PER SECTION 502.3.12.C.1.

HORIZONTAL SEPARATION - WATER AND SEWER MAINS SHALL BE SEPARATED BY NO LESS THAN TEN (10) FEET HORIZONTAL DISTANCE, IN ACCORDANCE WITH ISPWC 405.

VERTICAL SEPARATION & CROSSINGS - NORMAL VERTICAL SEPARATION BETWEEN THE NEW WATER LINE AND ANY SEWER LINE SHALL BE EIGHTEEN (18) INCHES. IF VERTICAL SEPARATION IS LESS THAN EIGHTEEN (18) INCHES, OR WHEN IT IS NECESSARY FOR THE WATER LINE TO CROSS UNDER A SEWER LINE, THE WATER LINE OR SEWER LINE SHALL BE ENCASED IN A PVC CASING PIPE WITH TIGHT JOINTS. THE CASING PIPE SHALL EXTEND TO A POINT WHICH IS TEN (10) FEET PERPENDICULAR FROM THE CROSSED PIPE. THE PVC CASING PIPE SHALL MEET THE PRESSURE PIPE SPECIFICATIONS. THE ENDS OF THE CASING PIPE SHALL BE SEALED BY AN APPROVED SEALING METHOD.

RESTORATION - ALL DISTURBED AREAS WITHIN PUBLIC RIGHTS OF WAY SHALL BE BACKFILLED TO EXISTING GRADE AND TOP DRESSED WITH MINIMUM 2" TOPSOIL, AND SEEDED PER ISPWC 2006.3.1. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGED INFRASTRUCTURE ON PRIVATE PROPERTY OR WITHIN PUBLIC RIGHT OF WAY.

WATER SPECIFICATIONS

GENERAL - WATER SYSTEM CONSTRUCTION SHALL CONFORM TO IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC), CITY OF SANDPOINT, THE STATE OF IDAHO DIVISION OF ENVIRONMENTAL QUALITY (DEQ), AND UNIFORM PLUMBING CODE. IN THE EVENT OF CODE CONFLICT THE MORE STRINGENT CODE SHALL APPLY. ALL MATERIALS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS LATEST EDITION, AND THE AMERICAN SOCIETY OF TESTING AND MATERIALS (ASTM), OR AS OTHERWISE SPECIFIED.

WATER PIPELINE - WATER DISTRIBUTION PIPELINES SHALL MEET THE REQUIREMENTS OF AWWA C900 WITH MAXIMUM DIMENSION RATIO OF 18. COUPLING JOINTS SHALL BE BELL AND SPIGOT TYPE WITH ELASTOMERIC GASKETED FITTINGS. SERVICE LINES SHALL BE POLYETHYLENE PE3408 WITH MAXIMUM DIMENSION RATIO OF 9 (200PSI). WATER MAIN SHALL HAVE A MIN. 5' OF COVER.

PIPE FITTINGS - PIPE FITTINGS SHALL BE CLASS 250 MECHANICAL JOINT CEMENT MORTAR LINED CAST IRON OR DUCTILE IRON CONFORMING TO AWWA C110. END CONNECTIONS SHALL BE EITHER FLANGED OR MECHANICAL JOINT CONFORMING TO AWWA STANDARD C-111. M.J. FITTINGS SHALL CONFORM TO AWWA C111 USING TRANSITION GASKETS FOR CONNECTION TO ASTM PVC PIPE. POLYETHYLENE PIPE SHALL USE FITTINGS APPROVED FOR USE WITH THE SPECIFIC PIPE TYPE.

VALVES - GATE VALVES SHALL CONFORM TO AWWA C-509. VALVES SHALL HAVE FULLY ENCAPSULATED, RESILIENT WEDGE, USING NONRISING STEMS AND "O" RING SEALS AND ENDS AS NOTED. VALVES SHALL BE "AFCO" BRAND, OR EQUAL. VALVE BODY SHALL BE COATED WITH A FUSION-BONDED EPOXY, COATED TO A MINIMUM DRY FILM THICKNESS OF 10 MILS. VALVES SHALL INCLUDE A TWO PIECE CAST IRON VALVE BOX SUITABLE FOR THE BURIAL DEPTH REQUIRED. VALVE BOXES SHALL INCLUDE A CAP MARKED "WATER."

CURB STOPS - CURB STOPS SHALL BE 175 LB. STOP AND WASTE CURB VALVES, AND SHALL BE MUELLER MARK II ORISEAL CURB VALVE, OR EQUAL. CURB STOPS SHALL INCLUDE A PLASTIC SCREW TYPE CURB BOX WITH ARCH PATTERN BASE.

SERVICE CONNECTION - CONNECTION OF SERVICE LINE TO MAIN LINE SHALL BE MADE WITH A MAIN LINE SIZE TAPPING SADDLE. THE SADDLE SHALL BE EQUIPPED WITH DOUBLE STRAPS AND SERVICE SIZED POLYETHYLENE PACK JOINT TYPE PIPE FITTING, AND SHALL BE APPROVED BY THE MANUFACTURER OF THE TYPE OF PIPE APPLIED TO. THE PIPE SHALL BE CONNECTED IN A MANNER APPROVED BY THE MANUFACTURER OF THE PIPE AND THE SERVICE INSTALLED IN ACCORDANCE WITH ISPWC 409.08.

TRACE WIRE - A 12 GA, INSULATED, SINGLE STRAND, COPPER WIRE SHALL BE INSTALLED ADJACENT TO ALL NON-METALLIC WATER PIPES MAINS AND SERVICE LINES. THE LOCATOR WIRE SHALL ALSO BE EXTENDED UP THE VALVE BOXES AND SHALL BE PLACED ALONG SIDE THE OUTSIDE OF THE LOWER PORTION OF THE VALVE BOX AND ALONG THE INSIDE OF THE UPPER PORTION. ALL WIRE JOINTS SHALL BE CONNECTED WITH A CONNECTOR SEALED USING A 3M #4, SIZE A, EPOXY SEALING COMPOUND. ALL SPLICES SHALL BE ELECTRICALLY SOUND AND INSULATED TO SEAL OUT MOISTURE. WIRE SHALL BE BROUGHT TO THE SURFACE IN VALVE BOXES. LOCATOR WIRE SHALL BE TESTED FOR CONTINUITY PRIOR TO APPROVAL.

PIPE TRENCH - TRENCHING SHALL CONFORM TO THE TYPICAL TRENCH DETAIL SHOWN AND ISPWC SECTION 301. WHEN ORGANIC OR FROZEN MATERIAL, BOULDERS, SOFT OR UNSTABLE MATERIAL, WHICH WILL NOT UNIFORMLY SUPPORT THE PIPE, ARE ENCOUNTERED, SUCH MATERIAL SHALL BE EXCAVATED TO AN ADDITIONAL DEPTH AS DIRECTED BY THE ENGINEER, AT THE CONTRACTORS EXPENSE, AND BACKFILLED WITH TYPE II BEDDING MATERIAL.

BACKFILL AND COMPACTION - PIPE BACKFILLING SHALL COMPLY WITH ISPWC SECTION 306. MATERIAL SHALL BE TYPE-2 CRUSHED AGGREGATE OR NATIVE MATERIAL WHEN DEEMED SUITABLE BY THE ENGINEER. COMPACT ALL BACKFILL WITHIN 3 FEET OF ROADWAY OR OTHER PAVED SURFACES OR STRUCTURES TO 95% OF STANDARD PROCTOR DENSITY (ASTM D698).

PIPELINE INSTALLATION - PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND ISPWC SECTION 401. PIPE SHALL NOT BE INSTALLED UNTIL TRENCH HAS BE COMPLETELY DEWATERED BELOW THE BASE OF THE BEDDING COURSE. ALL PIPE SHALL BE LAID ON A STRAIGHT GRADE WITH NO LOCAL HIGH POINTS. WHERE LOCALIZED HIGH SPOT IN THE PIPELINE INSTALLATION IS UNAVOIDABLE AN AIR RELEASE VALVE SHALL BE INSTALLED.

PIPE BEDDING - PIPE BEDDING SHALL COMPLY WITH ISPWC SECTION 305. WATER MAINS SHALL BE BEDDED WITH TYPE I OR TYPE III MATERIAL. BEDDING SHALL BE PLACED WITHIN 4 INCHES BELOW AND 6 INCHES ABOVE THE PIPE.

TRENCH PROTECTION - TRENCH PROTECTION SHALL CONFORM TO ISPWC SECTION 301.

THRUST BLOCKS - THRUST BLOCKS SHALL BE PROVIDED AT ALL ELBOWS, TEE FITTINGS AND END CAPS AS SHOWN ON THE DRAWING IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 400, ISPWC DRAWING NO. SD-403.

PRESSURE TEST - AFTER COMPLETE INSTALLATION FOR THE CONSTRUCTION PHASE, INCLUDING SERVICE CONNECTIONS, ALL WATER PIPELINES SHALL BE PRESSURE TESTED TO A PRESSURE OF 150 PSI IN ACCORDANCE WITH ISPWC SECTION 400. BEFORE APPLYING THE SPECIFIED TEST PRESSURE, AIR SHALL BE EXPELLED COMPLETELY FROM THE PIPES, VALVES, AND HYDRANTS. PRESSURE SHALL BE MAINTAINED UNTIL THE ENGINEER OR HIS INSPECTOR HAVE DETERMINED THAT THE SECTION OF PIPE, VALVES, AND FITTINGS ARE WATERTIGHT. THE TEST PRESSURE IN THE WATER MAINS SHALL BE MAINTAINED FOR A MINIMUM OF 2 HOURS, VERIFY THAT DURING THE 2 HOUR TEST, THE PIPE DOES NOT LEAK IN EXCESS OF THAT ALLOWED BY SECTION 401.3.6 OF THE ISPWC.

FLUSHING - PRIOR TO DISINFECTION, THE NEW MAIN SHALL BE FLUSHED USING A MINIMUM VELOCITY OF 2.5 FPS.

DISINFECTION - DISINFECT ALL MAINS AND SERVICE LINES IN ACCORDANCE WITH ISPWC SECTION 401 AND ANSI/AWWA C 651 AND ANSI/AWWA B 300.

DURING CONSTRUCTION PLACE 2 EA. 5G CALCIUM HYPOCHLORITE TABLETS IN EACH 18 LF SECTION OF PIPE. INSTALL $\frac{1}{3}$ THE AMOUNT OF TABLETS IN 9 LF SECTIONS OF PIPE. ALSO PLACE 1 EA. TABLET IN THE HYDRANT BRANCH. ATTACHED TABLETS TO THE INSIDE TIP OF THE PIPE USING AN ADHESIVE SUCH AS PERMATEX 2 OR APPROVED SUBSTITUTION. ASSURE NO ADHESIVE IS ON THE TABLET EXCEPT THE BROAD SIDE ATTACHED TO THE PIPE SURFACE. ATTACHED THE TABLETS AT THE TOP OF THE INSIDE OF THE PIPE. MARK THE LOCATION OF THE TABLET ON THE OUTSIDE OF THE PIPE TO ENSURE THE TABLET IS IN THE CORRECT LOCATION WHEN THE PIPE IS INSTALLED.

ONCE TABLET AND PIPE INSTALLATION IS COMPLETE, FILL THE PIPE WITH CLEAN WATER AT A VELOCITY NOT TO EXCEED 1 FPS. ENSURE AIR POCKETS ARE ELIMINATED. LEAVE WATER IN THE PIE FOR AT LEAST 24 HRS. IF THE WATER TEMPERATURE IS LESS THAN 41 DEGREES FAHRENHEIT, LEAVE IT IN THE PIPE AT LEAST 48 HRS. POSITION VALVE SO THAT THE CHLORINE SOLUTION IN THE MAIN BEING TREATED WILL NOT FLOW INTO WATER MAINS IN ACTIVE SERVICE.

AFTER THE REQUIRED RETENTION PERIOD, FLUSH THE CHLORINATED WATER UNTIL CHLORINE MEASUREMENTS OF THE FLUSHED WATER SHOW A CONCENTRATION NO HIGHER THAN THAT IN THE SYSTEM OR ACCEPTABLE FOR DOMESTIC USE.

AFTER FINAL FLUSHING AND BEFORE THE MAIN IS PLACED IN SERVICE, COLLECT SAMPLES FROM THE MAIN AND HAVE THEM TESTED FOR COLIFORM BACTERIA. TAKE 2 EA. SAMPLES FROM EACH LOCATION AND TEST AT LEAST 24 HRS APART.

HORIZONTAL SEPARATION - WATER AND SEWER MAINS SHALL BE SEPARATED BY NO LESS THAN TEN (10) FEET HORIZONTAL DISTANCE, IN ACCORDANCE WITH ISPWC 405.

VERTICAL SEPARATION & CROSSINGS - NORMAL VERTICAL SEPARATION BETWEEN THE NEW WATER LINE AND ANY SEWER LINE SHALL BE EIGHTEEN (18) INCHES. IF VERTICAL SEPARATION IS LESS THAN EIGHTEEN (18) INCHES, OR WHEN IT IS NECESSARY FOR THE WATER LINE TO CROSS UNDER A SEWER LINE, THE WATER LINE OR SEWER LINE SHALL BE ENCASED IN A PVC CASING PIPE WITH TIGHT JOINTS. THE CASING PIPE SHALL EXTEND TO A POINT WHICH IS TEN (10) FEET PERPENDICULAR FROM THE CROSSED PIPE. THE PVC CASING PIPE SHALL MEET THE PRESSURE PIPE SPECIFICATIONS. THE ENDS OF THE CASING PIPE SHALL BE SEALED BY AN APPROVED SEALING METHOD.

GENERAL SPECIFICATIONS

CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL, AND SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO BEGGING WORK.

ALL CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PUBLIC RIGHT OF WAY, UTILITY EASEMENTS, AND DESIGNATED PROJECT SITE.

CONTRACTOR IS RESPONSIBLE FOR LOCATING AND AVOIDING ALL EXISTING UTILITIES, AND REPAIRING ANY DAMAGE TO EXISTING UTILITIES.

CONTRACTOR SHALL COORDINATE WITH ELECTRIC AND COMMUNICATION COMPANIES AS NEEDED TO ENSURE NO INTERRUPTION TO SERVICE DURING CONSTRUCTION.

CONTRACTOR SHALL ALLOW ALL ADJACENT PROPERTIES ACCESS DURING CONSTRUCTION, WHENEVER PRACTICAL.

WORK HOURS SHALL BE FROM 8:00 AM TO 5:00 PM UNLESS OTHERWISE APPROVED IN WRITING BY THE CITY.

CONTRACTOR SHALL SUBMIT PHASING PLAN AND WORK SCHEDULE TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK, NO LATER THAN THE SCHEDULED PRE-CONSTRUCTION MEETING. PLAN SHALL INCLUDE ESTIMATED TOTAL PROJECT COMPLETION TIME, AND SHALL BE UPDATED WEEKLY AND SENT TO THE ENGINEER NO LATER THAN THE FRIDAY PRECEDING THE WORK WEEK.

CONTRACTOR IS RESPONSIBLE FOR OBTAINING ENCROACHMENT PERMITS AND ANY OTHER CONSTRUCTION RELATED PERMITS PRIOR TO CONSTRUCTION.

LEGEND

- PROPERTY LINE (THIS PROJECT)
- PROPERTY LINE (OTHERS)
- EASEMENT
- 2056 EXISTING CONTOUR
- 2056 PROPOSED CONTOUR
- STRUCTURAL FILL EXTENTS
- GENERAL CUT OR FILL EXTENTS
- SILT FENCE
- 2079.10 CONC FINISHED GRADE ELEVATION
- 1.6% FINISHED GRADE SLOPE
- EXISTING CONCRETE SIDEWALK
- EXISTING ASPHALT
- EXISTING GRAVEL
- EXISTING SIGN
- EXISTING FENCE
- EXISTING DITCH
- W8 EXISTING WATER MAIN
- WS EXISTING WATER SERVICE
- EXISTING GATE VALVE
- WM EXISTING WATER METER
- EXISTING BALL VALVE/CURB STOP
- EXISTING HYDRANT
- GS8 EXISTING SANITARY SEWER MAIN
- SS EXISTING SANITARY SEWER SERVICE
- S EXISTING SEWER MANHOLE
- EXISTING CLEAN OUT
- SD EXISTING STORM DRAIN PIPE
- EXISTING STORM INLET (GRATED LID)
- D EXISTING STORM MANHOLE (SOLID LID)
- BE EXISTING BURIED ELECTRIC
- AE EXISTING AERIAL ELECTRIC
- EXISTING UTILITY POLE
- G EXISTING GAS
- EXISTING TELEPHONE
- DRY EXISTING DRY UTILITY TRENCH
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED GRAVEL
- PROPOSED CURB AND GUTTER
- X PROPOSED FENCE
- PROPOSED DITCH INVERT
- PROPOSED SWALE (TREATMENT)
- PROPOSED ROCK OUTFALL
- W8 PROPOSED WATER MAIN
- WS PROPOSED WATER SERVICE
- PROPOSED GATE VALVE
- PROPOSED BALL VALVE/CURB STOP
- WM PROPOSED WATER METER
- PROPOSED HYDRANT
- GS8 PROPOSED SANITARY SEWER MAIN
- SS PROPOSED SANITARY SEWER SERVICE
- S PRPOSED SEWER MANHOLE
- PROPOSED CLEAN-OUT
- SD12 PROPOSED 12" DIA. STORM DRAIN PIPE
- SD8 PROPOSED 8" DIA. STORM DRAIN PIPE
- SD4 PROPOSED 4" DIA. PERFORATED DRAIN PIPE
- PROPOSED STORM INLET (GRATED LID)
- D PROPOSED STORM MANHOLE (SOLID LID)
- BE PROPOSED BURIED ELECTRIC
- T PROPOSED ELECTRICAL TRANSFORMER
- HH PROPOSED ELECTRICAL HAND HOLE
- PROPOSED ELECTRICAL JUNCTION BOX
- G PROPOSED GAS
- T PROPOSED TELEPHONE
- CTV PROPOSED CABLE SERVICE
- I PROPOSED IRRIGATION
- C PROPOSED COMMUNICATIONS (TELEPHONE, CABLE, ETC.)

PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
SPECIFICATIONS AND LEGEND

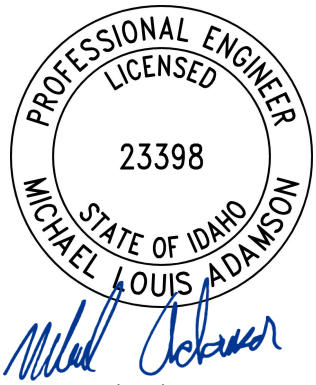
PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

Ridley Village Court

Traffic Impact Analysis

Prepared for:
Affinity Real Estate



02/23/2026

Updated February 2026

UT24-2495

FEHR PEERS

Table of Contents

1. Executive Summary 1

1.1 Project Conditions 1

1.2 Traffic Conditions 1

1.3 Summary 3

2. Introduction 3

2.1 Scope 5

2.2 Analysis Method 7

3. Existing (2024) Background Conditions 8

3.1 Purpose 8

3.2 Roadway System 8

3.3 Collision History 9

3.4 Transit Services 10

3.5 Pedestrian & Cyclist Facilities 10

3.6 Planned Projects 11

3.7 Traffic Volumes 11

3.8 Level of Service and Queueing Analyses 14

4. Project Conditions 16

4.1 Purpose 16

4.2 Project Description 16

4.3 Trip Generation 16

4.4 Trip Distribution and Assignment 17

5. Existing Plus Project Conditions 19

5.1 Purpose 19

5.2 Traffic Volumes 19

5.3 Level of Service and Queueing Analyses 21

6. Future (2032) Background Conditions 23

6.1 Purpose 23

6.2 Traffic Volumes 23

6.3 Level of Service and Queueing Analyses 25

6.4 Alternative Intersection Concept 26

7. Future (2032) Plus Project Conditions 28

7.1 Purpose 28
7.2 Traffic Volumes 28
7.3 Level of Service and Queueing Analyses 30
7.4 Alternative Intersection Concept 32

8. Turn Lane Analysis 33

9. Percent of Traffic Analysis 35

10. Conclusion and Recommendations 37

List of Figures

Figure 1: Project Location and Study Intersections 6
Figure 2: Existing (2024) Background Conditions 13
Figure 3: Project Trips 18
Figure 4: Existing (2024) Plus Project Conditions 20
Figure 5: Future (2032) Background Conditions 24
Figure 6: Future (2032) Plus Project Conditions 29

List of Tables

Table 1: Trip Generation Estimates 1
Table 2: Level of Service Summary – Existing Configuration 2
Table 3: Level of Service Summary – Alternative Intersection Concept 3
Table 4: Level of Service Descriptions 7
Table 5: Collision Data Summary by Year, January 1, 2018, to December 31, 2022 9
Table 6: Collision Data Summary by Type, January 1, 2018, to December 31, 2022 10
Table 7: Existing 2024 Weekday AM and PM Background Conditions Level of Service 15
Table 8: Trip Generation Estimates 17
Table 9: Existing 2024 Weekday AM and PM Plus Project Conditions Level of Service 22
Table 10: Future 2032 Weekday AM and PM Background Conditions Level of Service 25
Table 11: Future 2032 Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept 27
Table 12: Future 2032 Weekday AM and PM Plus Project Conditions Level of Service 31
Table 13: Future 2032 Plus Project Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept 32
Table 14: Project Trips as a Percent of Total Plus Project Intersection Volume 36

Appendices

Appendix A: Development Site Plan
Appendix B: Sandpoint MTMP Concepts
Appendix C: Traffic Counts
Appendix D: Signal Timings
Appendix E: Detailed Synchro Reports

1. Executive Summary

This study summarizes the potential transportation-related impacts from the proposed Ridley Village Court residential development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. Ridley Village Court is proposed to include a total of 56 units of townhomes (single family attached housing). This study includes traffic operations and impacts analysis for 2024, and 2032 background and Plus Project conditions at key intersections. Plus Project conditions analyses were performed using volumes generated by the proposed development in all analysis years.

1.1 Project Conditions

This project is located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. Fehr & Peers estimated the project's total trip generation using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, 2021. Since the development only includes one land use, no reductions for internal capture were assumed. **Table 1** shows the proposed land use and the trips generated by the development.

Table 1: Trip Generation Estimates

Land Use[1]	Quantity (Dwelling Units)	ITE Trip Rate	Daily	AM Peak Hour[2]			PM Peak Hour[2]		
				In	Out	Total	In	Out	Total
(215) Single-Family Attached	56	**Daily:** 7.2 trips/unit (50% Enter, 50% Exit) **AM Peak:** 0.48 trips/unit (25% Enter, 75% Exit) **PM Peak:** 0.57 trips/unit (59% Enter, 41% Exit)	404	7	20	27	19	13	32

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual).
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual.

Source: Fehr & Peers, 2025.

1.2 Traffic Conditions

Fehr & Peers analyzed weekday AM and PM peak-hour traffic conditions for 2024 and 2032 background and Plus Project conditions at key intersections. **Table 2** shows the study's analysis results.

Table 2: Level of Service Summary – Existing Intersection Configurations

Intersection			2024 Background	2024 + Project	2032 Background	2032 + Project
ID	Location	Period	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)
1	Park Avenue & Highway 2[2]	AM	B / 13 (NB)	B / 13 (NB)	B / 14 (NB)	B / 14 (NB)
		PM	B / 12 (NB)	B / 12 (NB)	B / 14 (NB)	B / 14 (NB)
2	Ridley Village Road & Highway 2[2]	AM	B / 13 (NB)	B / 13 (NB)	C / 15 (NB)	C / 16 (NB)
		PM	B / 12 (NB)	B / 13 (NB)	C / 16 (NB)	C / 17 (NB)
3	Highway 2 & Ontario Street[2]	AM	C / 20 (WB)	C / 21 (EB)	D / 33 (EB)	D/ 34 (EB)
		PM	D / 26 (EB)	D / 26 (EB)	**E / 48 (EB)**	**E / 50 (EB)**
4	Division Avenue & Highway 2[1]	AM	C / 24	C / 24	B / 28	C / 29
		PM	B / 14	B / 15	B / 20	C / 20
5	Division Avenue & Michigan Street[2]	AM	B / 10 (EB)	B / 10 (EB)	B / 11 (EB)	B / 11 (EB)
		PM	B / 11 (EB)	B / 11 (EB)	B / 11 (EB)	B / 11 (EB)
6	Boyer Avenue & Highway 2[1]	AM	B / 15	B / 15	B / 19	B / 19
		PM	C / 22	C / 23	D / 40	D / 42
7	Division Avenue & Ontario Street[2]	AM	B / 10 (NB)	B / 10 (SB)	B / 10 (NB)	B / 10 (NB)
		PM	B / 11 (NB)	B / 11 (SB)	B / 11 (SB)	B / 11 (NB)
101	Park Avenue & West Access[2]	AM	--	A / 9 (WB)	--	A / 9 (WB)
		PM	--	A / 9 (WB)	--	A / 9 (WB)
102	Ridley Village Road & North Access[2]	AM	--	A / 8 (WB)	--	A / 8 (WB)
		PM	--	A / 8 (EB)	--	A / 8 (EB)
103	Ridley Village Road & South Access[2]	AM	--	A / 9 (EB)	--	A / 9 (EB)
		PM	--	A / 9 (EB)	--	A / 9 (EB)

1. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

Table 3: Level of Service Summary – Alternative Intersection Concept

Intersection			2032 Background	2032 + Project
ID	Location	Period	LOS / Delay (in seconds)	LOS / Delay (in seconds)
3a	Highway 2 & Ontario Street (West)	AM	D / 27 (EB)	D / 27 (EB)
		PM	**E / 35 (EB)**	**E / 36 (EB)**
3b	Highway 2 & Ontario Street (East)	AM	C / 24 (WB)	C / 24 (WB)
		PM	D / 31 (WB)	D / 32 (WB)

1. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

1.3 Summary

This study includes traffic operations, queueing, turn lane, and percent of traffic analyses for 2024 and 2032 background and Plus Project conditions at key intersections.

Operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at Highway 2 & Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. When analyzed, Fehr & Peers found that the proposed configuration would improve intersection operations in 2032 background and plus project peak period scenarios. The proposed operation is still projected to operate at LOS E in the 2032 Background and Plus Project PM peak period at the west intersection, but the delay is only 2-3 seconds per vehicle below the LOS D threshold at worst and it is anticipated that queueing at these intersections will be minimal, based on the low traffic volume. The concept also appears to improve the approach angle for drivers along Ontario Street, which may improve safety at the intersections. Therefore, Fehr & Peers recommends that the proposed concept is a viable alternative and should be implemented when feasible. No other intersection improvements are required to mitigate delay from the proposed development.

Queueing was not found to exceed existing storage in any study intersections, except for the intersection at Highway 2 & Boyer Avenue. In all future background and plus project scenarios, the queue at this intersection is projected to exceed existing storage capacity in AM and PM peak periods. However, the AM peak period queue is only projected to block a minor one-way driveway access. The PM peak hour is projected to intermittently block the intersection with 6th Ave. However, this queue is expected to clear during most traffic signal cycles and will not require mitigation. The queues will exceed available storage with or without the Ridley Village Court development, and are not a direct result of the development.

The right- and left-turn lane analyses performed in this study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant. Additionally, it should be noted that the intersections where left-turn warrants are met operate within acceptable levels of delay under all scenarios even assuming no left-turn storage lane is in place. It should be noted that, if a westbound left-turn lane were added at Ridley Village Court, that lane would likely overlap with the right-of-way needs of the US 2 & Ontario Street realignment**. It is recommended that (given the turn lane is warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the US 2 & Ontario Street realignment to determine feasibility and appropriate storage length available given that realignment.**

The percentage of traffic analysis found that the development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

2. Introduction

This traffic impact analysis (TIA) summarizes results and recommendations developed through traffic operations analysis to evaluate potential impacts from the proposed Ridley Village Court development located south of Highway 2 between Ridley Village Road and Madison Street. **Figure 1** shows the project's location. **Appendix A** shows a more detailed site plan.

This study analyzes the traffic operations and impacts for 2024 and 2032 background and Plus Project conditions at key intersections described below in the Scope section. Consistent with discussions with the Idaho Transportation Department (ITD) and City of Sandpoint staff, this analysis assumed the full buildout of the Homestead Village development as a background development for both existing and 2032 conditions. Plus Project conditions analyses were performed using volumes generated by the proposed development in both analysis years. For each of the evaluation periods, mitigation (roadway geometry changes or operational improvements) actions, if needed, were recommended.

2.1 Scope

This study analyzes the expected traffic impacts stemming from the proposed development at adjacent intersections. Impacts are specifically addressed at the following study intersections:

1. Highway 2 & Park Avenue – Stop Controlled
2. Highway 2 & Ridley Village Road – Stop Controlled
3. Highway 2 & Ontario Street – Stop Controlled
4. Highway 2 & Division Avenue – Signal Controlled
5. Division Avenue & Michigan Street – Stop Controlled
6. Highway 2 & Boyer Avenue – Signal Controlled
7. Division Avenue & Ontario Street – Stop Controlled
101. Ridley Village Road & Northwest Access – Stop Controlled
102. Ridley Village Road & Southwest Access – Stop Controlled
103. Madison Avenue & Southeast Access – Stop Controlled

Figure 1 shows the study intersections and project accesses analyzed in this study.



Intersections

Access Points

Figure 1

Project Location and Study Intersections

2.2 Analysis Method

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. For this study, acceptable LOS is defined as LOS A through D; unacceptable LOS is defined as LOS E or F. **Table 4** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst intersection movement (average of worst approach delays).

Per the City of Sandpoint's Multimodal Transportation Master Plan (MTMP), the City maintains an LOS standard of LOS D on all roadways.

Table 4: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

3. Existing (2024) Background Conditions

3.1 Purpose

The existing background conditions analysis examines the nearby study intersections during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, Fehr & Peers can identify existing traffic operations deficiencies and recommend relevant mitigation measures.

3.2 Roadway System

The primary roadways that will provide access to the project are described below.

- **Highway 2** is a state-owned principal arterial roadway with a 35-mph speed limit near the study area. Throughout the study area, Highway 2 has one travel lane in each direction with left-turn storage lanes at the intersections at Division Avenue and at Boyer Avenue. East of the study area Highway 2 provides access to downtown Sandpoint and continues north to Ponderay, Idaho; west of the study area, Highway 2 exits Sandpoint and extends southwest toward Spokane, Washington.
- **Ridley Village Road** is a local residential road with a 25-mph speed limit. It connects to the west accesses to the site.
- **Madison Avenue** is a local residential road with a 25-mph speed limit. It runs along the east side of the proposed Ridley Village Court site.
- **River Rock Road** is a local residential road with a 25-mph speed limit. It is proposed to run through the Ridley Village Court site.
- **Ontario Street** is a major collector road with a 25-mph speed limit. Its entire length has one travel lane in each direction.
- **Division Avenue** is a minor arterial road with a 25-mph speed limit. Near the study area, Division Avenue has one travel lane in each direction with left-turn storage lanes at the intersections at Highway 2 and at Michigan Street. Division Avenue serves as the primary access route for Sandpoint Middle and High Schools within the study area, and as the primary access route for the Sandpoint Library and Farmin-Stidwell Elementary School north of the study area. It is proposed to connect to River Rock Road, which will tie into the Ridley Village Court development from the east.
- **Michigan Street** is a local residential road with a 25-mph speed limit. Its entire length has one travel lane in each direction and allows for on-street parking.
- **Boyer Avenue** is a minor arterial road with a 25-mph speed limit. Near the study area, Boyer Avenue has one travel lane in each direction with left-turn storage lanes at the intersection at Highway 2.

North of the study area, Boyer Avenue runs parallel to Highway 2 and serves as a secondary north-south route throughout Sandpoint.

3.3 Collision History

Fehr & Peers reviewed vehicle collision data reported by the Local Highway Technical Assistance Council (LHTAC) at the study intersections during a five-year period from 2018 to 2022. **Table 5** and **Table 6** summarize the collision totals, frequencies, severities, and types at each study intersection. Fehr & Peers compared the data from LHTAC to that shown in ITD's online crash database and found the crash records to be identical.

Table 5: Collision Data Summary by Year, January 1, 2018, to December 31, 2022

Intersection	2018	2019	2020	2021	2022	5-Year Collisions			Average Annual Collision Frequency	Collisions per MEV
						Injury	Non-Injury	Total		
Park Avenue & Highway 2	0	1	0	0	0	0	1	1	0.2	0.06
Ridley Village Road & Highway 2	0	2	0	0	0	0	2	2	0.4	0.11
Highway 2 & Ontario Street	0	2	0	0	2	1	3	4	0.8	0.15
Division Avenue & Ontario Street	0	0	1	0	0	0	1	0	0.2	0.22
Division Avenue & Highway 2	3	2	1	1	0	3	4	7	1.4	0.20
Division Avenue & Michigan Street	0	0	0	0	0	0	0	0	0	0
Boyer Avenue & Highway 2	1	4	3	2	0	3	7	10	2	0.33

Source: LHTAC Idaho Crash Data

Table 6: Collision Data Summary by Type, January 1, 2018, to December 31, 2022

Intersection	5-Year Total Collisions	Collision Type							
		Rear End	Angle (Turning)	Angle (Through)	Head-On	Fixed Object/ Animal	Ped/Bike	Sideswipe	Other
Park Avenue & Highway 2	1	1	0	0	0	0	0	0	0
Ridley Village Road & Highway 2	2	2	0	0	0	0	0	0	0
Highway 2 & Ontario Street	4	1	0	1	1	1	0	0	0
Division Avenue & Ontario Street	1	0	1	0	0	0	0	0	0
Division Avenue & Highway 2	7	6	1	0	0	0	0	0	0
Division Avenue & Michigan Street	0	0	0	0	0	0	0	0	0
Boyer Avenue & Highway 2	10	6	0	0	1	2	0	1	0

Source: LHTAC Idaho Crash Data

3.4 Transit Services

Selkirks Pend Oreille Transit (SPOT) provides transit service in Sandpoint. SPOT buses run seven days a week with hourly headways.

- The Green Route starts in Dover, runs along Highway 2, and then north along Division Avenue toward Main Street; the Green Route terminates near Kootenai Elementary School. The Green route crosses through all study intersections along Highway 2 from Park Avenue to Division Avenue, and then proceeds north through the intersection at Division Avenue & Michigan Street.
- The Blue Route originates north of Sandpoint on Schweitzer Mountain Road and proceeds south along Highway 2 towards downtown Sandpoint and eventually routes up north along Division Avenue to circulate around the Lake Pend Oreille Alternative High School. The Blue line only briefly intersects with the study area at the intersection at Highway 2 & Boyer Avenue.

3.5 Pedestrian & Cyclist Facilities

Highway 2 has a multi-use path that runs parallel to the road on the northside but has no sidewalks. All study intersections have striped pedestrian crossings. Division Avenue also has striped bike lanes. Near

the study area, Boyer Avenue does not have bike lanes, but does have buffered bike lanes beginning north of Church Street.

3.6 Planned Projects

The City of Sandpoint published its MTMP on May 5, 2021. Per the MTMP, the plan was "developed based on extensive analysis, community and stakeholder input, and data-driven decision-making, resulting in strategies and projects to be completed over the next 20 years. Implementing these actions will enhance safety, connectivity, accessibility, and mobility for all—pedestrians, bicyclists, motorists, watercraft, transit riders, freight transporters, and those accessing places such as the airport and passenger rail station for transportation beyond Sandpoint." The following concepts included in the MTMP affect the study area examined in this TIA:

- A long-term plan for the east-west connection at the intersection of Highway 2 & Boyer Avenue that would create a one-way couplet with Fifth Avenue and a new extension of Highway 2 from Pine Street to Cedar Street (MTMP, Figure 23).
- Ontario Street is proposed to be realigned to separate the four-way intersection into two three-way, T-intersections (MTMP, Figure 26 & Figure 28).

The figures from the MTMP that show these planned improvements are included in **Appendix B**

3.7 Traffic Volumes

Fehr & Peers coordinated with Sandpoint staff and local data collection vendors to collect intersection turning movement counts at the study intersections to establish a baseline of existing conditions and operations for the area. Sandpoint staff collected intersection turning movement counts at the intersection at the following intersections, with date of collection and collection entity also provided:

- Collected by Quality Counts on Thursday, August 4, 2022:
    1. Highway 2 & Park Avenue
    2. Highway 2 & Ridley Village Road
    3. Highway 2 & Ontario Street
    4. Highway 2 & Division Avenue
    5. Division Street & Michigan Street
- Collected by Sandpoint staff on Thursday, May 12, 2022:
    6. Highway 2 & Boyer Avenue
- Collected by Quality Counts on Tuesday, June 18, 2024:
    7. Division Avenue & Ontario Street

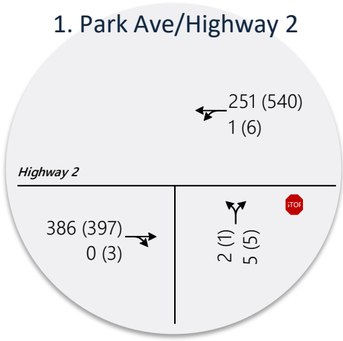
All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period. Fehr & Peers processed the turning movement counts to establish a baseline of existing conditions and operations for the area. As part of post processing, Fehr & Peers added the estimated trips generated by the proposed Homestead Village development. With this post processing step, it was

anticipated that the traffic volume on the study intersections would be an adequate approximation of 2024 conditions. The study area's AM and PM peak hours were found to be 7:45-8:45 AM and 4:00-5:00 PM, respectively. The turning movement counts are included in **Appendix C**.

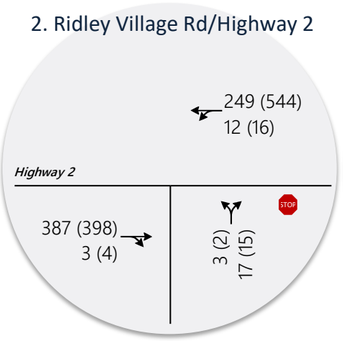
Figure 2 shows existing background weekday AM and PM peak hour volumes.



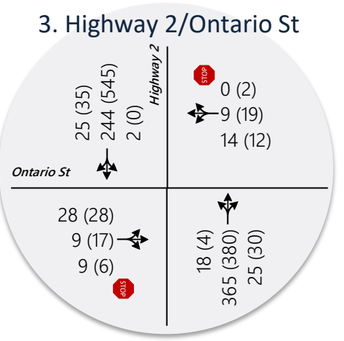
1. Park Ave/Highway 2



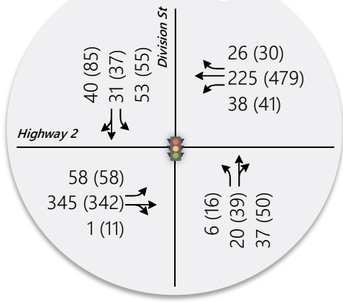
2. Ridley Village Rd/Highway 2



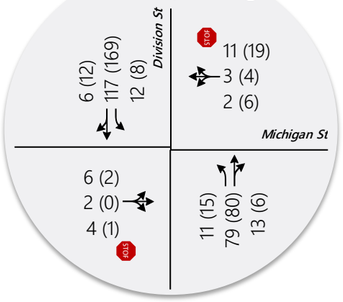
3. Highway 2/Ontario St



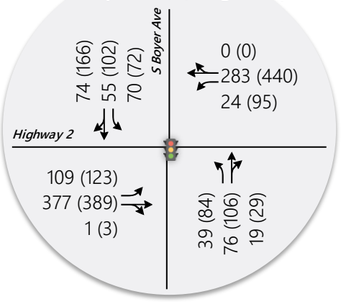
4. Division St/Highway 2



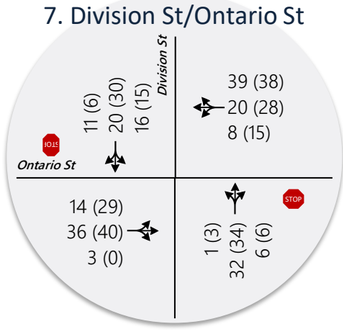
5. Division St/Michigan St



6. S Boyer Ave/Highway 2



7. Division St/Ontario St



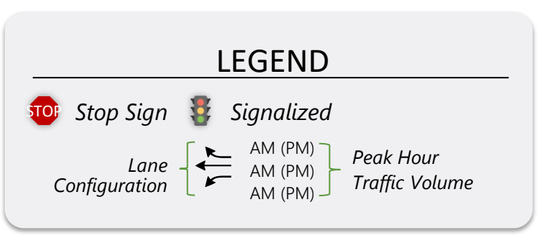


Figure 2

Existing (2024) Background Conditions

3.8 Level of Service and Queueing Analyses

Using Synchro software and the HCM 6 delay thresholds outlined in the introduction, Fehr & Peers computed the existing background weekday AM and PM peak hour LOS at each study intersection. **Table 7** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). These results serve as a base for the analysis of the impacts of the proposed development. As shown in the table, all study intersections were found to operate at acceptable levels of service in the existing background conditions analysis in both the AM and PM peak hours.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 extend past the nearby driveways; the eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past Pine Street in the PM peak. However, these are minor one-way driveways, so the queues won't block any side-street traffic and are considered acceptable.

Since all study intersections operated acceptably, no intersection improvements are recommended for the Existing (2024) Background conditions.

Table 7: Existing 2024 Weekday AM and PM Background Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[5]	95th % Queue (ft)[5]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	20	C	-	-	-	-
		PM		EB	26	D	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	24	C	790	325 (EB)
		PM		-	-	-	15	B	380	225 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	10	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	15	B	**200**	**250 (EB)**
		PM		-	-	-	22	C	**250**	**325 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement storage and 95th percentile queue.
   Source: Fehr & Peers

4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction of this report.

4.2 Project Description

The Ridley Village Court development is proposed to be located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. To provide a conservatively high estimate of trip generation for the traffic impact analysis, Ridley Village Court is proposed to include 56 townhome (single-family attached) dwelling units. As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing will be accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

The proposed site plan includes three total accesses to the roadway network and is shown in **Appendix A**.

4.3 Trip Generation

Fehr & Peers estimated the project's total trip generation using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, 2021. Since the development only includes one land use, no reductions for internal capture were assumed. The project-generated trips using the net vehicle trips expected to be generated by the proposed development in the peak hour are shown in **Table 8**.

Table 8: Trip Generation Estimates

Land Use[1]	Quantity (Dwelling Units)	ITE Trip Rate	Daily	AM Peak Hour[2]			PM Peak Hour[2]		
				In	Out	Total	In	Out	Total
(215) Single-Family Attached	56	**Daily:** 7.2 trips/unit (50% Enter, 50% Exit) **AM Peak:** 0.48 trips/unit (25% Enter, 75% Exit) **PM Peak:** 0.57 trips/unit (59% Enter, 41% Exit)	404	7	20	27	19	13	32

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual).
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual.

Source: Fehr & Peers, 2025.

4.4 Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, roadway network, high population densities, and regional attractions. The existing travel patterns near the site observed during data collection also provided helpful guidance to establish these distribution percentages.

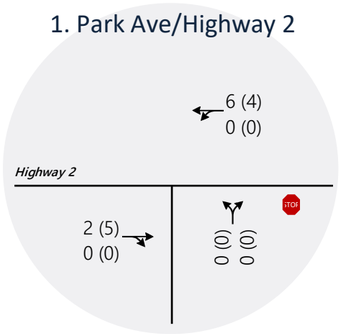
Fehr & Peers distributed the project-generated trips to and from the study intersections in the project conditions analyses in the following percentages:

- West on HWY 2 - 25%
- West on Ontario - 5%
- East on Ontario - 5%
- North on Division - 10%
- North on Boyer - 15%
- South on Boyer - 10%
- East on HWY 2 (past Boyer) - 30%

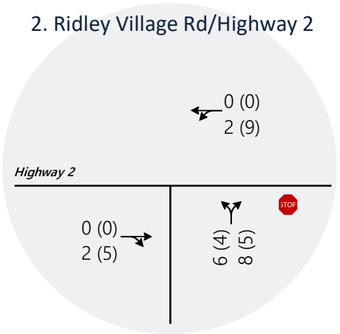
Figure 3 outlines the distributed trip generation for the Ridley Village Court development.



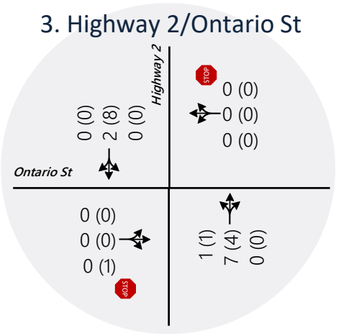
1. Park Ave/Highway 2



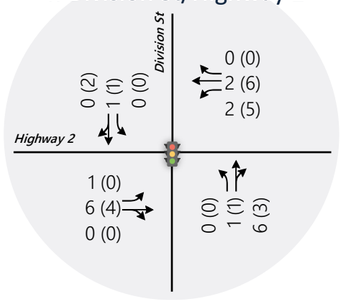
2. Ridley Village Rd/Highway 2



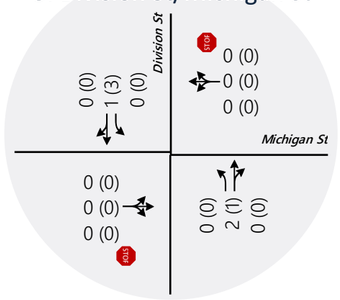
3. Highway 2/Ontario St



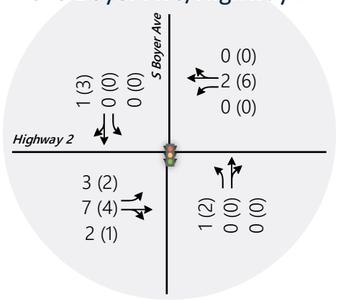
4. Division St/Highway 2



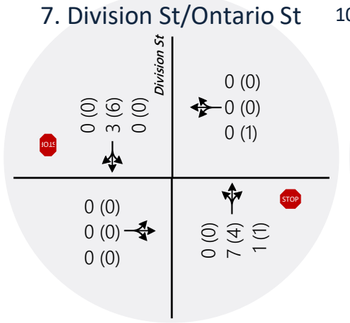
5. Division St/Michigan St



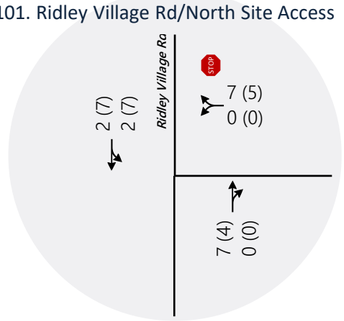
6. S Boyer Ave/Highway 2



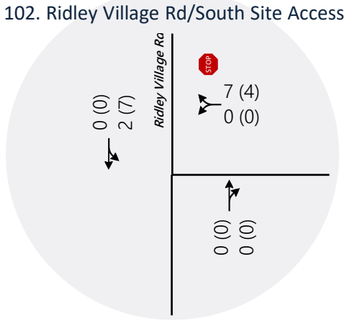
7. Division St/Ontario St



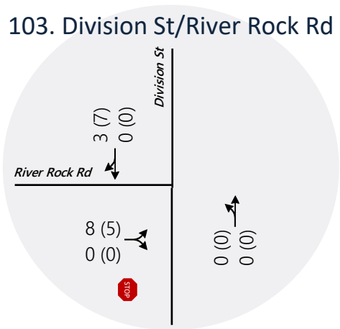
101. Ridley Village Rd/North Site Access



102. Ridley Village Rd/South Site Access



103. Division St/River Rock Rd



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration AM (PM) AM (PM) AM (PM) *Peak Hour Traffic Volume*

Figure 3

Project Trips

5. Existing Plus Project Conditions

5.1 Purpose

The existing Plus Project conditions analysis evaluates the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the existing background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

5.2 Traffic Volumes

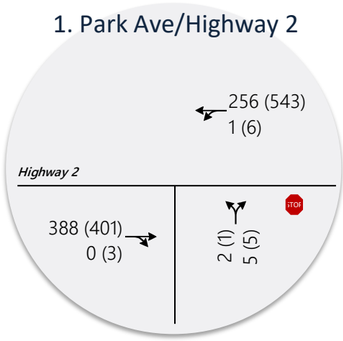
Fehr & Peers added the project-generated traffic to the background existing volumes to yield existing Plus Project weekday peak hour volumes as shown in **Figure 4.**

As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing has been accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

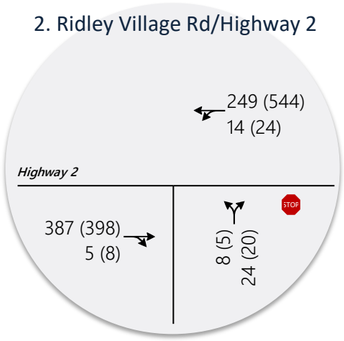
It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.



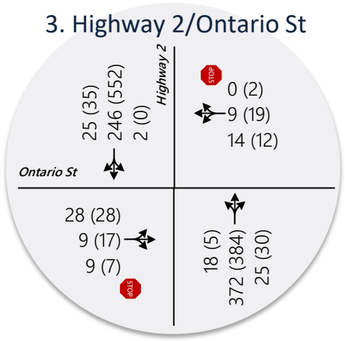
1. Park Ave/Highway 2



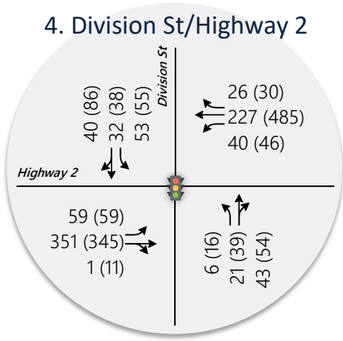
2. Ridley Village Rd/Highway 2



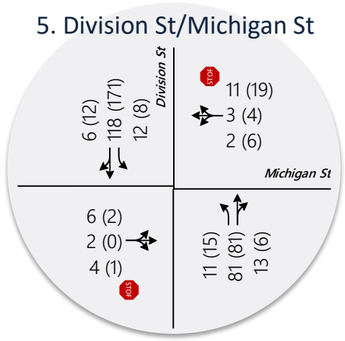
3. Highway 2/Ontario St



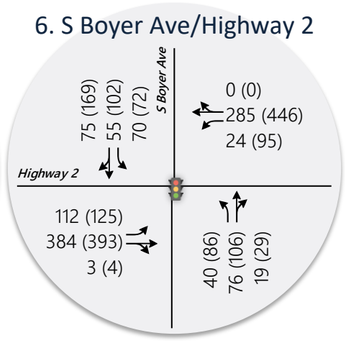
4. Division St/Highway 2



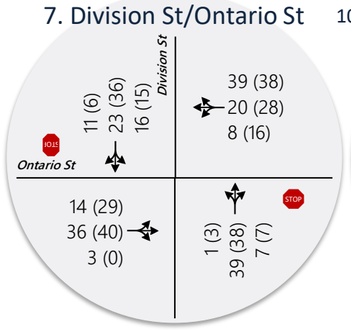
5. Division St/Michigan St



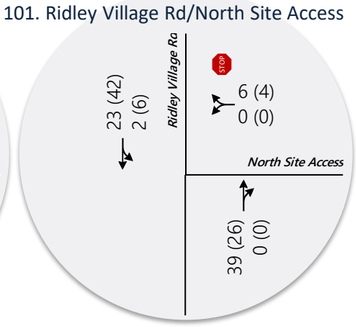
6. S Boyer Ave/Highway 2



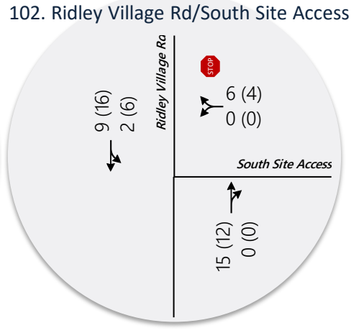
7. Division St/Ontario St



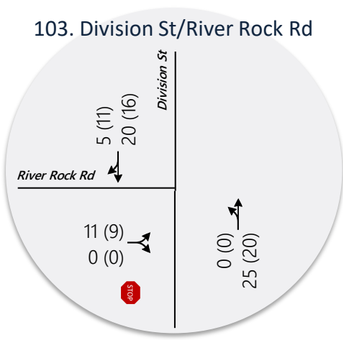
101. Ridley Village Rd/North Site Access



102. Ridley Village Rd/South Site Access



103. Division St/River Rock Rd



LEGEND

STOP Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume

Figure 4

Existing (2024) Plus Project Conditions

5.3 Level of Service and Queueing Analyses

Using Synchro software and the HCM 6 delay thresholds outlined in the introduction, Fehr & Peers computed the existing Plus Project weekday AM and PM peak hour LOS at each study intersection. **Table 9** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). As shown in the table, all study intersections were found to operate at acceptable levels of service in the existing Plus Project conditions analysis in both the AM and PM peak hours.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past Pine Street in the PM peak. However, these are minor one-way driveways, so the queues won't block any side-street traffic and are considered acceptable.

Since all study intersections operated acceptably, no intersection improvements are recommended for the existing Plus Project conditions.

Table 9: Existing 2024 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	13	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	21	C	-	-	-	-
		PM		EB	26	D	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	24	C	790	325 (EB)
		PM		-	-	-	15	B	380	225 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	10	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	15	B	**200**	**250 (EB)**
		PM		-	-	-	23	C	**250**	**325 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	-	-	180	-
		PM		WB	9	A	-	-	180	-
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	-	-	110	-
		PM		WB	8	A	-	-	110	-
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	-	-	110	-
		PM		EB	9	A	-	-	110	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.
   Source: Fehr & Peers

6. Future (2032) Background Conditions

6.1 Purpose

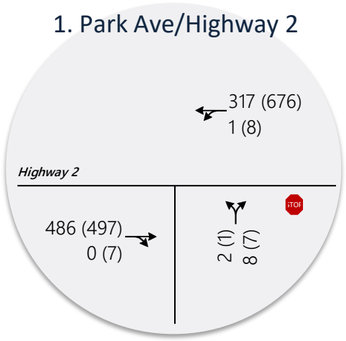
The future 2032 background analysis evaluates the study intersections during the peak travel periods of the day under projected ten-year horizon traffic volumes. This analysis provides a baseline condition for the year 2032, which can be used to determine future project impacts.

6.2 Traffic Volumes

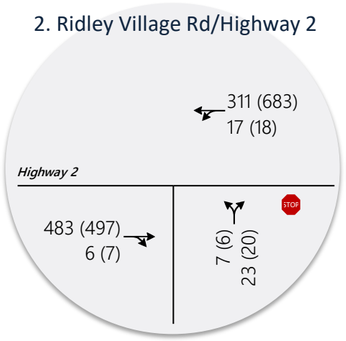
As recommended by Sandpoint city staff as part of the Homestead Village TIA completed in 2023, a flat 2.5% annual growth rate (25% total over 10 years to 2032) was applied to the 2022 counts to estimate 2032 background volumes. In the case of the Division Avenue & Ontario Street counts (which were collected in 2024), this growth rate was applied over 8 years instead of 10. Considering the current development constraints of the Homestead Village development, only trip generation for 36 of the total 110 units (the currently built units) were included. **Figure 5** shows the projected 2032 background weekday peak hour traffic volumes.



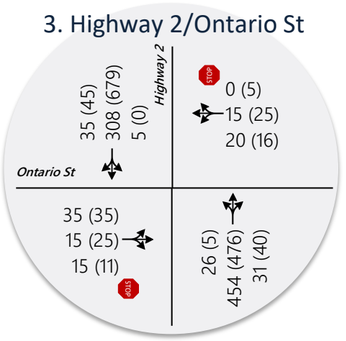
1. Park Ave/Highway 2



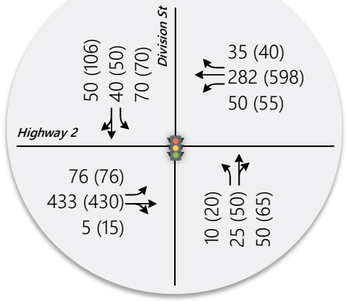
2. Ridley Village Rd/Highway 2



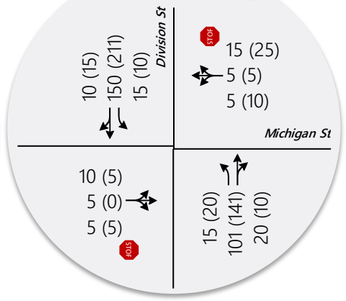
3. Highway 2/Ontario St



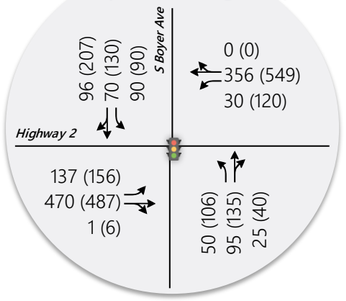
4. Division St/Highway 2



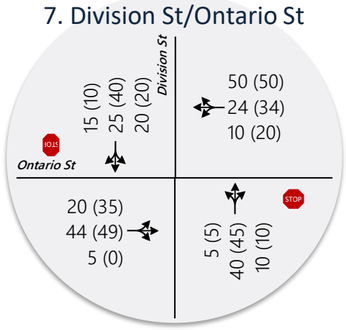
5. Division St/Michigan St



6. S Boyer Ave/Highway 2



7. Division St/Ontario St



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration AM (PM) / AM (PM) / AM (PM) *Peak Hour Traffic Volume*

Figure 5

Future (2032) Background Conditions

6.3 Level of Service and Queueing Analyses

Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the introduction to compute the existing Plus Project weekday AM and PM peak hour LOS at each study intersection**. Table 10** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports).

Table 10: Future 2032 Weekday AM and PM Background Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	-	-	-	-
		PM		NB	14	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	15	C	-	-	-	-
		PM		NB	16	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	EB	33	D	-	-	-	-
		PM		EB	48	E	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	28	C	790	475 (EB)
		PM		-	-	-	20	C	380	300 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	19	B	**200**	**350 (EB)**
		PM		-	-	-	40	D	**250**	**425 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

As shown in the table, all study intersections were found to operate at acceptable levels of service in the 2032 background conditions analysis in both the AM and PM peak hours, with the exception of the Ontario Street & Highway 2 intersection, which operates at LOS E in background 2032 AM peak hour conditions, and LOS F during PM peak hour conditions. As previously noted, the City has planned to split this intersection into two three-leg intersections. The performance of this concept will be tested in a subsequent section.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past 6th Ave in the PM peak. While Lake Street is a minor one-way driveway, 6th Ave is a two-way side street. However, the intermittent nature of the projected queue and the low volume on 6th Ave mean this is not likely a problem requiring mitigation.

Since all study intersections operated acceptably, no intersection improvements are recommended for the future 2032 background conditions.

6.4 Alternative Intersection Concept

Figure 28 of the Sandpoint Multimodal Transportation plan shows a conceptual redesign of the intersection of Ontario Street & Highway 2 and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. The two three-way intersections would be approximately 400 feet apart and include a mid-block crossing to separate vehicle traffic from pedestrians and cyclists. Fehr & Peers performed an additional analysis to demonstrate how the alternative intersection concept would operate using the 2032 background conditions volumes. **Table 11** reports the results of this analysis.

As shown in the table, the proposed concept configuration of the intersection at Highway 2 & Ontario Street significantly improves projected traffic operations compared to the existing configuration. In the 2032 PM peak hour, the west portion of the reconfigured intersection is projected to operate at LOS E. However, the delay is only 2 seconds per vehicle below the threshold for LOS D, and the projected queue length is insignificant. Fehr & Peers recommends that this proposed concept is a viable alternative, operationally. Separately from the operations analysis, the concept also appears to improve the approach along Ontario Street, which may improve safety at the intersections Therefore, Fehr & Peers recommends that the proposed concept and should be implemented when feasible.

Table 11: Future 2032 Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept

Intersection				Worst Movement[1,4]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
3a	Highway 2 & Ontario Street (West)	AM	EB Stop	EB	27	D	-	-
		PM		**EB**	**35**	**E**	-	-
3b	Highway 2 & Ontario Street (East)	AM	WB Stop	WB	24	C	-	-
		PM		WB	31	D	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

7. Future (2032) Plus Project Conditions

7.1 Purpose

The future 2032 Plus Project conditions analysis evaluates the impact of the proposed development traffic on the surrounding roadway network in the year 2032. To analyze this impact, Fehr & Peers combined the future background traffic volumes with volumes generated by the proposed project. The results of this analysis can be compared to the results of the future background traffic volumes to determine the impact of the proposed project.

7.2 Traffic Volumes

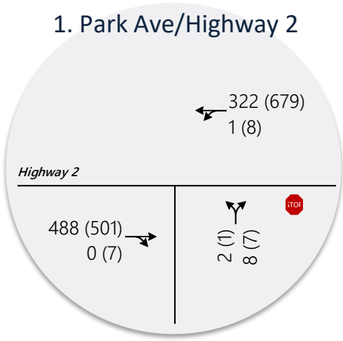
Fehr & Peers added the project-generated traffic (**Figure 3**) to the future 2032 background volumes (**Figure 5**) to yield "future 2032 Plus Project" weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 6**.

As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing has been accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

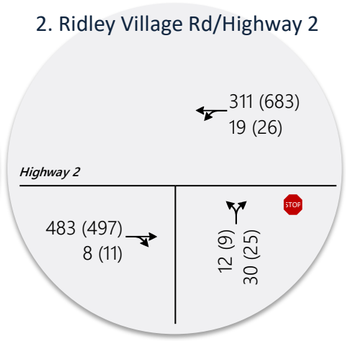
It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.



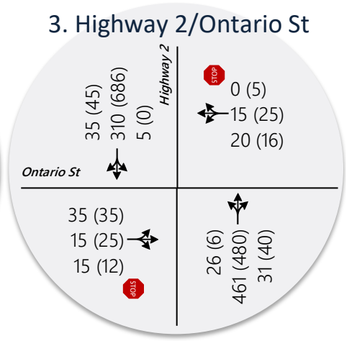
1. Park Ave/Highway 2



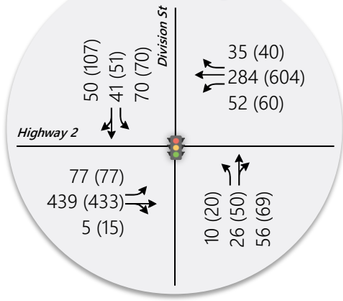
2. Ridley Village Rd/Highway 2



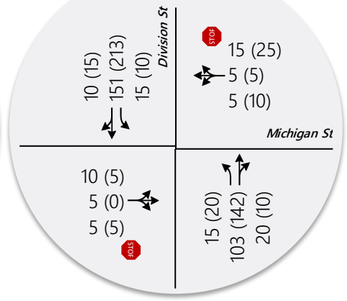
3. Highway 2/Ontario St



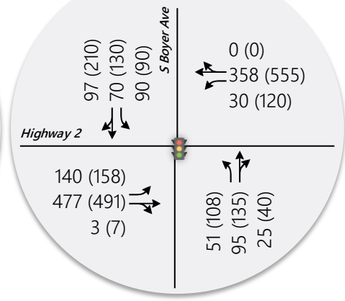
4. Division St/Highway 2



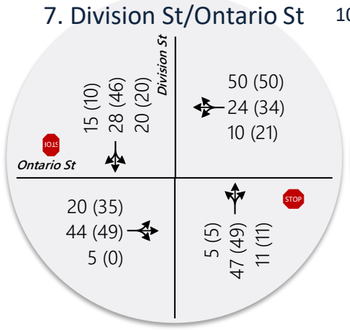
5. Division St/Michigan St



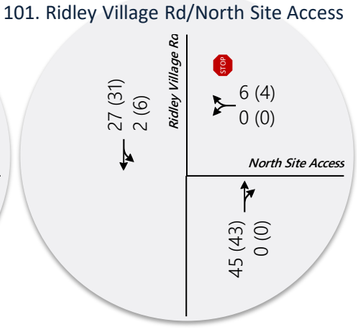
6. S Boyer Ave/Highway 2



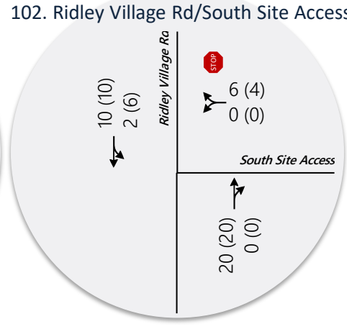
7. Division St/Ontario St



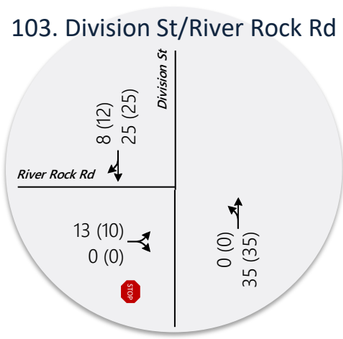
101. Ridley Village Rd/North Site Access



102. Ridley Village Rd/South Site Access



103. Division St/River Rock Rd



LEGEND

STOP Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume

Figure 6

Future (2032) Plus Project Conditions

7.3 Level of Service and Queueing Analyses

Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the introduction to analyze signalized and unsignalized intersections, respectively. **Table 12** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). As shown in the table, all study intersections were found to operate within acceptable levels of delays in the 2032 Plus Project conditions except for the intersection at Highway 2 & Ontario Street, which operates at LOS E and F in the AM and PM peak periods, respectively, due to high eastbound left turn movement delay; high through traffic volumes on Highway 2 provides insufficient gaps for eastbound left-turning vehicles from Ontario Street.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past 6th Ave in the PM peak. While Lake Street is a minor one-way driveway, 6th Ave is a two-way side street. However, the intermittent nature of the projected queue and the low volume on 6th Ave mean this is not likely a problem requiring mitigation. The projected PM WB queue at this intersection is 13 feet longer than in background conditions.

Table 12: Future 2032 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	-	-	-	-
		PM		NB	14	C	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	16	C	-	-	-	-
		PM		NB	17	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	EB	34	D	-	-	-	-
		PM		**EB**	**50**	**E**	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	29	C	790	525 (EB)
		PM		-	-	-	20	C	380	325 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	19	B	**200**	**375 (EB)**
		PM		-	-	-	42	D	**250**	**450 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	-	-	180	-
		PM		WB	9	A	-	-	180	-
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	-	-	110	-
		PM		WB	8	A	-	-	110	-
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	-	-	110	-
		PM		EB	9	A	-	-	110	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

7.4 Alternative Intersection Concept

As was shown in the future 2032 background conditions analysis, Fehr & Peers performed an additional analysis to demonstrate how the alternative intersection concept at the intersection of Highway 2 & Ontario Street would operate using the 2032 Plus Project conditions volumes. **Table 13** reports the results of this analysis.

As shown in the table, the proposed concept configuration of the intersection at Highway 2 & Ontario Street significantly improves projected traffic operations compared to the existing configuration. In the 2032 PM peak hour, the west portion of the reconfigured intersection is projected to operate at LOS E. However, the delay is only 3 seconds per vehicle below the threshold for LOS D, and the projected queue length is insignificant. Fehr & Peers recommends that this proposed concept is a viable alternative, operationally. Separately from the operations analysis, the concept also appears to improve the approach along Ontario Street, which may improve safety at the intersections Therefore, Fehr & Peers recommends that the proposed concept and should be implemented when feasible.

Table 13: Future 2032 Plus Project Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept

Intersection				Worst Movement[1,4]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
3a	Highway 2 & Ontario Street (West)	AM	EB Stop	EB	27	D	-	-
		PM		EB	**36**	**E**	-	-
3b	Highway 2 & Ontario Street (East)	AM	WB Stop	WB	24	C	-	-
		PM		WB	32	D	-	-

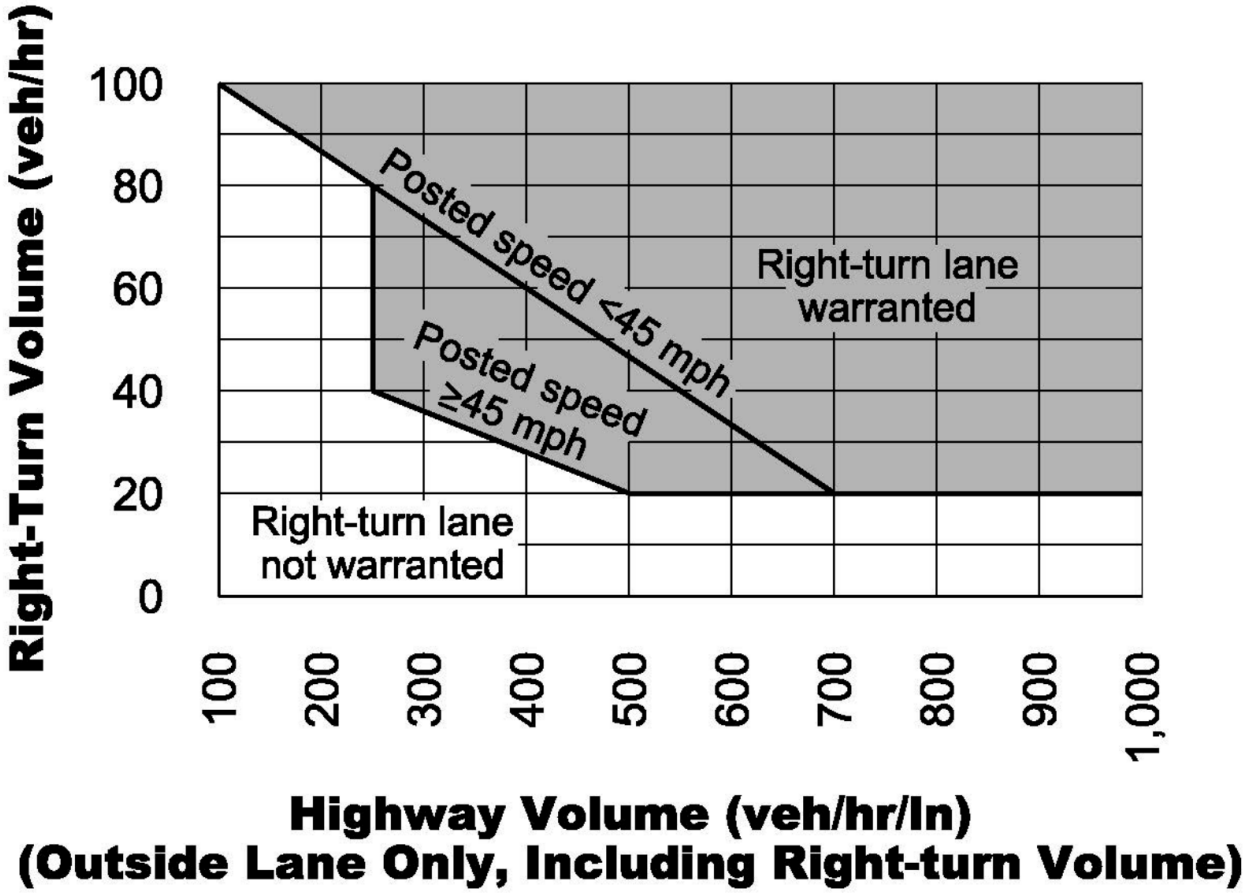
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

8. Turn Lane Analysis

Since Highway 2 is an ITD road, Fehr & Peers analyzed the intersection at Highway 2 & Ridley Village Road Park to determine if the trips generated by the proposed development would warrant providing right- or left-turn lanes at either. As stated in ITD's *Idaho Supplementary Guidance to the MUTCD*, "A right-turn lane warrant is shown in Figure 3B-1 that can be used for unsignalized intersections with streets and driveways where the highway is uncontrolled, and the minor-road approaches are STOP controlled. … Determine the use of left-turn or right-turn lanes at signalized or all-way stop controlled intersections through highway capacity analysis of the intersection, crash modification factors, or both."

Figure 3B-1. Right-Turn Lane Warrant



As shown in the figure, regardless of speed limit and other highway traffic volumes, ITD does not consider right-turn lanes to be warranted unless the right turn volume exceeds 20 vehicles per hour. At both intersections, right-turning vehicle volume was found to be 11 vehicles or less per hour in all scenarios. Therefore, the trips generated by the proposed development would not warrant providing right-turn lanes at either Park Avenue or at Ridley Village Road.

Table 9-25. Suggested Left-Turn Treatment Guidelines Based on Results from Benefit–Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (*16*)

Left-Turn Lane Peak-Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Bypass Lane	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane
5	50	200	150
10	50	100	50
15	< 50	100	50
20	< 50	50	< 50
25	< 50	50	< 50
30	< 50	50	< 50
35	< 50	50	< 50
40	< 50	50	< 50
45	< 50	50	< 50
50 or More	< 50	50	< 50

Source: *"A Policy on Geometric Design of Streets", AASHTO*

Fehr & Peers compared the project left-turn volumes on these roads to the table above, from "*A Policy on Geometric Design of Streets*" under both Future (2030) Background and Plus Project conditions. **At Ridley Village Road, the left-turn warrants are met under both Background and Plus Project conditions. This is likewise the case for both Existing (2024) Background and Plus Project conditions, meaning this condition is considered a background issue.** These warrants would be met even without the recently added Homestead Village traffic (from the 36 constructed units). Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant.

It should be noted that, if a westbound left-turn lane were added at Ridley Village Court, that lane would likely overlap with the right-of-way needs of the US 2 & Ontario Street realignment (see **Appendix B**). **It is recommended that (given the turn lane is warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the realignment to determine feasibility and appropriate storage length available given that realignment.**

9. Percent of Traffic Analysis

Fehr & Peers compared the trips generated by the development at each intersection to the total trips at each intersection during the Plus Project conditions analyses. **Table 14** outlines the percentage of traffic at each intersection that is generated by the development. The project trips were calculated by adding all the project generated trips generated at an intersection, as shown in Figure 3. Similarly, the plus project trips were calculated by adding all the trips projected at an intersection in each of the Plus Project scenarios as shown in **Figure 4** and **Figure 6** for the 2024 Plus Project scenarios. These plus project trips include trips generated by the Homestead Village development, which is anticipated to be in-place by the time Ridley Village Court is developed.

As shown in the table, the Ridley Village Court residential development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

Table 14: Project Trips as a Percent of Total Plus Project Intersection Volume

ID	Location	Period	Project Trips	2024 Plus Project trips	2032 Plus Project Trips	2024 Project Trip %	2032 Project Trip %
1	Park Avenue & Highway 2	AM	7	652	821	1.1%	0.9%
		PM	7	959	1203	0.7%	0.6%
2	Ridley Village Road & Highway 2	AM	16	687	863	2.3%	1.9%
		PM	20	999	1251	2.0%	1.6%
3	Highway 2 & Ontario Street	AM	9	757	968	1.2%	0.9%
		PM	13	1091	1375	1.2%	0.9%
4	Division Avenue & Highway 2	AM	19	899	1145	2.1%	1.7%
		PM	21	1264	1596	1.7%	1.3%
5	Division Avenue & Michigan Street	AM	3	269	359	1.1%	0.8%
		PM	3	325	460	0.9%	0.7%
6	Boyer Avenue & Highway 2	AM	16	1143	1436	1.4%	1.1%
		PM	18	1627	2044	1.1%	0.9%
7	Division Avenue & Ontario Street	AM	11	217	279	5.1%	3.9%
		PM	12	256	330	4.7%	3.6%

10. Conclusion and Recommendations

This study summarizes the potential transportation-related impacts from the proposed Ridley Village Court residential development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. This study includes traffic operations, queueing, turn lane, and percent of traffic analyses for 2024 and 2032 Background and Plus Project conditions at key intersections.

Operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at Highway 2 & Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. When analyzed, Fehr & Peers found that the proposed configuration would improve intersection operations in 2032 background and plus project peak period scenarios. The proposed operation is still projected to operate at LOS E in the 2032 Background and Plus Project PM peak period at the west intersection, but the delay is only 2-3 seconds per vehicle below the LOS D threshold at worst and it is anticipated that queueing at these intersections will be minimal, based on the low traffic volume. The concept also appears to improve the approach angle for drivers along Ontario Street, which may improve safety at the intersections. Therefore, Fehr & Peers recommends that the proposed concept is a viable alternative and should be implemented when feasible. No other intersection improvements are required to mitigate delay from the proposed development.

Queueing was not found to exceed existing storage in any study intersections, except for the intersection at Highway 2 & Boyer Avenue. In all future background and plus project scenarios, the queue at this intersection is projected to exceed existing storage capacity in AM and PM peak periods. However, the AM peak period queue is only projected to block a minor one-way driveway access. The PM peak hour is projected to intermittently block the intersection with 6th Ave. However, this queue is expected to clear during most traffic signal cycles and will not require mitigation. The queues will exceed available storage with or without the Ridley Village Court development, and are not a direct result of the development.

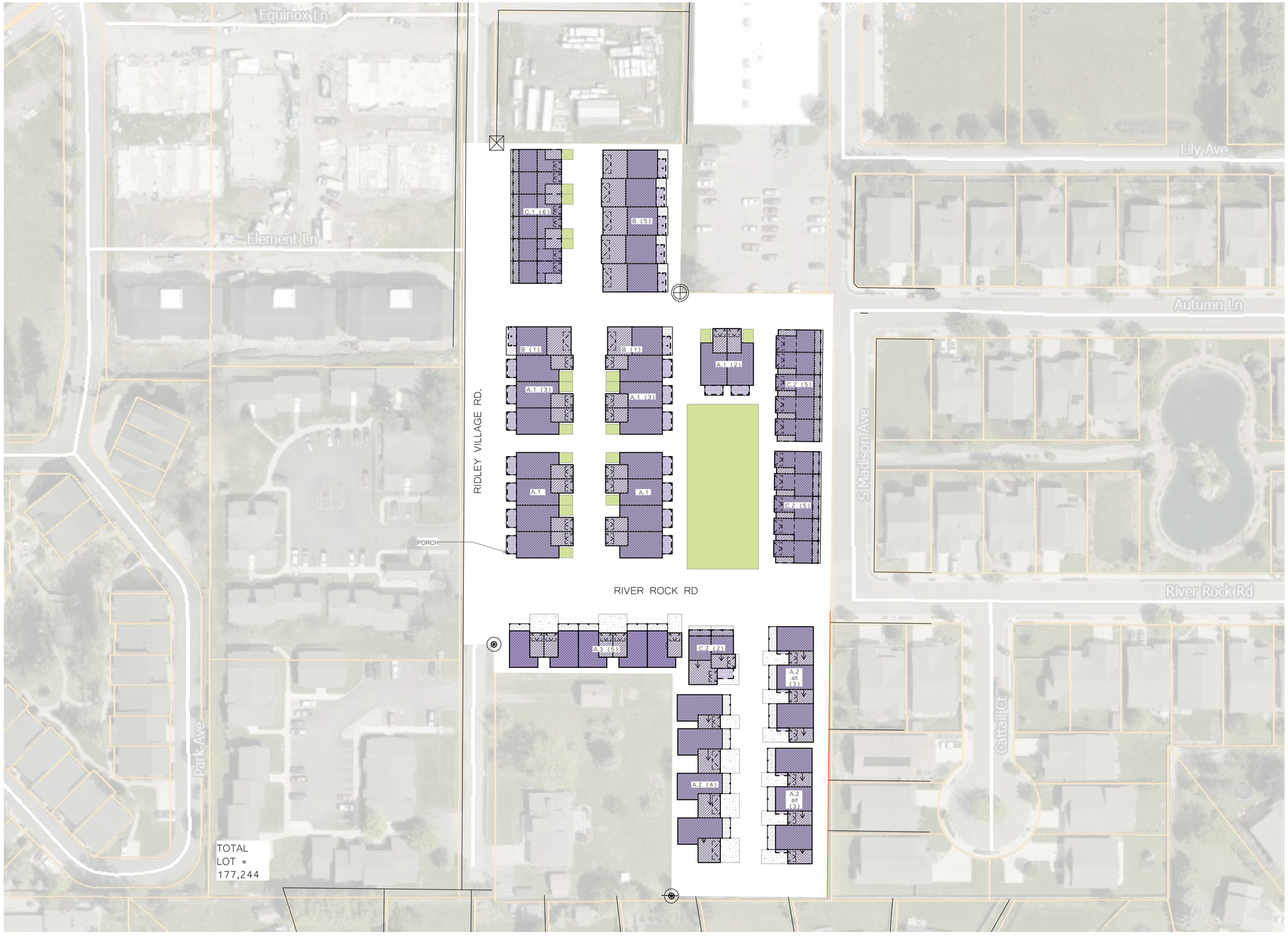
The right- and left-turn lane analyses performed in this study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant. Additionally, it should be noted that the intersections where left-turn warrants are met operate within acceptable levels of delay under all scenarios even assuming no left-turn storage lane is in place. **It is recommended that (given the turn lane is**

warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the US 2 & Ontario Street realignment to determine feasibility and appropriate storage length available given that realignment.

The percentage of traffic analysis found that the development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

Appendix A: Development Site Plan

CONCEPT - NOT FOR CONSTRUCTION



1 SITE PLAN
SCALE: 1" = 50'

CONCEPT - NOT FOR CONSTRUCTION

CONCEPT - NOT FOR CONSTRUCTION

ISSUE	ID	CHANGE NAME	DATE

RIDLEY

RIDLEY VILLAGE RD
SANDPOINT, ID

NORTH ROOT ARCHITECTURE
info@northrootarchitecture.com
NORTHROOTARCHITECTURE.COM
208 255 8041

ARCH. SITE PLAN

Appendix B: Sandpoint MTMP Concepts

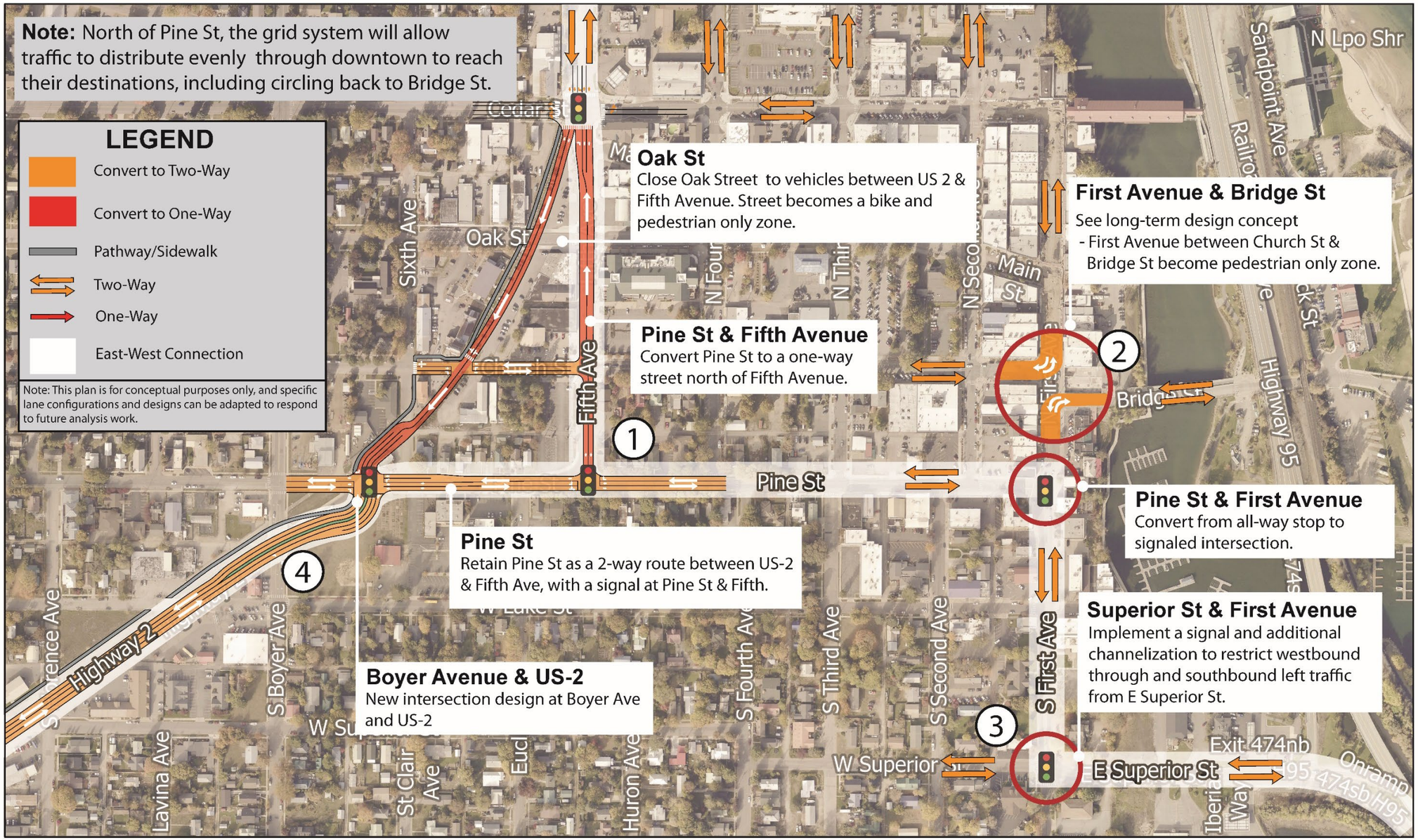
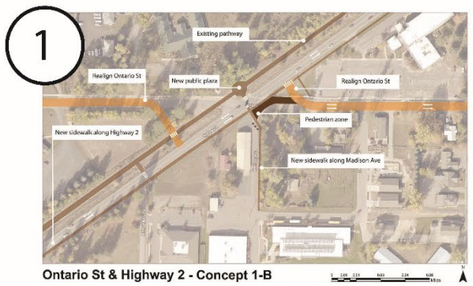


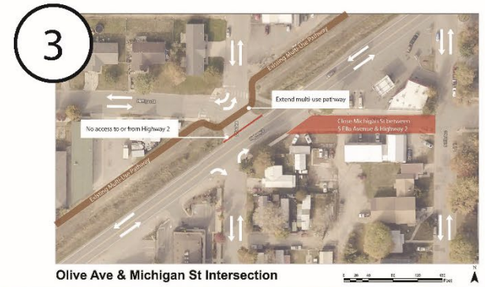
Figure 23 East-West Connection – Long Term Plan



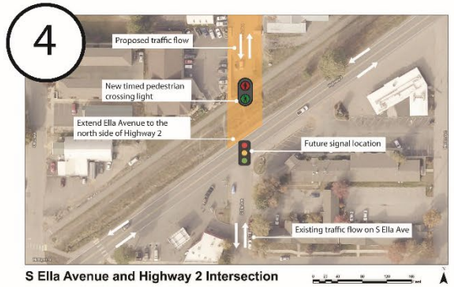
Ontario St & Highway 2 - Concept 1-B



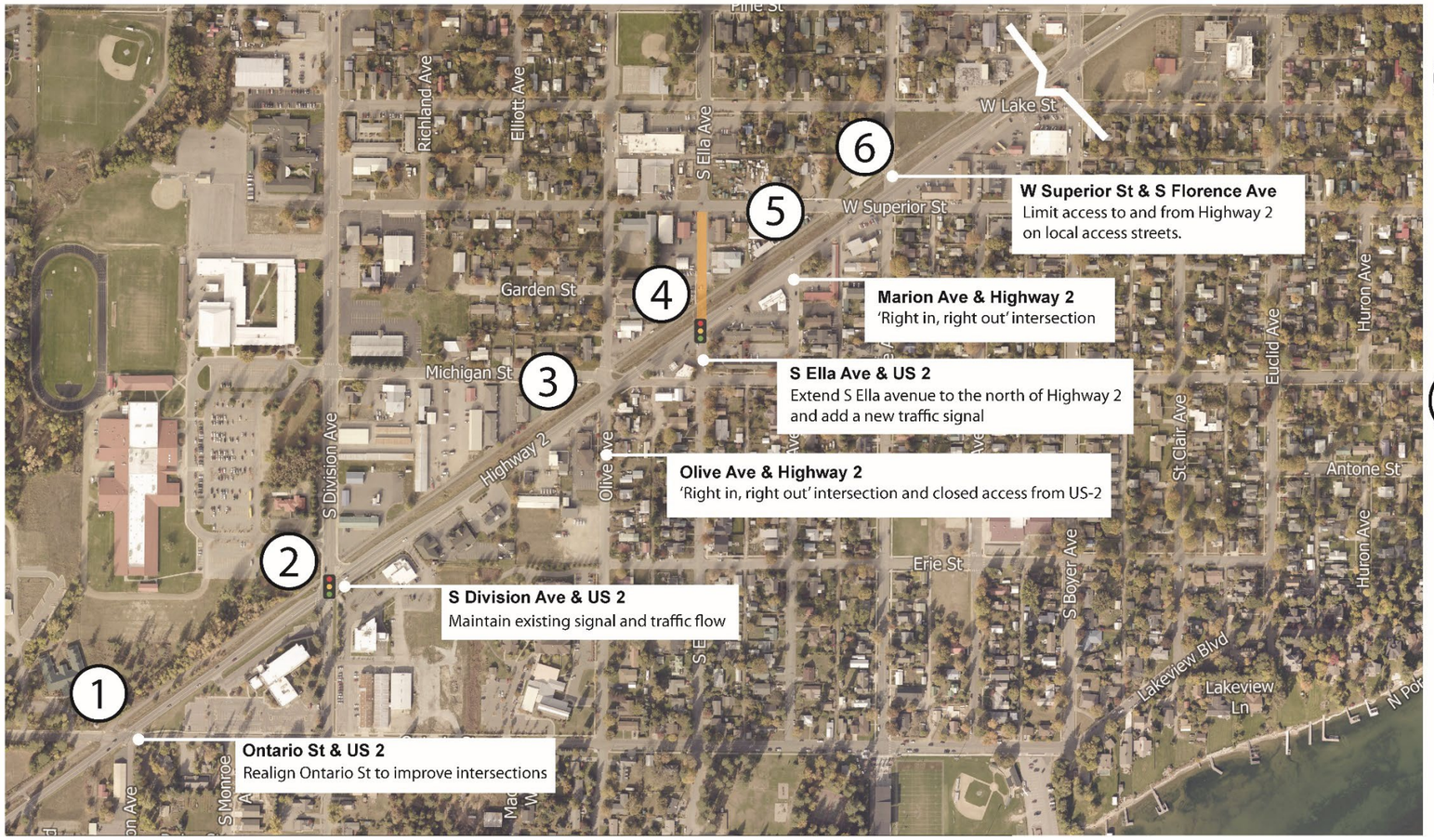
S Division Ave & HighwaConcept 1-Bon



Olive Ave & Michigan St Intersection



S Ella Avenue and Highway 2 Intersection





Marion Ave & Highway 2 Intersection

US-2 and S Florence Ave Intersection

Figure 26 Overview of Highway 2 (US-2) Concepts

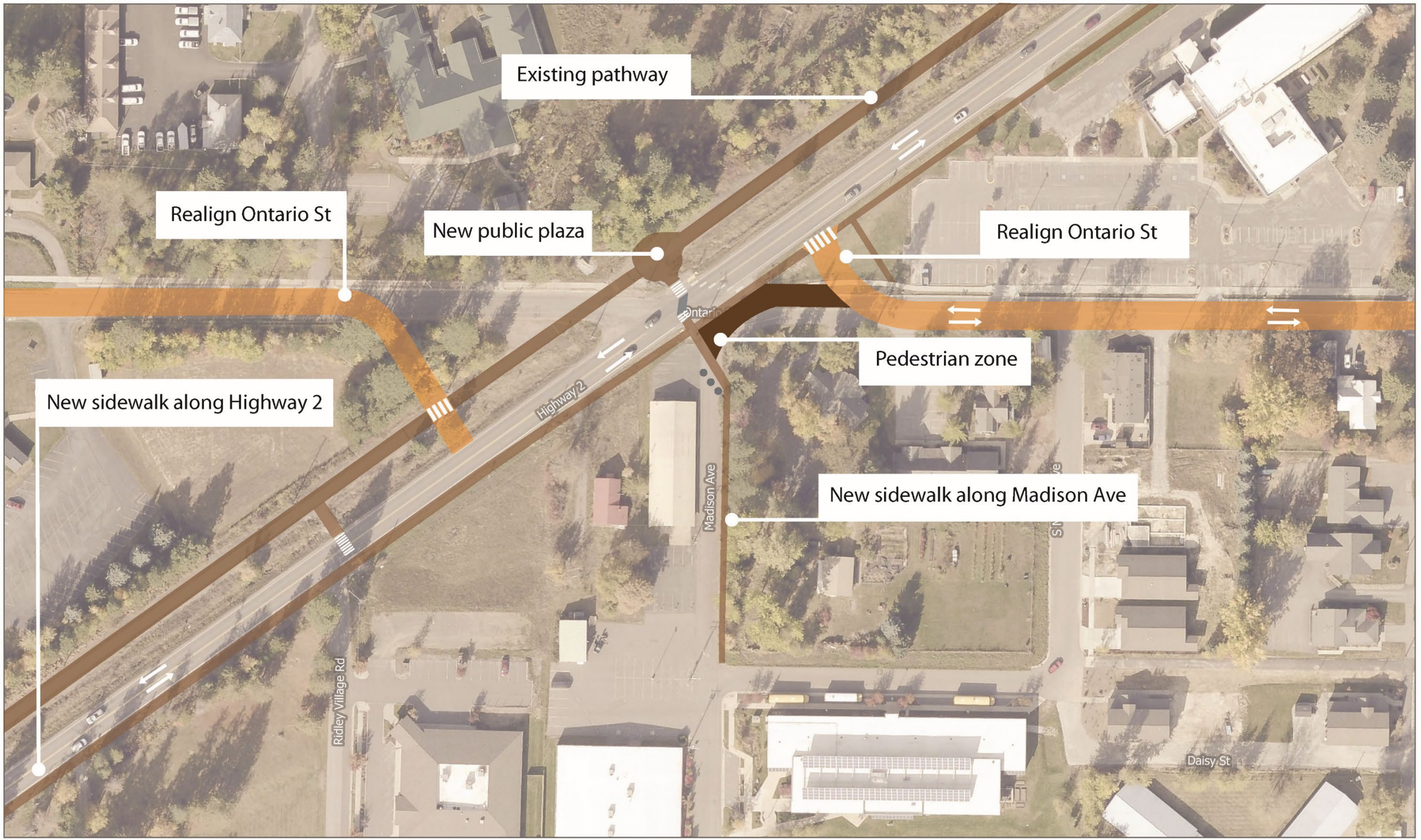


Figure 28 Ontario Street/Highway 2 (US-2) Concept

Appendix C: Traffic Counts

Outlook

Ridley Village Courts & Maplewood Village

From kmhefley@frontier.com <kmhefley@frontier.com>
Date Mon 5/18/2026 8:13 PM
To City Planning <cityplanning@sandpointidaho.gov>

3 attachments (10 MB)
Google Map Ridley Village Court with numbers.pdf; Ridley Village map to Bike Path.gif; Ridley Village map to Bike Path.gif;

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

Maplewood Village Homeowner Assc.
Sandpoint, ID 83864

May 2026

City of Sandpoint Planning
cityplanning@sandpointidaho.gov

Dear City Planning,

Re: Ridley Village Courts PUD (PPUD25-0001) and Subdivision (PS25-0003) – River Rock Road Extension

As residents and property owners in Sandpoint's Maplewood Village, we are increasingly concerned about the safety of users on the bike path that runs parallel to South Division Street, south of Ontario Street.
This neighborhood has become a popular destination for foot-traffic and electric mobility devices — including e-bikes, scooters, and wheelchairs — largely due to Moose Pond (labeled as such on Google Maps), which has received over 250,000 views since 2021.
The proposed opening of River Rock Road to serve up to 213 new units — along with the completed Ridley Village (57 units), Homestead Village Apartments (108 units), and the existing 48-unit condos — appears driven by a "connectivity" policy. Even assuming only one-third of these units have two vehicles, this would generate roughly 700 additional daily trips on River Rock Road and Autumn Lane. Both roads intersect the heavily used bike path before reaching South Division.

Please consider also, the very real potential of excessive traffic outflowing on to a narrow South Division, which when turning right off of River Rock, dead ends at the lake in less than1/10th of a mile, after crossing the foot-traffic/bike path which parallels South Division. When turning left off of River Rock, it is only 3/10th of a mile. Drivers coming from Ridley Village Courts and Ridley Village Road will be on mission, not prepared for the heavily foot-trafficked Maplewood Village and the foot-traffic/bike path, paralleling narrow South Division. This is all a recipe for dangerous vehicle/pedestrian/electric mobility devices, et al. Again, 250,000 views of Moose Pond by citizens and tourists looking for safe walking and wheeled excursions.

The path is frequented by cyclists, e-bikes, e-scooters, and electric mobility devices, including children on small “Razor-style” scooters traveling at 15+ mph. I have personally witnessed these sudden crossings surprising drivers. These low-profile scooters closely resemble foot-propelled models. Enforced stop signs on both sides of the bike path at these intersections would be essential. However, the better solution is to reconsider opening this volume of additional traffic onto these neighborhood streets, River Rock and Autumn Lane. Other, safer options exist. Connectivity via foot-traffic, bikes, et al, is more than sufficient. Please reconsider opening River Rock Rd. to vehicular traffic coming from Ridley Village Courts and Ridley Village Road.

Sincerely,
Maplewood Village HOA Board Members
Phil Dommes
Dave Brooks
James McEnulty
Susan Schwartz
Karen Hefley

May 18, 2026
Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

Dear Commissioners,
Please accept my additional suggestions and concerns pertaining to the Ridley Court Development.

I do not understand why the area of the project that s adjacent to Maplewood Village is higher than the entry area of Ridley Court. At minimum, the number of units adjacent to Maplewood Village should be reduced to 8, corresponding to the overall Ridley Court Development.

The density wasn't a noticeable issue when a greenspace buffer was presented in the 2024 PUD. Now that the Developer shifted the location of the green space buffer – density should be reduced. Or use the 2024 PUD proposal to reinstate the buffer green space to be adjacent to Maplewood Village

Another consideration: Reduce the size of the Ridley Court Development project to allow for single family homes to be built adjacent to Maplewood Village.

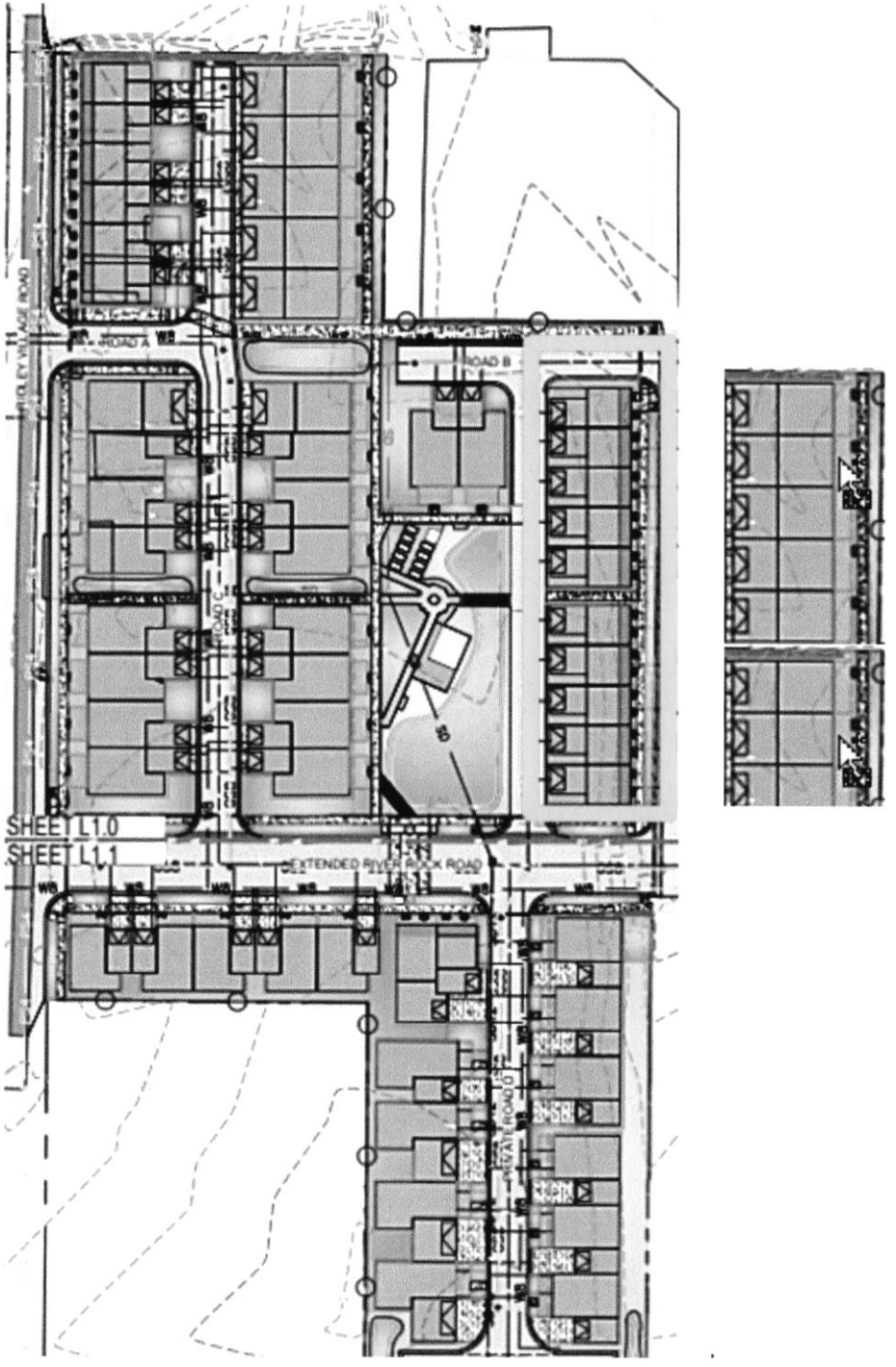
This project should be studied more.

Thank you,

Eileen M Tschernenko

Eileen Tschernenko
1522 Autumn Ln
Sandpoint, Idaho 83864

PPUD25-0001 - Ridley Village Court



MATCHING DENSITY OF OTHER SECTIONS OF RIDLEY COURT ALLOWS FOR 8 UNITS, NOT 10

MATCHING THE RESIDENTIAL, SINGLE FAMILY DENSITY OF MAPLEWOOD VILLAGE ALLOWS FOR 6 HOMES, IF NO ACCESS THROUGH MAPLEWOOD VILLAGE BY RIDLEY COURT.



Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

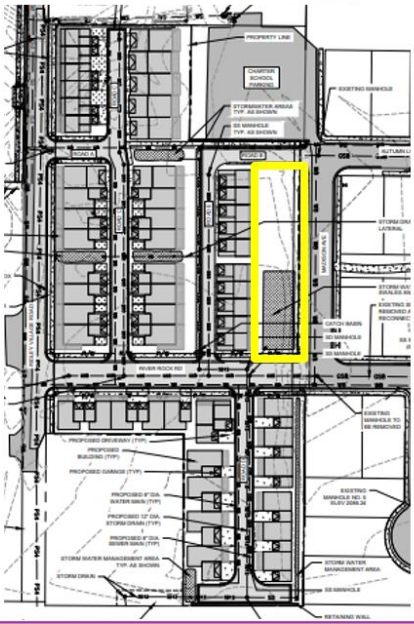
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

Issue 1: The interface of this project with our neighborhood was presented differently in 2025. Building setback along Madison between River Rock and Autumn is needed for separation between the mixed uses. Or the same use (single-family residential) should be built in this section of the development. The Maplewood Village homes have frontage curbs, green area, sidewalks and 25-foot structure setback. The Ridley Court development should blend with our neighborhood.

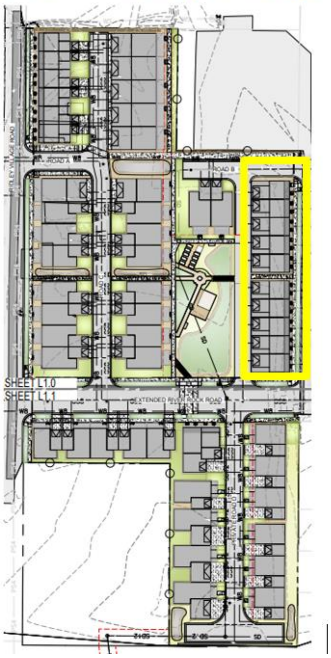
Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

PPUD25-0001 - Ridley Village Court



Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

- The shaded turquoise, shows the population areas that are now using Division Street.
- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
- More cars on Division will mandate upgrades sooner than later.

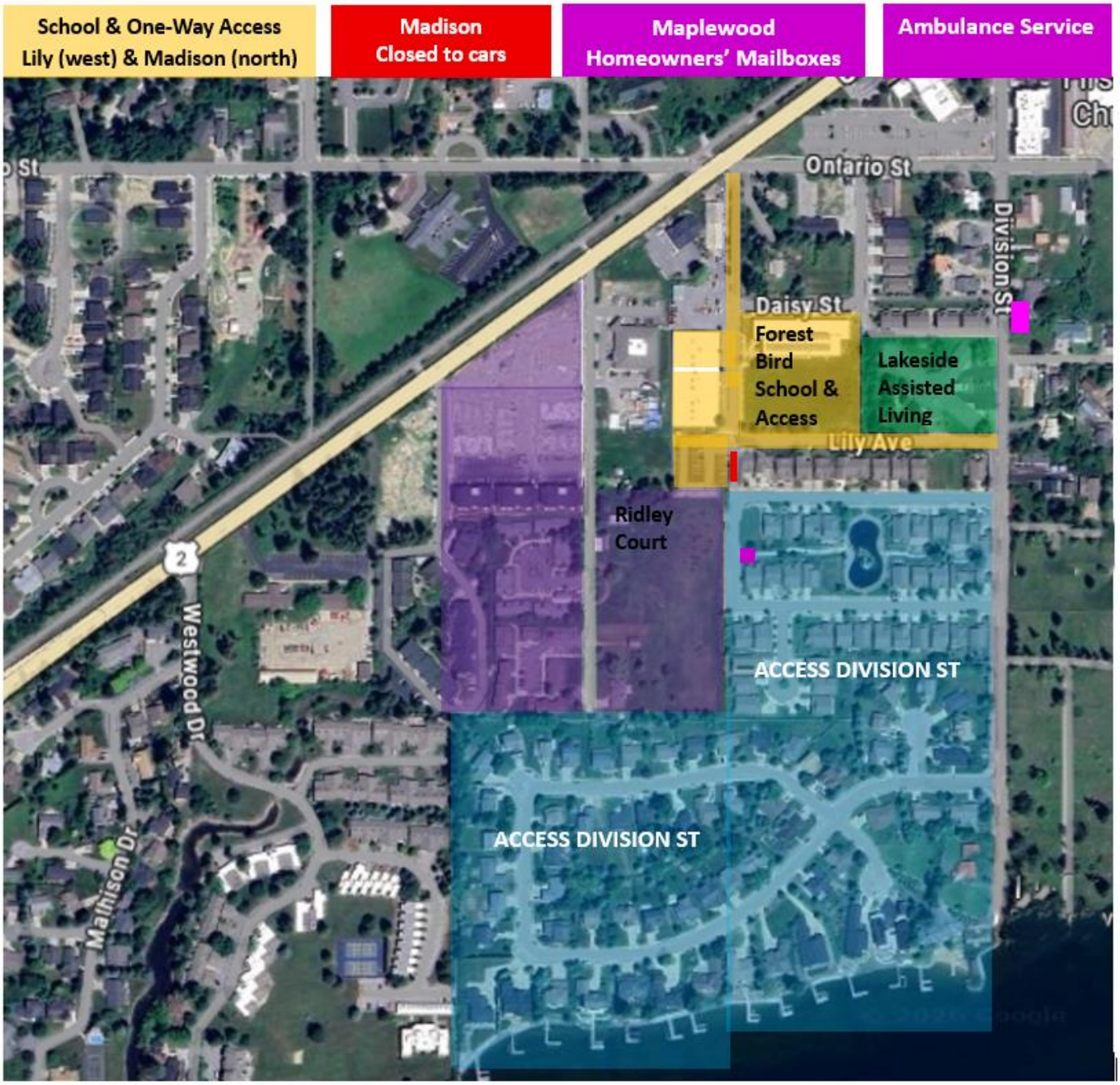
The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street. **The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley Road.**

We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



Outlook

FW: Ridley Village Court Planned Unit Development hearing

From Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Date Mon 5/11/2026 1:38 PM
To Mandy Brown <mbrown@sandpointidaho.gov>

From: dbro252@frontier.com <dbro252@frontier.com>
Sent: Monday, May 11, 2026 1:25 PM
To: Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Subject: Ridley Village Court Planned Unit Development hearing

You don't often get email from dbro252@frontier.com. Learn why this is important

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

David and Sue Brooks
1401 Autumn Lane
Sandpoint, ID 83864

May 2026

City of Sandpoint Planning Commission
1123 Lake Street
Sandpoint, ID 83864

Re: Ridley Village Courts PUD (PPUD25-0001) and Subdivision (PS25-0003) – River Rock Road Extension

Dear Planning Commission Members,

As residents at 1401 Autumn Lane in Maplewood Village, we support responsible growth in Sandpoint and do not oppose the Ridley Village Courts development itself. However, we strongly urge you to approve it only with a condition closing the proposed River Rock Road extension to vehicular traffic, while permitting pedestrian and bicycle access via gates or similar features.

Opening River Rock to vehicles would channel traffic from Ridley's 57 units—plus roughly 237 units from nearby existing and future development—onto narrow South Division Avenue. This route and its paths are vital for vulnerable pedestrians: students from Sandpoint Charter and High Schools, children from two local daycares, and seniors from Lakeside Assisted Living, many heading to our HOA-owned Maplewood Pond wildlife sanctuary. The resulting volume poses clear safety risks that outweigh any benefits.

Sue and I appreciate the City's emphasis on "connectivity" in the 2024 Comprehensive Plan and Multimodal Transportation Master Plan—goals like walkable neighborhoods and efficient emergency access are worthwhile. Yet claims of improved emergency response for Ridley appear overstated. The new Bonner County EMS headquarters sits directly at the northeast corner of Ontario and South Division, with immediate access to Highway

2 via Ontario Street—providing faster, wider arterial routes to Ridley than a narrow residential cutoff ever could. Bonner County's reported average response time of about 10 minutes (2023 data) already reflects strong performance; existing access ensures reliable service without adding daily hazards here.

Sandpoint codes offer the flexibility for this balanced approach:

Title 9, Chapter 2 & 3 requires adequate multimodal circulation and pedestrian facilities—prioritizing safety over mandatory vehicular links when hazards exist.

The Complete Streets Policy and Sidewalks & Pathways Master Plan emphasize pedestrian protection.

Title 9-3-6 permits conditions to safeguard public welfare, including school-zone considerations under Idaho Code §33-806.

A pedestrian/bicycle-only connection links neighborhoods humanely, supports plan goals, and preserves our community's character.

Thank you for your careful review and for considering this request. My contact info, should you wish to connect, 208-255-6778 or dbro252@frontier.com

Sincerely,

David Brooks
Maplewood Village HOA Secretary

City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
DO NOT SUPPORT

Thanks for the opportunity to comment. Sure would have appreciated more time to do so. The materials are voluminous and technical. Nonetheless, my comments follow:

1. I am in accordance with the January 3, 2026 letter submitted by Steven Patrick. The City's zeal to route traffic from Ridley Village Court (and potentially Homestead Village) through River Rock Road is patently unfair to Maplewood residents. Please reconsider.
2. Maplewood residents are bearing the brunt of the exception made to the City's own PUD code of a 25' setback. This relief is not supported by or compatible with surrounding development but was done to facilitate "economic feasibility" for the project developers. No one in Maplewood is being compensated for that.
3. The drawing showing sewer lines from River Rock Road onto Cattail Court calls for replacement of SSMH#5, which is at the end of the cul-de-sac. It is not clear to me how Cattail residents would be affected by this in terms of disruption and ultimate service.
4. Today's urban planners are not unfamiliar with the integration of ecological considerations. Some simple, low-cost ideas include pollinator-friendly street lights and reduction of grass areas to make room for low maintenance native vegetation. As a Sandpoint citizen, I urge the City to encourage developers in this direction.

Sincerely,

Elizabeth de Fremery
914 Cattail Ct.

SANDPOINT

CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting Current Projects | Sandpoint, ID and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Alison & Collin Paul

Address: 1704 Northshore Dr.

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: We are writing to object to the proposed development as it appears to lack adequate parking, insufficient traffic impact analysis and absence of meaningful outdoor or open space. As shown, this project would significantly strain surrounding streets and resources, worsen congestion and reduce quality of life for existing residents and neighborhoods. I urge the city to require a revised plan that responsibly addresses these issues.

Outlook

Further Comments Application Number PPUD25-0001 - PS25-003

From kmhefley@frontier.com <kmhefley@frontier.com>
Date Sat 1/3/2026 3:31 PM
To City Planning <cityplanning@sandpointidaho.gov>

Some people who received this message don't often get email from kmhefley@frontier.com. Learn why this is important

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

January 5, 2026
Karen Hefley
1501 River Rock Rd. (Maplewood Village)
Sandpoint
Application Number : PPUD25-001 Ridley Village Ct
Response : Do Not Support

Comments :

My name is Karen Hefley, a proud resident of Maplewood Village and Sandpoint.
I wholeheartedly support the vision for Ridley Village Court—it's a beautiful addition to our community, and I hope it succeeds for everyone involved.
But I urgently ask the City of Sandpoint to reconsider opening River Rock Road to through vehicle traffic.
This is no ordinary street. It is a peaceful corridor cherished by our neighborhood and larger community, where families from the charter school, high school, and day-care centers, walk with children along South Division and the Maplewood Village pond area. It is a vital wildlife habitat—moose, deer, heron, eagles, and countless other creatures cross here freely.
Maplewood Village has invested significant association dues to preserve and maintain this created and natural beauty.
If even 20% of the traffic from Ridley Village Court, Homestead Apartments, and nearby housing routes through River Rock Road, it will become a busy thoroughfare—endangering pedestrians, disrupting wildlife, and shattering the quiet serenity we all treasure on our walks to view the lake and walk Lakeview Cemetary .
Please keep River Rock Road open to bicycles, foot traffic, and neighborhood connections—but protect it from automobile through-traffic. There are other ways to link these areas

without sacrificing this irreplaceable habitat.
Our community, children, and wildlife deserve this thoughtful protection. Thank you for listening with open hearts.

Deep Concerns,

Karen M. Hefley

SANDPOINT

CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner
County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting Current Projects | Sandpoint, ID and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Fred and Anne Olsen

Address: 1516 River Rock Rd., Sandpoint, ID

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: We are very concerned that there will be much car traffic on our quiet Street. And that people who live in this new development will park their vehicles on the street in front of our homes. Why do River Rock and Autumn Lanes have to be used to access this ~~home~~ project? Maplewood is a small quiet HOA neighborhood

Steven G Patrick January 03, 2026

1505 River Rock Rd
Sandpoint, ID 83864

Application Number : PPUD25-001 Ridley Village Ct

Response : **DO NOT SUPPORT**

Comments :

The current proposed development would extend River Rock Rd to Ridley Village Rd. The posted Traffic Impact Analysis states that would result in 20 to 25 trips of through traffic per hour (peak – twice per day) on the existing River Rock Rd in Maplewood Village, **where there is currently NO through traffic.** That would be one every 2-3 minutes. The new traffic would drastically increase risk of injury or death to Maplewood Village residents who regularly use the sidewalks and streets for walking and cycling. Also, the quiet, peaceful nature of the Maplewood Village community, a main reason people choose to live and stay, would be destroyed.

The traffic table feature on the proposed extended portion of River Rock Rd would not lessen the impact of new through traffic on existing River Rock Rd. The developer recognized the problem, but has not offered a meaningful solution.

There is no need to tie in to the existing River Rock Rd. All traffic from Ridley Village Court could use Ridley Village Rd for access. Instead**, I urge Sandpoint Planning and City Council require that the extended portion of River Rock Rd would be blocked with a barrier that could be removed only for Emergency Vehicle Access.** This would entirely avoid the safety and quality of life issues for Maplewood Village residents, and still enable Ridley Village Ct to thrive.

It would not be appropriate or fair to shift the traffic impact from Ridley Village Ct onto the residents of Maplewood Village. It is also simply not necessary.

Sincerely,

Steven G. Patrick

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

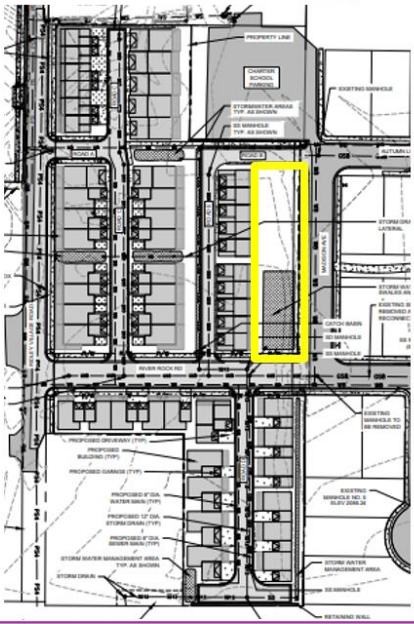
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

Issue 1: The interface of this project with our neighborhood was presented differently in 2025. Building setback along Madison between River Rock and Autumn is needed for separation between the mixed uses. Or the same use (single-family residential) should be built in this section of the development. The Maplewood Village homes have frontage curbs, green area, sidewalks and 25-foot structure setback. The Ridley Court development should blend with our neighborhood.

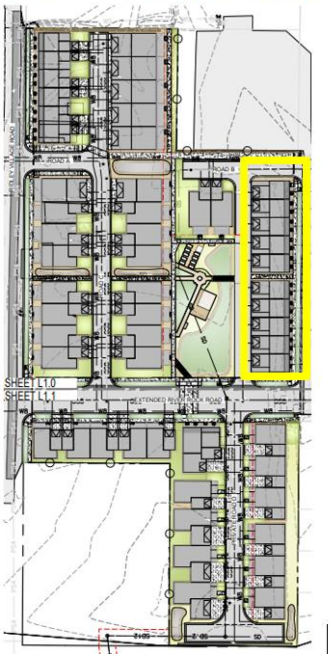
Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

PPUD25-0001 - Ridley Village Court



Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

- The shaded turquoise, shows the population areas that are now using Division Street.
- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
- More cars on Division will mandate upgrades sooner than later.

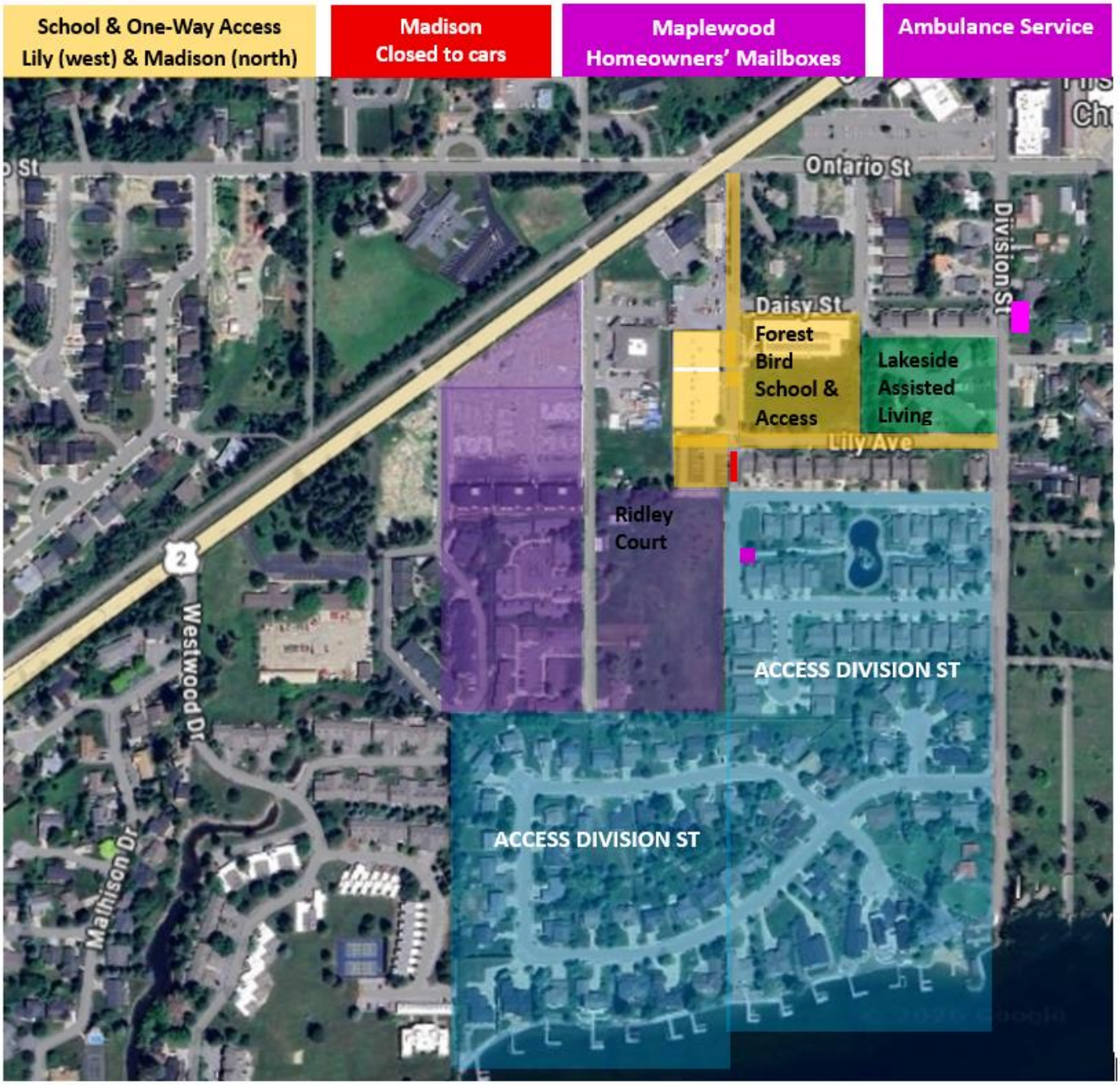
The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street. **The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley Road.**

We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



SANDPOINT

CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting Current Projects | Sandpoint, ID and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Fred and Ange Olsen

Address: 1516 River Rock Rd, Sandpoint, ID

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: We are very concerned that there will be much car traffic on our quiet street. And that people who live in this new development will park their vehicles on the street in front of our homes. Why do River Rock and Autumn Lanes have to be used to access this ~~home~~ project? Maplewood is a small quiet HOA neighborhood

SANDPOINT

CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting Current Projects | Sandpoint, ID and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Alison & Collin Paul

Address: 1704 Northshore Dr.

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: We are writing to object to the proposed development as it appears to lack adequate parking, insufficient traffic impact analysis and absence of meaningful outdoor or open space. As shown, this project would significantly strain surrounding streets and resources, worsen congestion and reduce quality of life for existing residents and neighborhoods. I urge the city to require a revised plan that responsibly addresses these issues.

City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
DO NOT SUPPORT

Thanks for the opportunity to comment. Sure would have appreciated more time to do so. The materials are voluminous and technical. Nonetheless, my comments follow:

1. I am in accordance with the January 3, 2026 letter submitted by Steven Patrick. The City's zeal to route traffic from Ridley Village Court (and potentially Homestead Village) through River Rock Road is patently unfair to Maplewood residents. Please reconsider.
2. Maplewood residents are bearing the brunt of the exception made to the City's own PUD code of a 25' setback. This relief is not supported by or compatible with surrounding development but was done to facilitate "economic feasibility" for the project developers. No one in Maplewood is being compensated for that.
3. The drawing showing sewer lines from River Rock Road onto Cattail Court calls for replacement of SSMH#5, which is at the end of the cul-de-sac. It is not clear to me how Cattail residents would be affected by this in terms of disruption and ultimate service.
4. Today's urban planners are not unfamiliar with the integration of ecological considerations. Some simple, low-cost ideas include pollinator-friendly street lights and reduction of grass areas to make room for low maintenance native vegetation. As a Sandpoint citizen, I urge the City to encourage developers in this direction.

Sincerely,

Elizabeth de Fremery
914 Cattail Ct.

Outlook

FW: Ridley Village Court Planned Unit Development hearing

From Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Date Mon 5/11/2026 1:38 PM
To Mandy Brown <mbrown@sandpointidaho.gov>

From: dbro252@frontier.com <dbro252@frontier.com>
Sent: Monday, May 11, 2026 1:25 PM
To: Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Subject: Ridley Village Court Planned Unit Development hearing

You don't often get email from dbro252@frontier.com. Learn why this is important

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

David and Sue Brooks
1401 Autumn Lane
Sandpoint, ID 83864

May 2026

City of Sandpoint Planning Commission
1123 Lake Street
Sandpoint, ID 83864

Re: Ridley Village Courts PUD (PPUD25-0001) and Subdivision (PS25-0003) – River Rock Road Extension

Dear Planning Commission Members,

As residents at 1401 Autumn Lane in Maplewood Village, we support responsible growth in Sandpoint and do not oppose the Ridley Village Courts development itself. However, we strongly urge you to approve it only with a condition closing the proposed River Rock Road extension to vehicular traffic, while permitting pedestrian and bicycle access via gates or similar features.

Opening River Rock to vehicles would channel traffic from Ridley's 57 units—plus roughly 237 units from nearby existing and future development—onto narrow South Division Avenue. This route and its paths are vital for vulnerable pedestrians: students from Sandpoint Charter and High Schools, children from two local daycares, and seniors from Lakeside Assisted Living, many heading to our HOA-owned Maplewood Pond wildlife sanctuary. The resulting volume poses clear safety risks that outweigh any benefits.

Sue and I appreciate the City's emphasis on "connectivity" in the 2024 Comprehensive Plan and Multimodal Transportation Master Plan—goals like walkable neighborhoods and efficient emergency access are worthwhile. Yet claims of improved emergency response for Ridley appear overstated. The new Bonner County EMS headquarters sits directly at the northeast corner of Ontario and South Division, with immediate access to Highway

2 via Ontario Street—providing faster, wider arterial routes to Ridley than a narrow residential cutoff ever could. Bonner County's reported average response time of about 10 minutes (2023 data) already reflects strong performance; existing access ensures reliable service without adding daily hazards here.

Sandpoint codes offer the flexibility for this balanced approach:

Title 9, Chapter 2 & 3 requires adequate multimodal circulation and pedestrian facilities—prioritizing safety over mandatory vehicular links when hazards exist.

The Complete Streets Policy and Sidewalks & Pathways Master Plan emphasize pedestrian protection.

Title 9-3-6 permits conditions to safeguard public welfare, including school-zone considerations under Idaho Code §33-806.

A pedestrian/bicycle-only connection links neighborhoods humanely, supports plan goals, and preserves our community's character.

Thank you for your careful review and for considering this request. My contact info, should you wish to connect, 208-255-6778 or dbro252@frontier.com

Sincerely,

David Brooks
Maplewood Village HOA Secretary

Steven G Patrick January 03, 2026

1505 River Rock Rd
Sandpoint, ID 83864

Application Number : PPUD25-001 Ridley Village Ct

Response : **DO NOT SUPPORT**

Comments :

The current proposed development would extend River Rock Rd to Ridley Village Rd. The posted Traffic Impact Analysis states that would result in 20 to 25 trips of through traffic per hour (peak – twice per day) on the existing River Rock Rd in Maplewood Village, **where there is currently NO through traffic.** That would be one every 2-3 minutes. The new traffic would drastically increase risk of injury or death to Maplewood Village residents who regularly use the sidewalks and streets for walking and cycling. Also, the quiet, peaceful nature of the Maplewood Village community, a main reason people choose to live and stay, would be destroyed.

The traffic table feature on the proposed extended portion of River Rock Rd would not lessen the impact of new through traffic on existing River Rock Rd. The developer recognized the problem, but has not offered a meaningful solution.

There is no need to tie in to the existing River Rock Rd. All traffic from Ridley Village Court could use Ridley Village Rd for access. Instead**, I urge Sandpoint Planning and City Council require that the extended portion of River Rock Rd would be blocked with a barrier that could be removed only for Emergency Vehicle Access.** This would entirely avoid the safety and quality of life issues for Maplewood Village residents, and still enable Ridley Village Ct to thrive.

It would not be appropriate or fair to shift the traffic impact from Ridley Village Ct onto the residents of Maplewood Village. It is also simply not necessary.

Sincerely,

Steven G. Patrick

SANDPOINT

CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner
County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting Current Projects | Sandpoint, ID and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Fred and Anne Olsen

Address: 1516 River Rock Rd., Sandpoint, ID

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: We are very concerned that there will be much car traffic on our quiet Street. And that people who live in this new development will park their vehicles on the street in front of our homes. Why do River Rock and Autumn Lanes have to be used to access this ~~home~~ project? Maplewood is a small quiet HOA neighborhood

City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
DO NOT SUPPORT

Thanks for the opportunity to comment. Sure would have appreciated more time to do so. The materials are voluminous and technical. Nonetheless, my comments follow:

1. I am in accordance with the January 3, 2026 letter submitted by Steven Patrick. The City's zeal to route traffic from Ridley Village Court (and potentially Homestead Village) through River Rock Road is patently unfair to Maplewood residents. Please reconsider.
2. Maplewood residents are bearing the brunt of the exception made to the City's own PUD code of a 25' setback. This relief is not supported by or compatible with surrounding development but was done to facilitate "economic feasibility" for the project developers. No one in Maplewood is being compensated for that.
3. The drawing showing sewer lines from River Rock Road onto Cattail Court calls for replacement of SSMH#5, which is at the end of the cul-de-sac. It is not clear to me how Cattail residents would be affected by this in terms of disruption and ultimate service.
4. Today's urban planners are not unfamiliar with the integration of ecological considerations. Some simple, low-cost ideas include pollinator-friendly street lights and reduction of grass areas to make room for low maintenance native vegetation. As a Sandpoint citizen, I urge the City to encourage developers in this direction.

Sincerely,

Elizabeth de Fremery
914 Cattail Ct.

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

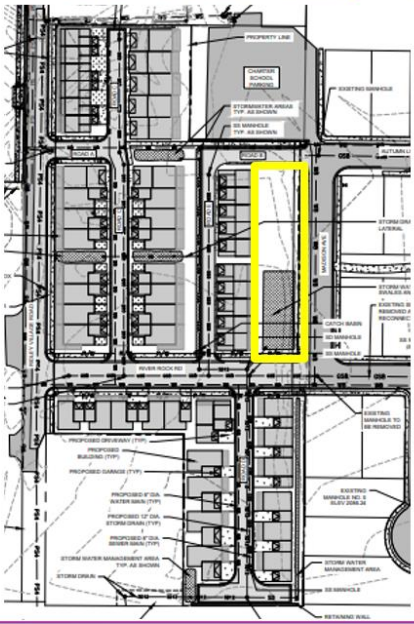
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

Issue 1: The interface of this project with our neighborhood was presented differently in 2025. Building setback along Madison between River Rock and Autumn is needed for separation between the mixed uses. Or the same use (single-family residential) should be built in this section of the development. The Maplewood Village homes have frontage curbs, green area, sidewalks and 25-foot structure setback. The Ridley Court development should blend with our neighborhood.

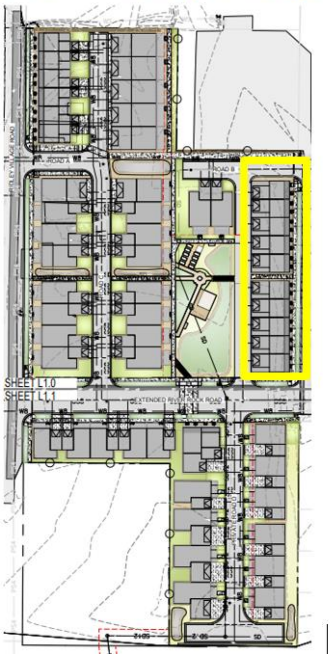
Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

PPUD25-0001 - Ridley Village Court



Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

- The shaded turquoise, shows the population areas that are now using Division Street.
- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
- More cars on Division will mandate upgrades sooner than later.

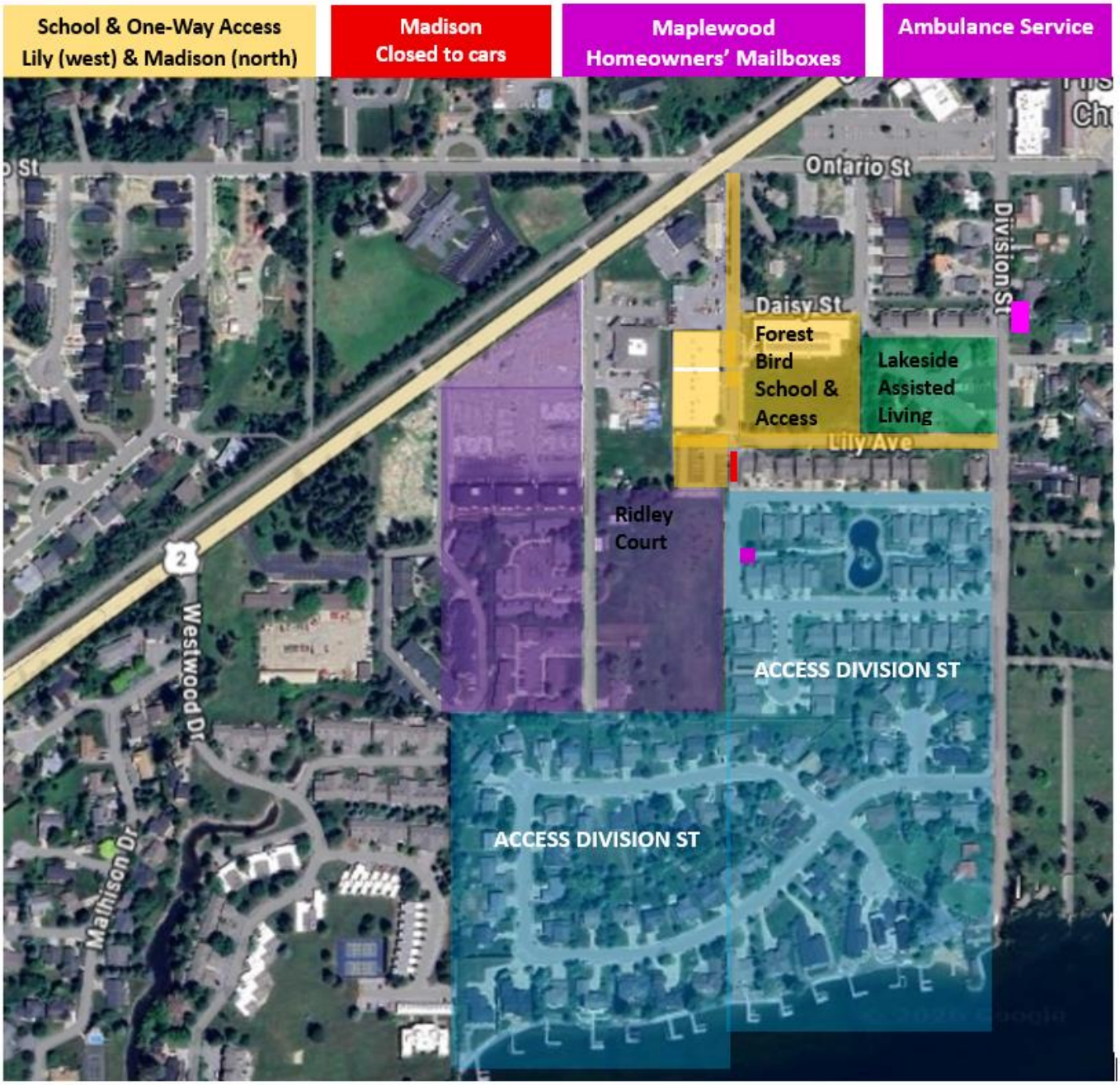
The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street. **The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley Road.**

We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



Outlook

Further Comments Application Number PPUD25-0001 - PS25-003

From kmhefley@frontier.com <kmhefley@frontier.com>
Date Sat 1/3/2026 3:31 PM
To City Planning <cityplanning@sandpointidaho.gov>

Some people who received this message don't often get email from kmhefley@frontier.com. Learn why this is important

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

January 5, 2026
Karen Hefley
1501 River Rock Rd. (Maplewood Village)
Sandpoint
Application Number : PPUD25-001 Ridley Village Ct
Response : Do Not Support

Comments :

My name is Karen Hefley, a proud resident of Maplewood Village and Sandpoint.
I wholeheartedly support the vision for Ridley Village Court—it's a beautiful addition to our community, and I hope it succeeds for everyone involved.
But I urgently ask the City of Sandpoint to reconsider opening River Rock Road to through vehicle traffic.
This is no ordinary street. It is a peaceful corridor cherished by our neighborhood and larger community, where families from the charter school, high school, and day-care centers, walk with children along South Division and the Maplewood Village pond area. It is a vital wildlife habitat—moose, deer, heron, eagles, and countless other creatures cross here freely.
Maplewood Village has invested significant association dues to preserve and maintain this created and natural beauty.
If even 20% of the traffic from Ridley Village Court, Homestead Apartments, and nearby housing routes through River Rock Road, it will become a busy thoroughfare—endangering pedestrians, disrupting wildlife, and shattering the quiet serenity we all treasure on our walks to view the lake and walk Lakeview Cemetary .
Please keep River Rock Road open to bicycles, foot traffic, and neighborhood connections—but protect it from automobile through-traffic. There are other ways to link these areas

without sacrificing this irreplaceable habitat.
Our community, children, and wildlife deserve this thoughtful protection. Thank you for listening with open hearts.

Deep Concerns,

Karen M. Hefley

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

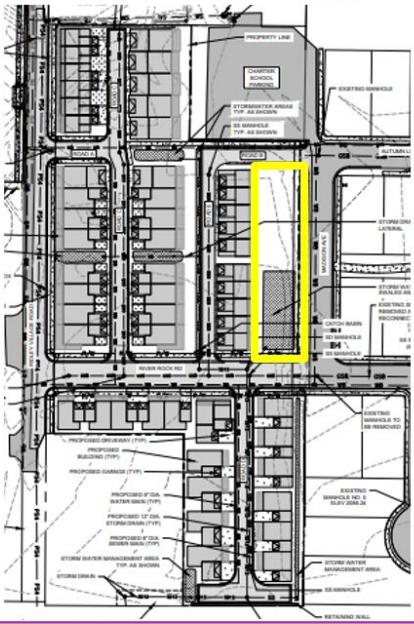
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

Issue 1: The interface of this project with our neighborhood was presented differently in 2025. Building setback along Madison between River Rock and Autumn is needed for separation between the mixed uses. Or the same use (single-family residential) should be built in this section of the development. The Maplewood Village homes have frontage curbs, green area, sidewalks and 25-foot structure setback. The Ridley Court development should blend with our neighborhood.

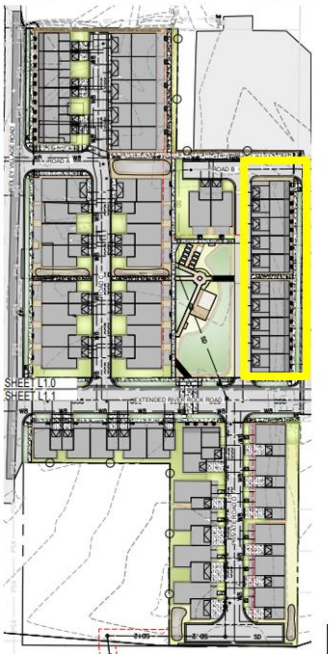
Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

PPUD25-0001 - Ridley Village Court



Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

- The shaded turquoise, shows the population areas that are now using Division Street.
- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
- More cars on Division will mandate upgrades sooner than later.

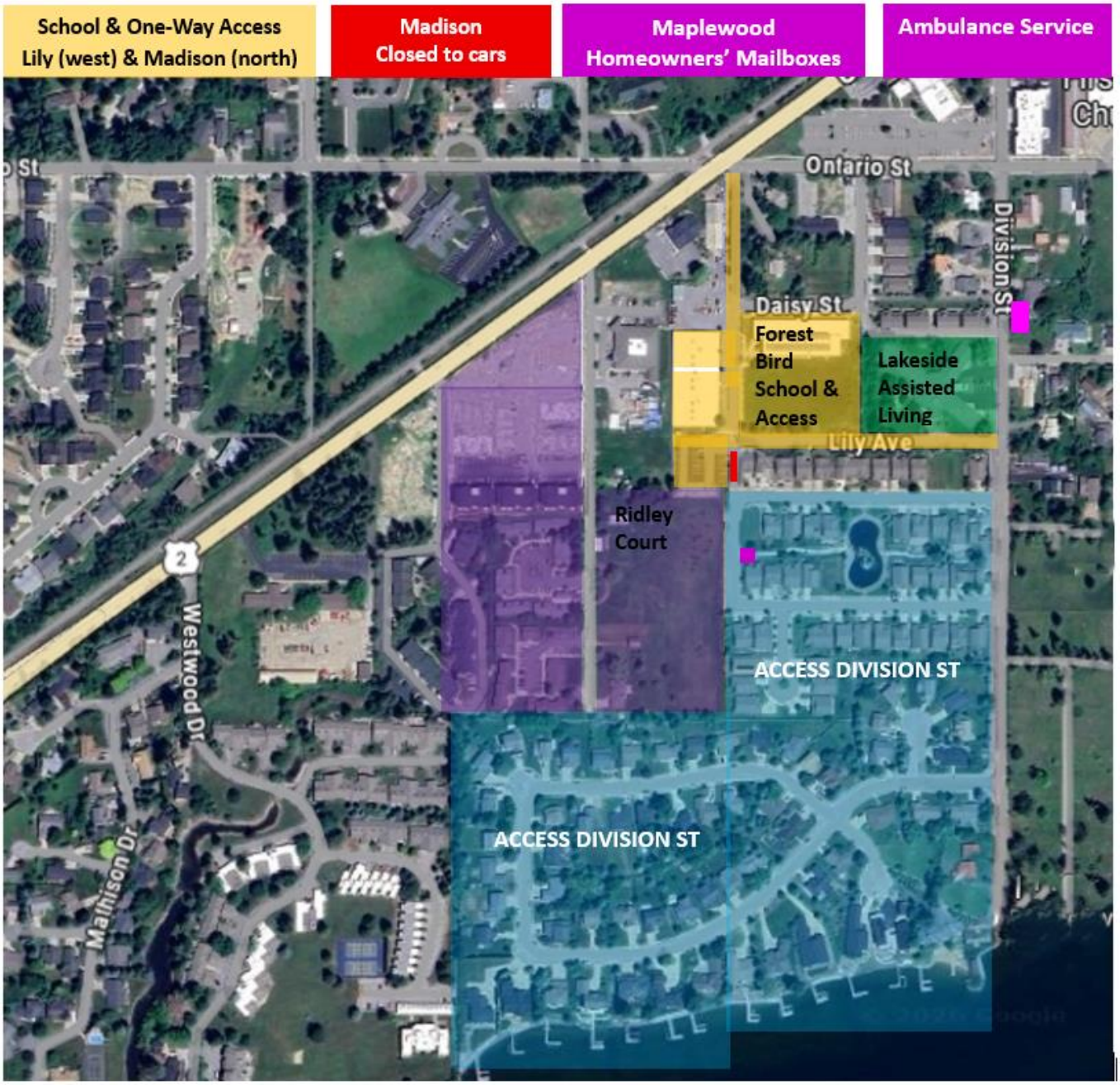
The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street. **The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley Road.**

We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



Lake Pend Oreille School District #84

Dr. Becky W. Meyer, Superintendent
365 North Triangle Drive • Ponderay, Idaho 83852
(208) 263-2184 • www.lposd.org

5/07/2026

City of Sandpoint
1123 W. Lake St.
Sandpoint, ID 83864

RE: Ridley Village, PPUD25-0001

To Whom It May Concern:

The Lake Pend Oreille School District recognizes that development will occur, and we openly welcome families into our community. However, we are conscious of the impact increased student enrollment and new development can have on our patrons and educational program.

Unlike many other states, Idaho does not allow school districts to require impact fees on developments. The primary avenue for school districts to fund new facilities is through voter-approved school construction bonds. These bonds are funded solely by local property taxpayers and require a 66 ⅔ super-majority vote to pass.

While we recognize the importance of addressing housing needs in our community, our schools have already experienced significant impacts from continued residential growth and development in the area. The proposed Ridley Village development, consisting of 56 residential units, will directly impact enrollment at Washington Elementary School, Sandpoint Middle School, and Sandpoint High School.

Several of our schools are already operating near or above capacity. Additional residential density, particularly developments likely to attract families with school-aged children, places increased strain on classroom space, staffing, transportation, and student support services. Therefore, Lake Pend Oreille School District is opposed to Ridley Village and similar developments that do not adequately consider or help address the impacts on local schools and educational infrastructure.

Recently, some Idaho school districts have had developers approach them with voluntary support contribution agreements tied to new housing developments. While voluntary contributions alone will not fully fund new schools or expansions, they can provide districts with an opportunity to save toward future land acquisition, classroom additions, and facility upgrades.

As such, we encourage the developer to engage with the district in good faith and consider voluntary support in the form of monetary contributions, land dedication, or other meaningful mitigation efforts that help offset the impacts of growth on our schools.

The quality of our public schools is a vital component of our community's long-term success and appeal. Responsible development planning should include consideration of the effects on local educational systems. We look forward to continued collaboration with planning agencies and developers to help find balanced solutions that support both housing needs and sustainable school growth.

If you have any questions or would like to discuss the direct impacts of development on our district, please contact the District Office at 208-263-2184.

Lake Pend Oreille School District #84

Dr. Becky W. Meyer, Superintendent
365 North Triangle Drive • Ponderay, Idaho 83852
(208) 263-2184 • www.lposd.org

Sincerely,

Dr. Becky Meyer

Dr. Becky Meyer
Superintendent of Schools

Outlook

RE: Traffic Study - Ridley Village

From Robert Beachler <Robert.Beachler@itd.idaho.gov>
Date Mon 3/16/2026 8:33 AM
To Holly Ellis <hellis@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>
Cc Erik Brubaker <ebrubaker@sandpointidaho.gov>; Jerry Wilson <Jerry.Wilson@itd.idaho.gov>; Carrie Ann Hewitt <CarrieAnn.Hewitt@itd.idaho.gov>; Nathan Herbst <Nathan.Herbst@itd.idaho.gov>

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

Holly,

Thank you for providing ITD with the opportunity to comment on the revised Ridley Village TIS.

The report notes that operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at US-2 and Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection.

The report also noted that right- and left-turn lane analyses performed in the study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. The previously approved Homestead Village Apartment development traffic generation required the installation of a center turn bay, but at the full build out of that development is not to occur on that subject property at this time.

The Sandpoint Multimodal Transportation Plan describes multiple proposed improvements along US-2 and ITD would like to continue planning efforts with the City of Sandpoint for future improvements along the US-2 corridor. As noted in ITD's 2019 US-2 corridor plan, improvements for this section of US-2 are proposed as long-range (20+ years) improvements. At our last meeting, the city noted that the US-2 and Ontario Street would be the city's first intersection to be addressed. ITD would like to follow up with some additional meetings to discuss some potential realignment and improvements to this intersection.

Respectfully,

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815

robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>
Sent: Tuesday, February 24, 2026 9:23 AM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Robert,

Here is the latest study from the Ridley Village Development for ITD review.

Sincerely,

Holly Ellis
Public Works Director
City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864
Direct: 208.946.2087 | hellis@sandpointidaho.gov

SANDPOINT

From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Thursday, February 19, 2026 7:02 AM
To: Jason Welker <jwelker@sandpointidaho.gov>; Holly Ellis <hellis@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

I can make it. My section chief may not make it with me since he is coming back from leave. But I can brief him on our discussion. Our new District Engineer is Ryan Hawkins so I will see if he can join.

Rob

From: Jason Welker <jwelker@sandpointidaho.gov>
Sent: Wednesday, February 18, 2026 5:12 PM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>; Holly Ellis <hellis@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: Re: Traffic Study - Ridley Village

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Rob,

We'd love the chance to meet as a team next Wednesday. You should have just received a calendar invite for a 9:30 meeting at Sandpoint City Hall before you head to BCAAT later in the morning.

We should have a revised TIA for the Ridley Village Court PUD for you before that meeting that hopefully we can discuss with you that morning.

Hope that works for you! Looking forward to it.

Best,
Jason

SANDPOINT
sandpointidaho.gov

Community Planning and Development Department
Jason Welker | Director
(208) 255-1738
(208) 290-0137 (cell)

From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Wednesday, February 18, 2026 2:45 PM
To: Holly Ellis <hellis@sandpointidaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

Holly,

Thank you for the update. Appreciate you going back to Ridley Village project and asking them to revise the TIS.

Unfortunately, the improvements for US-2 in that location are in the long-range project recommendations (20+ years) for ITD. ITD does not have any of those long-range projects in our current funded program.

Had some email traffic with Jason Welker in Community Development over other improvements along US-2 in Sandpoint and noted it would be good to get together with ITD, Community Development and Public Works to keep up coordination and planning. We are slammed during Legislative session and submitting our next Idaho Transportation Improvement Program FY2027-2033 projects through the end of March.

But it would be good to meet soon. We are up in Sandpoint on the 4th Wednesday of each month for the Bonner County Area Transportation Team Meeting from 10:45-12:00, so we could come up early and meet with the Sandpoint team.

Please keep me posted on Ridley Village.

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815
robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>
Sent: Wednesday, February 18, 2026 2:22 PM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Rob,

You may be aware that the Homestead Development has gone bankrupt. Accordingly, we sent comments back to the applicant for the Ridley Village project to revise the TIA to:

- Reflect that only 36 units of Homestead Village were constructed and remove assumptions tied to full build out.
- Match existing intersection geometry (no turn lane improvements associated with Homestead full buildout).
- Base background volumes on actual constructed development and current traffic counts.
- Reevaluate turn-lane warrants, level of service findings, and any mitigation conclusions using corrected baseline conditions.
- Confirm whether any recommended improvements are warranted under these revised conditions.

Once we get the revised, we'll send it back to you for review. I am really curious if/how any improvements warranted by the Ridley Village project could/should tie in to the Ontarion Realignment project that is envisioned - https://apps.itd.idaho.gov/Apps/d1/US-2_Corridor_Asset_Mgmt_Study.pdf

FIGURE 32. HIGHWAY 2/200 CORRIDOR STUDY SPLIT INTERSECTION OPTION (REFERENCE 10)



Sincerely,

Holly Ellis
Public Works Director

City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864
Direct: 208.946.2087 | hellis@sandpointidaho.gov

From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Thursday, January 29, 2026 1:30 PM
To: Holly Ellis <hellis@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

Hi Holly,

Thank you for providing this study for ITD's review. I am our Planning POC and I will also have our District Traffic Engineer review the study. I know Justin Wuest was going to reschedule a call with you regarding the Homestead apartments possible uses for the impact fees. He is down in Boise this week so I will follow up with him and this Ridley Village project.

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815
robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>
Sent: Thursday, January 29, 2026 12:52 PM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: Traffic Study - Ridley Village

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Robert,

Are you the development review for ITD in Sandpoint? I understand that this would have been routed to ITD for review, but I wanted to reach out to see if you had any comments. I am particularly interested in how this relates to the Homestead Development where they were required to install a turn lane off US-2.

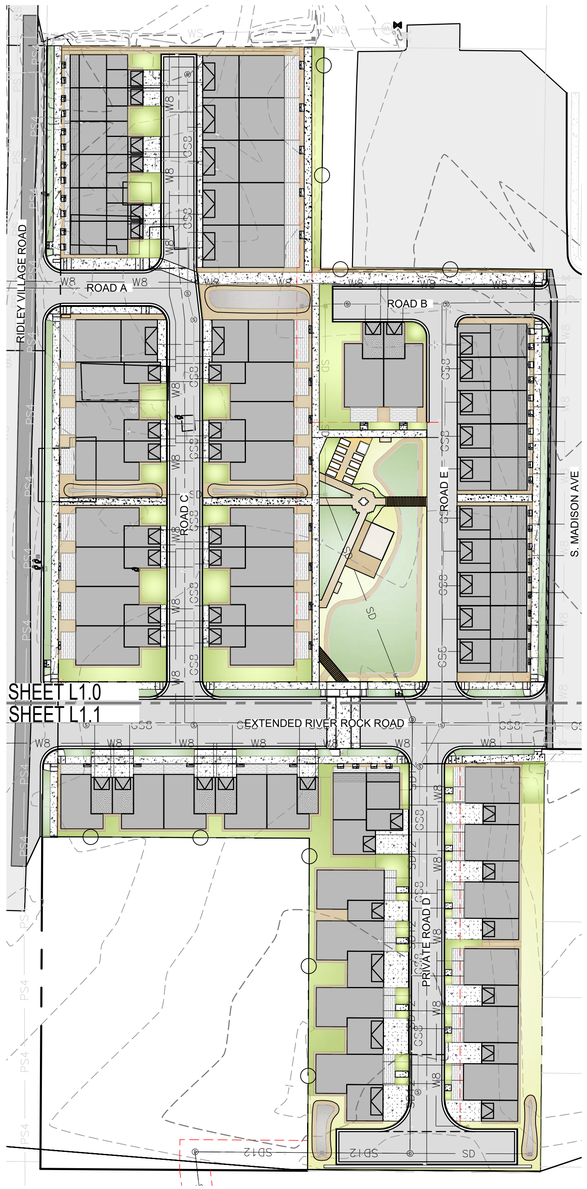
Sincerely,

Holly Ellis
Public Works Director
City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864
Direct: 208.946.2087 | hellis@sandpointidaho.gov



RIDLEY VILLAGE COURT TOWN HOMES

LANDSCAPE DRAWINGS



SHEET INDEX

L0.0	COVER SHEET & GENERAL NOTES
L1.0	NORTH SITE PLAN
L1.1	SOUTH SITE PLAN
L1.2	SITE DETAIL SHEET
L1.3	SITE DETAIL SHEET
L2.0	TREE PLANTING PLAN & DETAILS
L2.1	NORTH PLANTING PLAN
L2.2	SOUTH PLANTING PLAN
L2.3	PLANTING DETAILS
L3.0	OVERALL IRRIGATION PLAN

SITE FURNISHING SCHEDULE

REPRESENTATIVE IMAGE	PLAN REF. #	PRODUCT/MODEL	MANUFACTURER
BENCHES			
	14	EVA BENCH REVERIE COLLECTION MODEL: EVA-20-W COLOR: BLACK METAL COMPONENTS, KEBONY WOOD SLATS SIZE: 72"L X 23"W X 29 3/4"H QTY: 2	VICTOR STANLEY 2103 BRICKHOUSE RD DUNKIRK, MD 20754 WWW.VICTORSTANLEY.COM P 301-855-8300
PICNIC TABLES			
	13	MILAN COLLECTION MODEL : CENTRA UNA CAFE TABLE COLOR: BLACK SIZE: 36" ROUND TABLETOP, 3' H QTY: 6	VICTOR STANLEY 2103 BRICKHOUSE RD DUNKIRK, MD 20754 WWW.VICTORSTANLEY.COM P 301-855-8300
CHAIRS			
	15	PRODUCTION COLLECTION MODEL : PRSCA-8 COLOR: BLACK METAL SIZE: 23"WX32"H QTY: 26	VICTOR STANLEY 2103 BRICKHOUSE RD DUNKIRK, MD 20754 WWW.VICTORSTANLEY.COM P 301-855-8300
MAILBOX			
	12	FORT KNOX MAILBOX MODEL : CLUSTER BOX UNIT (CBU) COLOR: BLACK SIZE: 24"L X 20"W X 42"H QTY: 2 CLUSTERED TOGETHER, 4 SETS	FORT KNOX MAILBOX, LLC 265 TECH WAY, GRANTS PASS, OR 97526 WWW.FORTKNOXMAILBOX.COM P 541-956-0825
PAVILION			
	19	ROMTEC DIMENSIONAL LUMBER PAVILIONS MODEL : SHED ROOF SIZE: MED. 16' X 20' QTY: 1	ROMTEC 18240 NORTH BANK RD, ROSEBURG, OR 97470 WWW.ROMTEC.COM P 541-496-3541
FIRE PIT			
	16	MONTANA FIRE PITS MODEL : AON STEEL SQUARE FIRE PIT TABLE STYLE: BLACK SIZE: 48"WX48"LX18"H QTY: 1	MONTANA FIRE PITS 2302 MCDONALD AVE, MISSOULA, MT 59801 WWW.MONTANAFIREPITS.COM P 833-228-5244

REPRESENTATIVE IMAGE	PLAN REF. #	PRODUCT/MODEL	MANUFACTURER
GARDEN PLANTER			
	17	METAL RAISED GARDEN BED MODEL: 32" EXTRA TALL MODERN 42" x 83" COLOR: URBAN CHARCOAL SIZE: 42"W X 83"L X 32"H (65 CUBIC FT) QTY: 9 OR APPROVED EQUAL	VEGO GARDEN 13808 BOUDREAUX RD BLDG #2 TOMBALL TX 77377 WWW.VEGOGARDEN.COM P 866-597-1888
DOGIPOT MINI JUNIOR BAG DISPENSER			
	21	DOG BAG DISPENSER MODEL: 400-BAG COUNT DOGIPOT SMART LITTER PICKUP BAGS COLOR: BLACK SIZE: 9"W X3.5"L X 12.5"H QTY: 2 OR APPROVED EQUAL	DOGIPOT 5340 YOUNG PINE RD. SUITE 8 ORLANDO, FL, 32829 WWW.DOGIPOT.COM P 407-888-4627
STORAGE SHED			
	18	GRAINGER STORAGE BUILDING MODEL : SOJAG DENALI STEEL STORAGE SHED SIZE: 96.7"H X 73.6"W X 83.7"L QTY: 1	GRAINGER - IDAHO BRANCH 5576 IRVING ST. BOISE, ID 83706 WWW.GRAINGER.COM P 1-800-472-4643
PEDESTRIAN LIGHTING			
		FORMS AND SURFACES PEDESTRIAN LIGHTING MODEL : VAO PEDESTRIAN LIGHTING STYLE: STAINLESS STEEL, BLACK, POWDERCOAT SIZE: POLE DIAM. 4", HEIGHT 145" QTY: 4	FORMS AND SURFACES 5055 6TH STREET CARPINTERIA, CA 93013 WWW.FORMS-SURFACES.COM P 1-800-451-0410
BOLLARD PATH LIGHTING			
		FORMS AND SURFACES BOLLARD LIGHTING MODEL : VAO BOLLARD STYLE: STAINLESS STEEL, BLACK, POWDERCOAT SIZE: POLE DIAM. 3", HEIGHT 31" QTY: 7	FORMS AND SURFACES 5055 6TH STREET CARPINTERIA, CA 93013 WWW.FORMS-SURFACES.COM P 1-800-451-0410

GENERAL LANDSCAPE NOTES

1. THE LANDSCAPE ARCHITECTURAL PLANS ARE TO BE USED IN CONJUNCTION WITH THE CIVIL, IRRIGATION, MECHANICAL, ELECTRICAL, AND ARCHITECTURAL SITE PLANS TO FORM COMPLETE INFORMATION REGARDING THE SITE.
2. LANDSCAPE CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES AND SPECIFICATIONS.
3. ALL MATERIAL AND WORKMANSHIP SHALL BE MAINTAINED AND GUARANTEED FOR A PERIOD OF 12 MONTHS FOLLOWING THE SUBSTANTIAL COMPLETION DATE.
4. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED, NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
5. BEFORE COMMENCING WORK, LANDSCAPE CONTRACTOR SHALL CONTACT APPROPRIATE UTILITY COMPANIES FOR UTILITY LOCATIONS, AND COORDINATE WITH GENERAL CONTRACTOR IN REGARD TO LOCATION OF PROPOSED UTILITIES, IRRIGATION SLEEVES, CONDUITS, ETC. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE AS A RESULT OF THE LANDSCAPE CONSTRUCTION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH RELATED OPERATIONS.
7. CONTRACTOR SHALL BECOME AWARE OF ALL APPLICABLE GUIDELINES, MUNICIPAL CODES, AND OTHER GOVERNING DOCUMENTS THAT IMPACT THE DESIGN AND CONSTRUCTION OF THIS PROJECT.
8. LANDSCAPE CONTRACTOR SHALL REVIEW ALL SITE RELATED DOCUMENTS. SOME PLANS ARE DIAGRAMMATIC IN NATURE. IF THERE APPEAR TO BE CONFLICTS BETWEEN PLANT LOCATIONS AND UTILITIES, DRAINAGE STRUCTURES, ETC. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO PROCEEDING.
9. VERIFY THAT SUBGRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO BEGINNING ANY WORK.
10. PRIOR TO FINAL ACCEPTANCE, TEST THE IRRIGATION SYSTEM UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT AND OWNER.
11. FOR OUTDOOR LANDSCAPE LIGHTING, INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND PROVIDE OWNER WITH TRAINING ON THE USE OF THE CONTROLLER AND ALL RELATED LIGHTING PRODUCT MANUALS RELEVANT TO THE OPERATION OF THE LIGHTING SYSTEM.
12. VERIFY LIGHTING CONTROLLER LOCATION WITH OWNER AND GENERAL CONTRACTOR PRIOR TO INSTALLATION.
13. CONTRACTOR TO PROVIDE OWNER WITH A LANDSCAPE AND IRRIGATION MAINTENANCE MANUAL EXPLAINING IRRIGATION SCHEDULING AND A DIAGRAM OF ZONES. CONTRACTOR TO PROVIDE BEST MAINTENANCE PRACTICES FOR FERTILIZER APPLICATION, LAWN CARE, PRUNING, PLAYGROUND MAINTENANCE, EXERCISE EQUIPMENT CARE, AND OTHER APPLICABLE SITE MAINTENANCE. CONTRACTOR TO PROVIDE ALL APPLICABLE PRODUCT OWNER'S MANUALS. CONTRACTOR TO PROVIDE IN HARD COPY AND A DIGITAL COPY FOR OWNER USE.

LAYOUT NOTES

1. ON-SITE VERIFICATION OF ALL DIMENSIONS AND CONDITIONS SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE, LARGER SCALE OVER SMALLER SCALE, ADDENDA AND CLARIFICATIONS OVER PREVIOUS DOCUMENTS.
2. CONTRACTOR TO LAY OUT SITE ELEMENTS AND VERIFY LAYOUT WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
3. FOR DIMENSIONS OF EXISTING BUILDINGS AND RELATED WORK, REFER TO THE ARCHITECTURAL DRAWINGS AND CIVIL DRAWINGS.
4. WHERE DIMENSIONS ARE CALLED AS "EQUAL," SPACE REFERENCED ITEMS EQUALLY, MEASURED TO THEIR CENTER LINES.
5. MEASUREMENTS ARE TO FACE OF BUILDING, WALL OR FIXED SITE IMPROVEMENT. DIMENSIONS TO CENTERLINES IS AS INDICATED.
6. INSTALL INTERSECTING ELEMENTS AT 90 DEGREE ANGLES TO EACH OTHER UNLESS OTHERWISE NOTED.
7. INSTALL NEW HARDSCAPE PAVING ELEMENTS (CURBS, RAMPS, WALKWAYS, PATIOS, TRAILS, PAVEMENT, ETC.) FLUSH WITH EXISTING HARDSCAPE PAVING ELEMENTS UNLESS OTHERWISE NOTED.
8. PROVIDE EXPANSION JOINTS WHERE CONCRETE FLATWORK MEETS VERTICAL STRUCTURES SUCH AS WALLS, CURBS, STEPS AND BUILDING ELEMENTS.
9. EXPANSION JOINTS IN CONCRETE WALKWAYS SHALL BE LOCATED TWENTY FEET (20'-0") O.C. MAXIMUM OR AS INDICATED. CONTROL JOINTS IN CONCRETE WALKWAYS SHALL BE LOCATED FIVE FEET (5'-0") O.C. MAXIMUM OR AS INDICATED. LAYOUT JOINT PATTERN AS INDICATED IN LAYOUT PLANS; ALIGN JOINTS WITH EDGE OF WALL OR OPENING AS POSSIBLE.
10. ALL RADII OF WALKWAY INTERSECTIONS ON THE PLANS SHALL BE 4'-0" OR AS INDICATED ON THE PLANS.
11. THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF ADA FEATURES AND APPURTENANCES (INCLUDING, BUT NOT LIMITED TO, SIDEWALK & CURB RAMP CROSS SLOPES, RAMP SLOPES, THRESHOLDS, SITE FURNISHINGS, ETC) AS DETAILED IN THE PLANS AND IN ACCORDANCE WITH REFERENCED STANDARD DRAWING, SPECIFICATIONS AND ESTABLISHED ADA GUIDELINES AND STANDARDS. THE CONTRACTOR IS RESPONSIBLE FOR FIELD CHECKING SLOPES AND DIMENSIONS OF ALL FORMWORK FOR COMPLIANCE PRIOR TO INSTALLATION OF CONCRETE. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT ANY ADA FEATURES AND APPURTENANCES AT ANY TIME BEFORE FINAL COMPLETION OF THE PROJECT AND MAY REQUIRE THE CONTRACTOR TO REMOVE, REPLACE, AND/OR CORRECT ANY WORK AT THE CONTRACTORS EXPENSE THAT IN NOT IN COMPLIANCE, AS DETERMINED BY THE PROJECT MANAGER.
12. ALL TEMPORARY ACCESS ROUTES FOR PEDESTRIANS SHALL BE ADA COMPLIANT.
13. COORDINATE FINISH GRADE OF NEW ELEMENTS WITH EXISTING ELEMENTS TO REMAIN TO ENSURE ADA COMPLIANCE AND POSITIVE DRAINAGE AWAY FROM SITE ELEMENTS. IF GRADES OF NEW SITE ELEMENTS PREVENT OR OBSTRUCT PROPER SITE DRAINAGE, CONTRACTOR TO NOTIFY OWNER AND LANDSCAPE ARCHITECT AND MAKE MUTUALLY AGREED UPON ADJUSTMENTS PRIOR TO INSTALLING SITE IMPROVEMENTS.
14. CONTRACTOR TO KEEP DISTURBANCE TO ADJACENT LANDSCAPE AREAS TO A MINIMUM AND TO AVOID DISTURBANCE AND DEMOLITION OF EXISTING VEGETATION DESIGNATED FOR PRESERVATION EXCEPT AS APPROVED BY LANDSCAPE ARCHITECT. WHEN EXCAVATION NEAR PLANT MATERIAL TO BE PROTECTED MUST BE CARRIED OUT, DAMAGE TO BE LIMITED BY ROOT PRUNING AND HAND EXCAVATION ONLY. ROOT PRUNING SHALL BE COMPLETED BEFORE GRADING IS STARTED.

0 50 100 150 feet

SCALE: 1" = 50'

BY	DATE	REVISIONS
SS	06-24-2025	DRAFT LANDSCAPE SET
SS	06-27-2025	PERMIT SET

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

SHEET TITLE: COVER SHEET & GENERAL NOTES

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:



DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L0.0
SHEET NO:	1 OF 10

Jul 01, 2025 9:03:02am - User: sophia.ahlenius
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG

S. MADISON AVE.

ROAD B

ROAD E

ROAD C

ROAD A

RIDLEY VILLAGE ROAD

MONUMENT SIGN

MONUMENT SIGN

MONUMENT SIGN

SHEET L1.1

REFERENCE NOTES SCHEDULE NORTH SITE PLAN

SYMBOL	CODE	DESCRIPTION	QTY	DETAIL
	1	ENGINEERED RAIN GARDENS, BIOSWALES - SEE CIVIL	7,881 SF	1/L1.2
	2	COURSE WOOD CHIP MULCH	8,465 SF	
	3	ROCK MULCH | PEAK SAND & GRAVEL BASALT A-ROCK - 1" - 5/8" CLEAR, NO FINES	9,878 SF	
	4	RIVER ROCK | PEAK SAND & GRAVEL RIVER ROCK ROUND 1"-3" DIAMETER ROCK, 3" DEPTH CLEAR, NO FINES	952 SF	
	5	MOWED LAWN	8,998 SF	
	6	SEED MIX - SEE SHEET L2.0	2,123 SF	
	7	CRUSHED GRANITE | 1/4" MINUS CRUSHED OR DECOMPOSED GRANITE, LOCALLY SOURCED WHEN POSSIBLE	330 SF	2/L1.2
	8	PAVILION PATIO | BELGARD PAVERS RUNNING BOND PATTERN 12"X24", TEXADA SLABS IN CHAMOIS	693 SF	3/L1.2
	9	PARK PATHWAYS | BELGARD PAVER RUNNING BOND PATTERN 12"X24", TEXADA SLABS IN LIMESTONE	852 SF	3/L1.2
	10	BOARDWALK CROSSING RAIN GARDEN | 6'W X 27'L AND 6'W X 24'L	2	4/L1.2
	11	LANDSCAPE EDGING | COLMET ATTACHED-STAKE STEEL EDGING, 4" HEIGHT, BLACK, 14 GAUGE OR APPROVED EQUAL	845 LF	2/L1.2
	12	MAILBOX | FORTKNOX MAILBOX, 15 UNITS, 2 BOXES TOGETHER	4 SETS	
	13	MOVEABLE PICNIC TABLES | VICTOR STANLEY CENTRA UNA CAFE TABLE, BLACK	6	
	14	BENCHES | VICTOR STANLEY EVA BENCH, BLACK METAL, KEBONY WOOD SLATS	2	
	15	CHAIRS | VICTOR STANLEY CHAIR PRSCA-8, BLACK METAL, 23"WX32"H	26	
	16	FIRE PIT | MT FIRE PITS AON STEEL SQUARE FIRE PIT TABLE, 48"X48", BLACK, PROPANE WITH REMOTE TANK	1	
	17	RAISED GARDEN BEDS FOR COMMUNITY GARDEN	9	
	18	GARDEN STORAGE SHED | GRAINGER DENALI STEEL STORAGE SHED - 96.7" X 73.6" X 83.7"		
	19	PAVILION | ROMTEC DIMENSIONAL LUMBER PAVILION WITH SHED ROOF - 16' X 20'		
	20	FENCING ALONG PROPERTY LINE | SLIPFENCE COMMERCIAL HORIZONTAL WOOD FENCE WITH ALUMINUM POSTS	295 LF	1/L1.3
	21	DOG BAG DISPENSER | 400-BAG COUNT DOGIPOT, 9"WX3.5"LX12.5"H	2	

LIGHTING SCHEDULE PARK SITE PLAN

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	PEDESTRIAN OVERHEAD LIGHT FORMS AND SURFACES VAO MODEL | DARK SKY APPROVED | 4" POLE DIAM., 145" HEIGHT STAINLESS STEEL, POWDERCOAT, BLACK TEXTURE, SURFACE MOUNT 3000K COLOR TEMP	4
	BOLLARD PATH LIGHT FORMS AND SURFACES VAO MODEL | DARK SKY APPROVED | 3" POLE DIAM., 31" HEIGHT STAINLESS STEEL, POWDERCOAT, BLACK TEXTURE, SURFACE MOUNT 3000K COLOR TEMP	7

0 20 40 60 feet

SCALE: 1" = 20'

REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

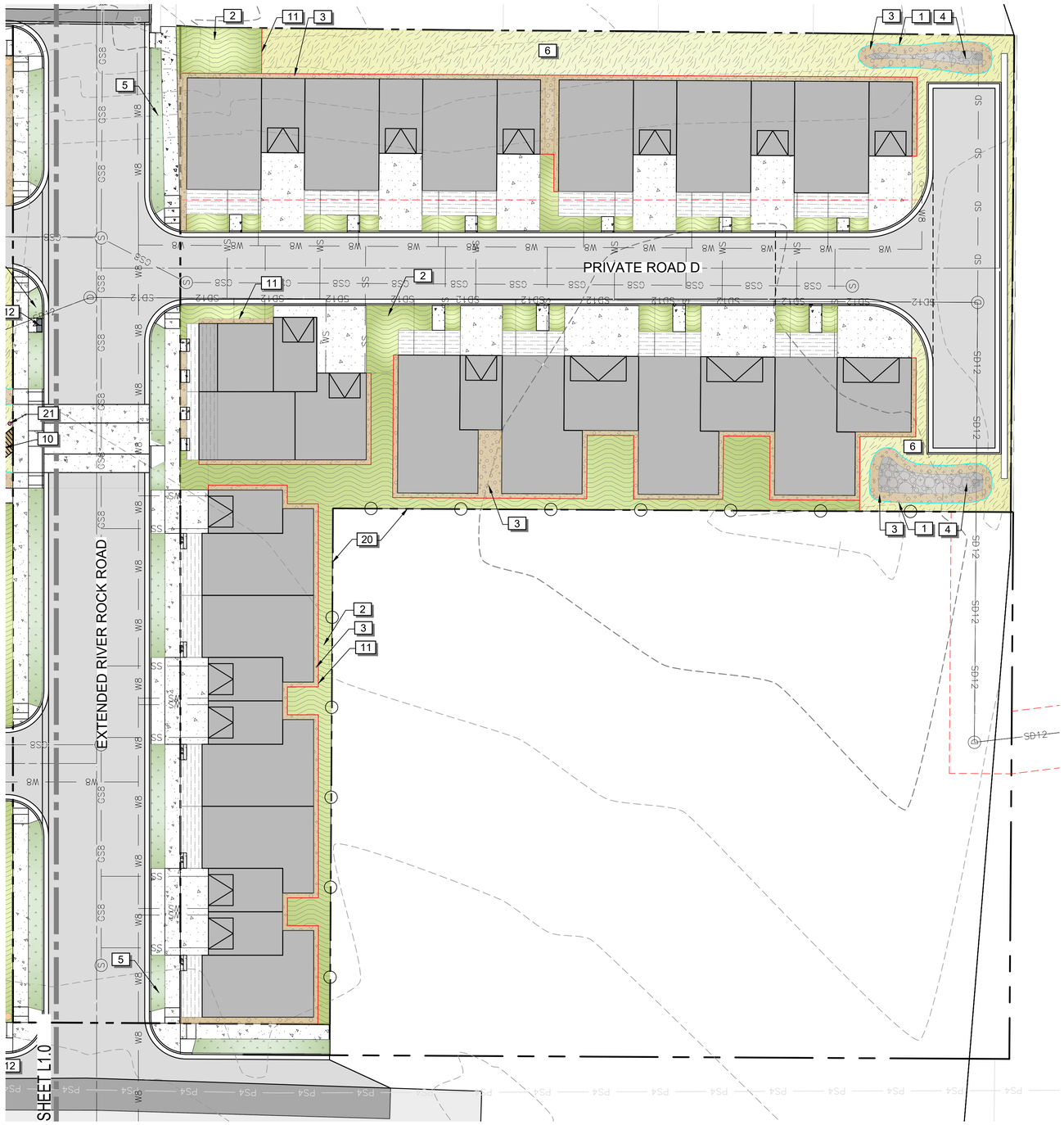
SHEET TITLE: NORTH SITE PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL: STATE OF IDAHO · DEREK S. GASPER · LICENSED LANDSCAPE ARCHITECT · LA-987789

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L1.0
SHEET NO:	2 OF 10

Jul 01, 2025 9:03:02am – User: sophia.shinbough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



REFERENCE NOTES SCHEDULE SOUTH SITE PLAN

SYMBOL	CODE	DESCRIPTION	QTY	DETAIL
	1	ENGINEERED RAIN GARDENS, BIOSWALES - SEE CIVIL	870 SF	1/L1.2
	2	COURSE WOOD CHIP MULCH	4,943 SF	
	3	ROCK MULCH | PEAK SAND & GRAVEL BASALT A-ROCK - 1" - 5/8" CLEAR, NO FINES	2,540 SF	
	4	RIVER ROCK | PEAK SAND & GRAVEL RIVER ROCK ROUND 1"-3" DIAMETER ROCK, 3" DEPTH CLEAR, NO FINES	332 SF	
	5	MOWED LAWN	1,035 SF	
	6	SEED MIX - SEE SHEET L2.0	4,045 SF	
	11	LANDSCAPE EDGING | COLMET ATTACHED-STAKE STEEL EDGING, 4" HEIGHT, BLACK, 14 GAUGE OR APPROVED EQUAL	989 LF	2/L1.2
	20	FENCING ALONG PROPERTY LINE | SLIPFENCE COMMERCIAL HORIZONTAL WOOD FENCE WITH ALUMINUM POSTS	385 LF	1/L1.3

0 20 40 60 feet

SCALE: 1" = 20'

BY	DATE	REVISIONS
SS	06-24-2025	DRAFT LANDSCAPE SET
SS	06-27-2025	PERMIT SET

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

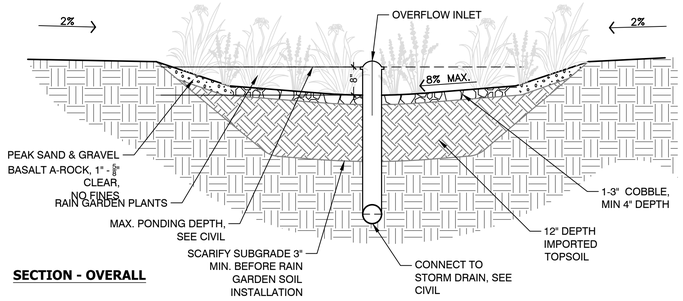
SHEET TITLE: SOUTH SITE PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

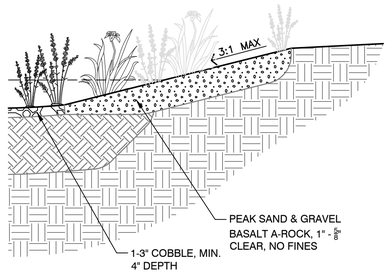
SEAL:
STATE OF IDAHO
DEREK S. GRAY
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L1.1
SHEET NO:	3 OF 10

Jul 01, 2025 - 9:03:39am - User: sophia.athonguh
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



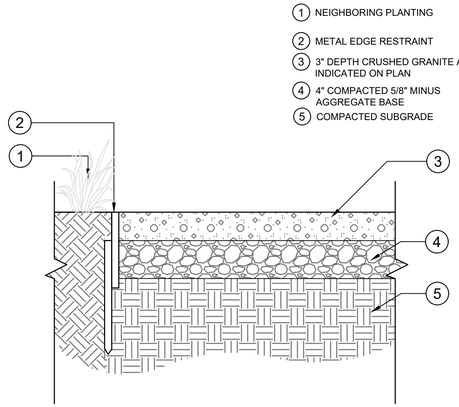
SECTION - OVERALL



SECTION - AT INFLOW

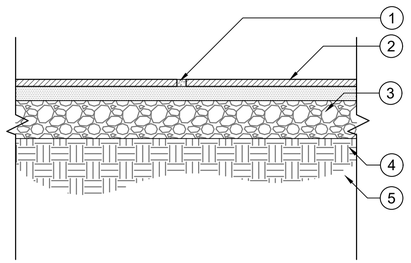
1 RAIN GARDEN CONCEPT - SEE CIVIL FOR ENGINEERED RAIN GARDEN DETAILS

3/4" = 1'-0" P-RE-RID-01



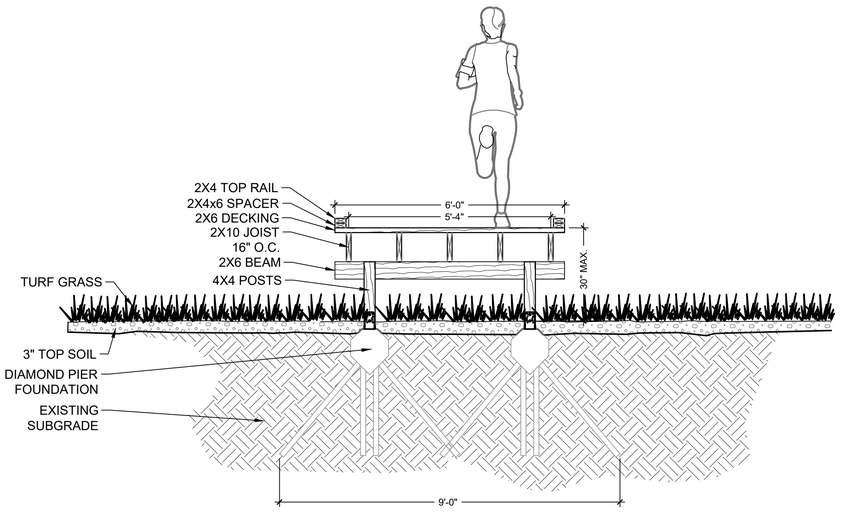
2 DECOMPOSED/CRUSHED GRANITE & METAL EDGING

1 1/2" = 1'-0" P-RE-RID-07



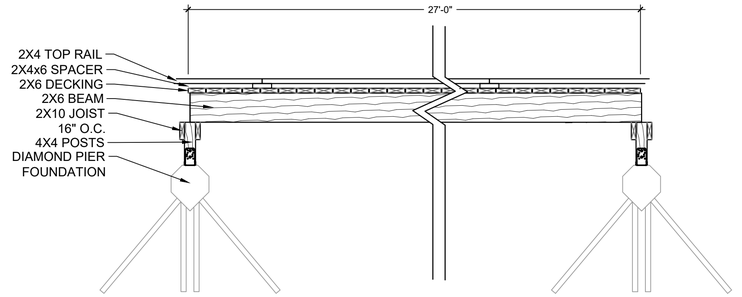
3 SAND SET PAVERS

1 1/2" = 1'-0" P-RE-RID-06



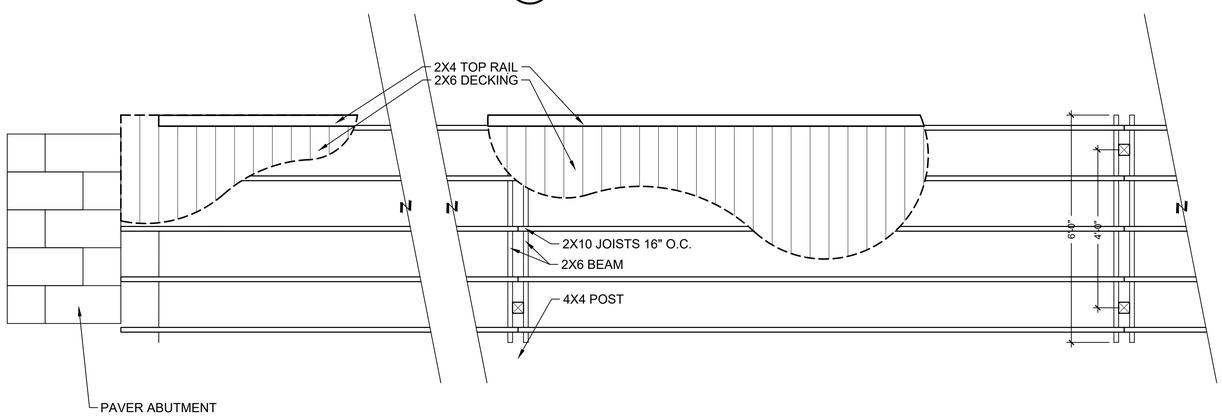
4 RAIN GARDEN BOARDWALK SECTION

1/2" = 1'-0" P-RE-RID-66



5 RAIN GARDEN BOARDWALK ELEVATION

1/2" = 1'-0" P-RE-RID-67



6 RAIN GARDEN BOARDWALK PLAN

1/2" = 1'-0" P-RE-RID-68

BOARDWALK NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS
2. VERIFY SPAN LENGTHS, JOISTS SPACING, AND LUMBER SIZES OF LOCALLY AVAILABLE WOOD PRODUCTS
3. USE TREATED LUMBER FOR ALL STRUCTURAL WOOD
4. USE GALVANIZED OR STAINLESS STEEL FASTENERS, TYP.
5. DECKING SHALL BE ROUGH HEWN EXTERIOR GRADE OR OWNER APPROVED EQUAL
6. SET BOARDS SUCH THAT THERE IS A 1/8" OR 1/16" GAP BETWEEN BOARDS FOR WATER FLOW

REVISIONS	DATE	BY
1 DRAFT LANDSCAPE SET	06-24-2025	SS
2 PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

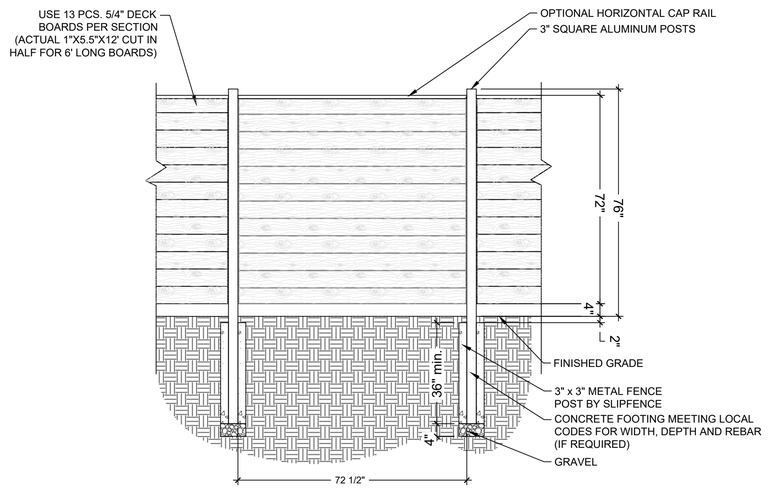
SHEET TITLE: SITE DETAILS

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
MARK S. GARRIS
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L1.2
SHEET NO:	4 OF 10

Jul 01, 2025 9:03:37am – User: sophia.athenough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



1 SLIPFENCE SECTION

1/2" = 1'-0"

P-RE-RID-74

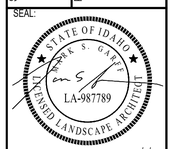
	REVISIONS	DATE	BY
1	DRAFT LANDSCAPE SET	06-24-2025	SS
2	PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

SHEET TITLE: SITE DETAILS

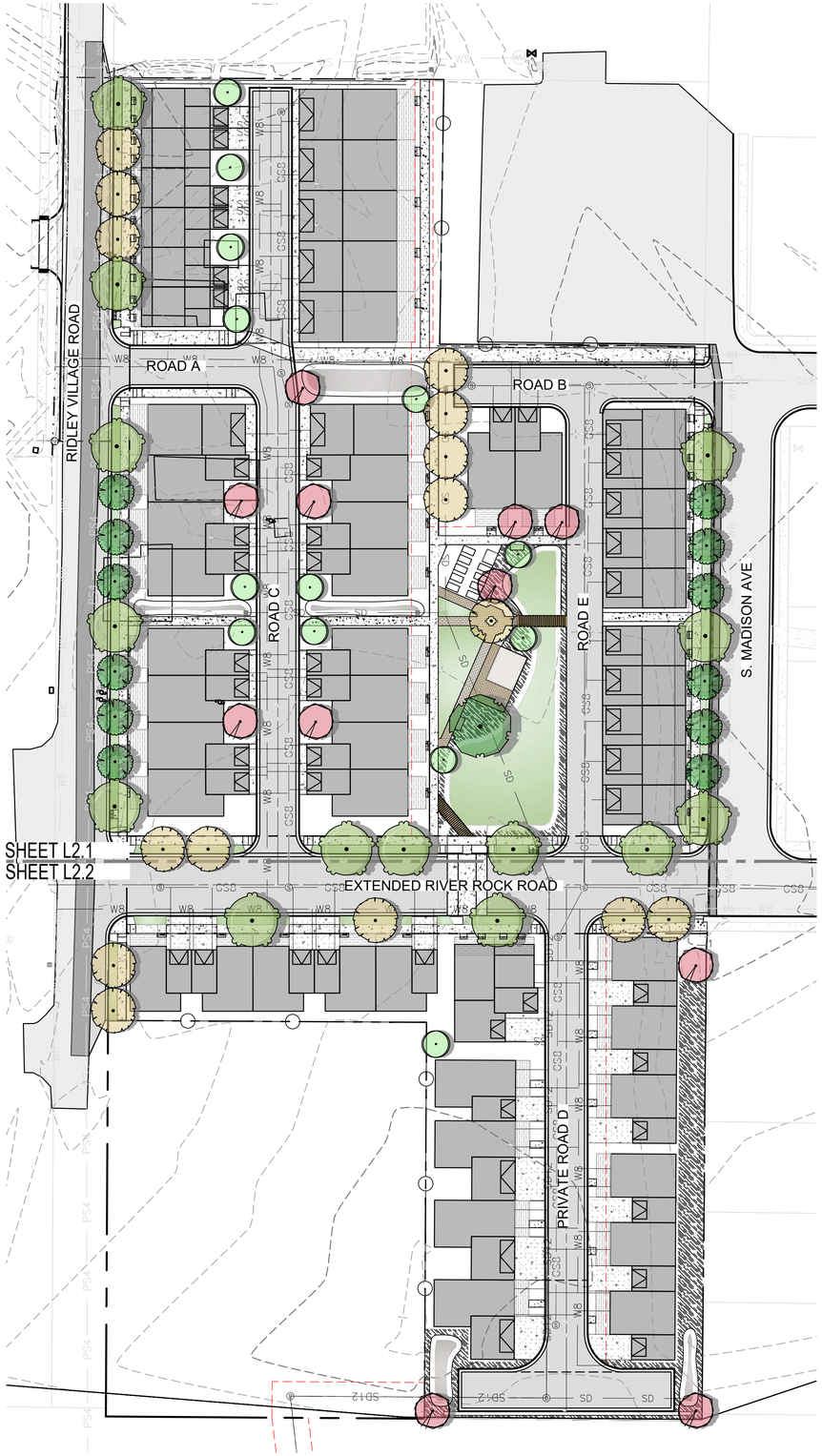
PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:



DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L1.3
SHEET NO:	5 OF 10

Jul 01, 2025 9:03:28am – User: sophia.ahnough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
TREES			
	11	ACER GLABRUM ROCKY MOUNTAIN MAPLE	1.5" CAL.
	15	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	2.5" CAL.
	14	GLEDITSIA TRIACANTHOS 'SKYLINE' SKYLINE HONEY LOCUST	2.5" CAL.
	1	PLATANUS X ACERIFOLIA LONDON PLANE TREE	2.5" CAL.
	13	SORBUS SITCHENSIS WESTERN MOUNTAIN ASH	1.5" CAL.
	12	TILIA CORDATA LITTLELEAF LINDEN	2.5" CAL.

SEEDING NOTES

6,168 SF

1. APPLICATION RATE OF 25-35 LBS/ACRE (BROADCAST OR DRILL). ADJUST ACCORDINGLY FOR SQUARE FOOTAGE
2. SEEDING TIME IS PREFERRED IN THE FALL (LATE SEPT-OCT), OR ALTERNATIVELY SEED IN EARLY SPRING (MARCH-APRIL) BEFORE LAST FROST.
3. ASSURE SOIL IS FIRM AND A WEED-FREE SEEDBED. POST-SEEDING LIGHTLY RAKE AND PRESS SEEDS INTO SOIL.
4. WHEN MAINTAINING SEED MOW ONCE IN LATE FALL OR EARLY SPRING TO ABOUT 4-6 INCHES. DO NOT IRRIGATE AFTER ESTABLISHMENT UNLESS IN EXTREME DROUGHT. AVOID HERBICIDES; SPOT TREAT INVASIVE WEEDS IF NECESSARY. OVERSEED EVERY 3-5 YEARS TO MAINTAIN DENSITY
5. ALL SPECIES MUST BE LOCALLY ADAPTED NATIVE GENOTYPES
6. PROVIDE SEED TAGS AND GERMINATION RATES WITH DELIVERY
7. MIX SHOULD BE CLEANED, TESTED, AND READY TO BROADCAST OR DRILL
8. SUBSTITUTIONS ONLY UPON WRITTEN APPROVAL

NATIVE GRASSES - 60% TOTAL

BOTANICAL NAME	COMMON NAME	WEIGHT %
Festuca idahoensis	Idaho Fescue	20%
Elymus trachycaulus	Slender Wheatgrass	15%
Koeleria macrantha	Prairie Junegrass	10%
Bouteloua gracilis	Blue Grama	10%
Poa secunda	Sandberg Bluegrass	5%

NATIVE WILDFLOWERS - 40% TOTAL

BOTANICAL NAME	COMMON NAME	WEIGHT %
Gaillardia aristata	Blanketflower	10%
Linum lewisii	Lewis Flax	10%
Achillea millefolium	Western Yarrow	8%
Echinacea angustifolia	Narrowleaf COneflower	5%
Erigeron speciosus	Showy Fleabane	5%
Penstemon strictus or fruticosus	Rocky Mountain or Shrubby Penstemon	5%
Solidago missouriensis	Missouri Goldenrod	5%

0 40 80 120 feet

SCALE: 1" = 40'

REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

SHEET TITLE: TREE PLANTING PLAN & DETAILS

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
DEREK S. GARST
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L2.0
SHEET NO:	6 OF 10

Jul 01, 2025 9:03:12am – User: sophia.shinbrough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG

PLANT SCHEDULE NORTH PLANTING PLAN

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
TREES			
	8	ACER GLABRUM ROCKY MOUNTAIN MAPLE	1.5" CAL.
	10	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	2.5" CAL.
	12	GLEDITSIA TRIACANTHOS 'SKYLINE' SKYLINE HONEY LOCUST	2.5" CAL.
	1	PLATANUS X ACERIFOLIA LONDON PLANE TREE	2.5" CAL.
	12	SORBUS SITCHENSIS WESTERN MOUNTAIN ASH	1.5" CAL.
	12	TILIA CORDATA LITTLELEAF LINDEN	2.5" CAL.



SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
SHRUBS			
	6	AMELANCHIER ALNIFOLIA 'REGENT' REGENT SERVICEBERRY	5 GAL
	19	ITEA VIRGINICA 'SPRICH' LITTLE HENRY® SWEETSPIRE	5 GAL
	21	PHYSOCARPUS OPULIFOLIUS 'SEWARD' SUMMER WINE® NINEBARK	5 GAL
	7	PICEA PUNGENS 'GLAUCA GLOBOSA' BLUE GLOBE COLORADO SPRUCE	5 GAL
	46	PRUNUS BESSEYI 'P011S' PAWNEE BUTTES® SAND CHERRY	5 GAL
	29	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	5 GAL
	37	RIBES AUREUM GOLDEN CURRANT	5 GAL
	9	SYMPHORICARPOS ALBUS COMMON SNOWBERRY	5 GAL
	3	SYRINGA PUBESCENS PATULA 'MISS KIM' MISS KIM KOREAN LILAC	5 GAL
	18	VIBURNUM DENTATUM 'AUTUMN JAZZ' AUTUMN JAZZ VIBURNUM	5 GAL
ORNAMENTAL GRASSES			
	13	HELICTOTRICHON SEMPERVIRENS BLUE OAT GRASS	1 GAL
	10	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	1 GAL
PERENNIALS			
	15	HEUCHERA X 'PALACE PURPLE' PALACE PURPLE CORAL BELLS	1 GAL
	20	RUDBECKIA LACINIATA CUTLEAF CONEFLOWER	1 GAL
	13	SALVIA X SYLVESTRIS HYBRID SAGE	1 GAL
	26	TIARELLA CORDIFOLIA FOAMFLOWER	1 GAL
RAIN GARDEN			
	9	ARONIA MELANOCARPA BLACK CHOKEBERRY	5 GAL
	21	CAREX GEYERI ELK SEDGE	1 GAL
	31	CORNUS SERICEA RED TWIG DOGWOOD	5 GAL
	3	HOLODISCUS DISCOLOR OCEANSPRAY	5 GAL
	13	JUNCUS PATENS 'ELK BLUE' SPREADING RUSH	1 GAL
	25	PANICUM VIRGATUM 'NORTHWIND' NORTHWIND SWITCH GRASS	1 GAL
	3	PHYSOCARPUS OPULIFOLIUS 'AMBER JUBILEE' AMBER JUBILEE NINEBARK	5 GAL
	21	RIBES SANGUINEUM RED FLOWERING CURRANT	5 GAL
	17	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION' STANDING OVATION LITTLE BLUESTEM	1 GAL

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
GROUND COVERS				
	120	ACHILLEA MILLEFOLIUM COMMON YARROW	2.5" POT	15" o.c.
	103	ARCTOSTAPHYLOS UVA-URSI KINNIKINNICK	4"POT	18" o.c.
	2,123 SF	MIX COMPOSITION SEED MIX SEE SHEET L2.0 FOR SEEDING NOTES	SEED	
	94	PHLOX SUBULATA CREEPING PHLOX	4"POT	18" o.c.
	8,981 SF	TURF GRASS	SOD	

0 20 40 60 feet

SCALE: 1" = 20'

REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

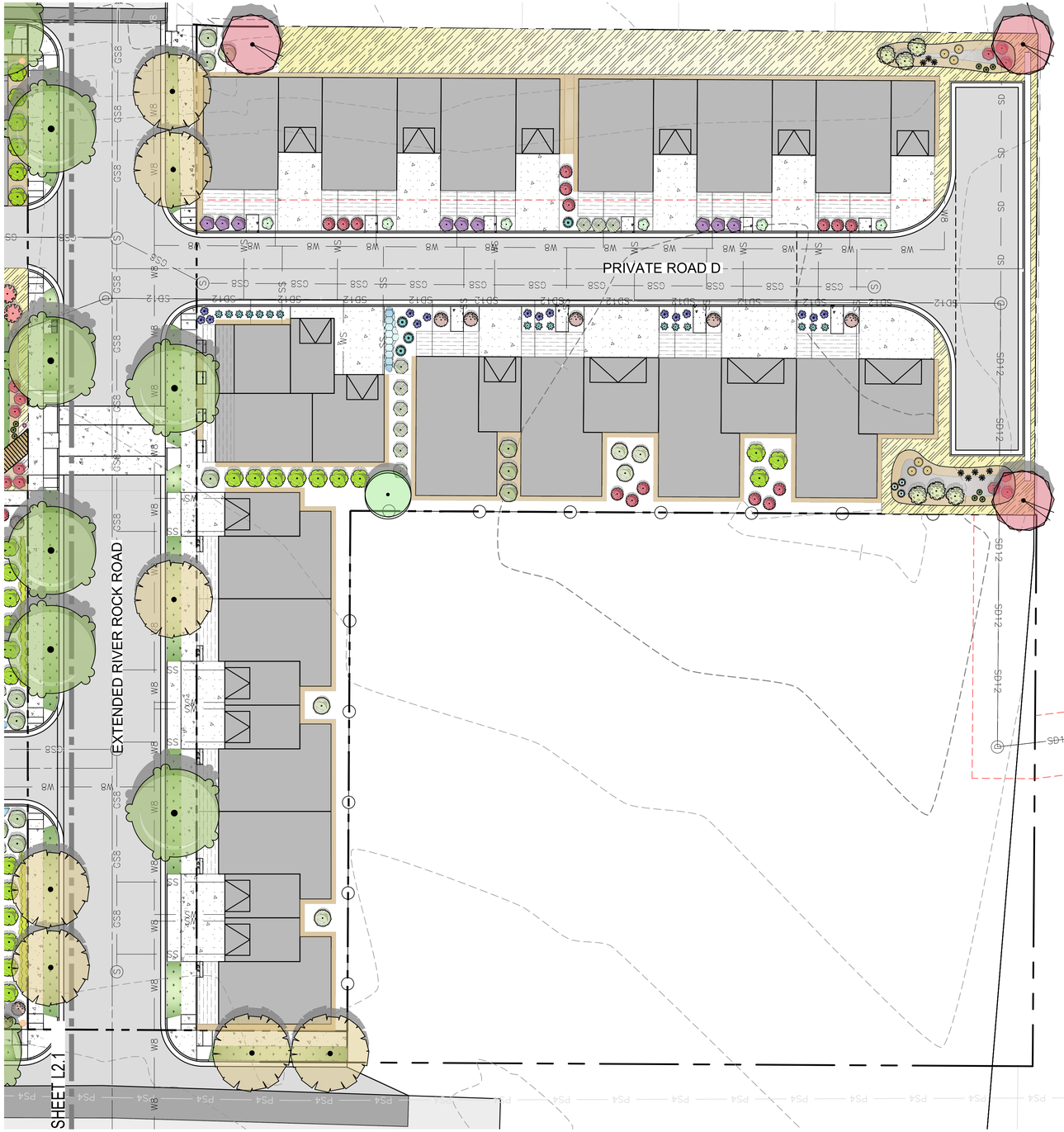
SHEET TITLE: NORTH PLANTING PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
MARK S. GARET
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L2.1
SHEET NO:	7 OF 10

Jul 01, 2025 9:03:23am - User: sophia.ahlinough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



PLANT SCHEDULE SOUTH PLANTING PLAN

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
TREES			
	3	ACER GLABRUM ROCKY MOUNTAIN MAPLE	1.5" CAL.
	5	ACER X FREEMANII 'JEFFERSRED' AUTUMN BLAZE® FREEMAN MAPLE	2.5" CAL.
	2	GLEDITSIA TRIACANTHOS 'SKYLINE' SKYLINE HONEY LOCUST	2.5" CAL.
	1	SORBUS SITCHENSIS WESTERN MOUNTAIN ASH	1.5" CAL.
SHRUBS			
	5	AMELANCHIER ALNIFOLIA 'REGENT' REGENT SERVICEBERRY	5 GAL
	15	PHYSOCARPUS OPULIFOLIUS 'SEWARD' SUMMER WINE® NINEBARK	5 GAL
	4	PICEA PUNGENS 'GLAUCA GLOBOSA' BLUE GLOBE COLORADO SPRUCE	5 GAL
	5	PRUNUS BESSEYI 'P011S' PAWNEE BUTTES® SAND CHERRY	5 GAL
	7	RHUS AROMATICA 'GRO-LOW' GRO-LOW FRAGRANT SUMAC	5 GAL
	9	RIBES AUREUM GOLDEN CURRANT	5 GAL
	9	SYRINGA PUBESCENS PATULA 'MISS KIM' MISS KIM KOREAN LILAC	5 GAL
	10	VIBURNUM DENTATUM 'AUTUMN JAZZ' AUTUMN JAZZ VIBURNUM	5 GAL
ORNAMENTAL GRASSES			
	16	HELICTOTRICHON SEMPERVIRENS BLUE OAT GRASS	1 GAL
PERENNIALS			
	6	PEROVSKIA ATRIPLICIFOLIA RUSSIAN SAGE	1 GAL
	15	SALVIA X SYLVESTRIS HYBRID SAGE	1 GAL
RAIN GARDEN			
	6	CAREX GEYERI ELK SEDGE	1 GAL
	6	CORNUS SERICEA RED TWIG DOGWOOD	5 GAL
	6	HOLODISCUS DISCOLOR OCEANSPRAY	5 GAL
	8	JUNCUS PATENS 'ELK BLUE' SPREADING RUSH	1 GAL
	6	PANICUM VIRGATUM 'NORTHWIND' NORTHWIND SWITCH GRASS	1 GAL
	3	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION' STANDING OVATION LITTLE BLUESTEM	1 GAL

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
GROUND COVERS				
	42	ACHILLEA MILLEFOLIUM COMMON YARROW	2.5" POT	15" o.c.
	4,045 SF	MIX COMPOSITION SEED MIX SEE SHEET L2.0 FOR SEEDING NOTES	SEED	
	1,037 SF	TURF GRASS	SOD	

0 20 40 60 feet

SCALE: 1" = 20'

REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

SHEET TITLE: SOUTH PLANTING PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
MARK S. GARY
LA-987789
LICENSED LANDSCAPE ARCHITECT

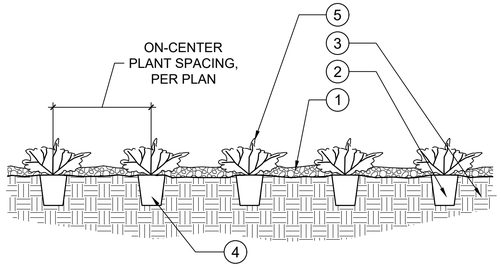
DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L2.2
SHEET NO:	8 OF 10

Jul 01, 2025 - 9:03:23am - User: sophia.athonguh
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG

PLANTING NOTES

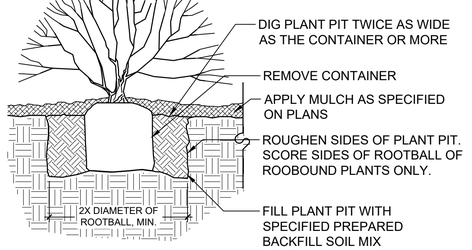
1. ALL TREE AND SHRUB LOCATIONS ARE TO BE STAKED ON SITE FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SUBSTITUTIONS: THE LANDSCAPE ARCHITECT SHALL APPROVE ANY SUBSTITUTION.
3. DO NOT PRUNE PLANTS UNLESS DIRECTED TO DO SO BY THE LANDSCAPE ARCHITECT.
4. CONTAINER STOCK IS PREFERRED FOR ALL PLANTS. IF CONTAINER STOCK IS NOT AVAILABLE FOR TREES, THEN ALL B&B PLANT MATERIAL SHALL HAVE ALL WIRE, TWINE, OR OTHER CONTAINMENT MATERIAL, EXCEPT FOR 100% HEMP BURLAP, REMOVED FROM THE TRUNK AND ROOT BALL OF THE PLANT PRIOR TO PLANTING. REMOVE THE TOP 2/3 OF THE HEMP BURLAP AFTER PLACING PLANT IN THE PIT.
5. PLANTING SOIL FOR ALL PLANTING AREAS:
   a. DO NOT STORE BULK MATERIALS NEAR STRUCTURES, OVER EXISTING PLANTING, OVER UTILITIES, WALKWAYS AND PAVEMENTS.
   b. PROVIDE EROSION CONTROL MEASURES TO PREVENT DISPLACEMENT OF BULK MATERIALS, DISCHARGE INTO WATERWAYS OR SEWERS, AND AIRBORNE DUST.
   c. PREPARING PLANTING AREAS, AND SPREADING SOIL SHALL BE COMPLETED BY THE LANDSCAPE CONTRACTOR AND SUPERVISED BY THE GENERAL CONTRACTOR SO THAT GRADES ARE MET AS NOTED ON THE GRADING PLANS.
   d. ALL IMPORTED PLANTING AREA SOIL SHALL BE 2-WAY (60% SAND, 40% COMPOST) TOPSOIL FROM AN APPROVED SOURCE. PROVIDE A 1-QUART SAMPLE FOR APPROVAL PRIOR TO IMPORTING ANY SOIL. TOPSOIL NOT MEETING INDUSTRY STANDARDS FOR COMPOSITION AND NUTRIENTS SHALL BE REJECTED.
   e. QUANTITY OF IMPORTED SOIL SHALL BE EQUAL TO A MINIMUM OF SIX (6) INCHES DEPTH IN ALL LANDSCAPE BEDS. THE SOIL INSTALLATION PROCESS OUTLINED BELOW SHALL COMBINE THIS QUANTITY OF IMPORTED SOIL WITH SUBSOIL TO RESULT IN AN EIGHT (8) INCH DEPTH OF PLANTING SOIL.
   f. SOIL INSTALLATION: APPLY TWO (2) INCHES OF APPROVED IMPORTED SOIL OVER PREPARED SUBGRADE. TILL IMPORTED SOIL INTO TOP TWO (2) INCHES OF SUBSOIL TO CREATE AMENDED SOIL. APPLY AN ADDITIONAL FOUR (4) INCHES OF IMPORTED SOIL OVER AMENDED SOIL. TO CREATE AN EIGHT (8) INCH LAYER OF PLANTING SOIL. ROLL AND RAKE SMOOTH. ENSURE NO ROCKS OR OTHER DEBRIS EXCEEDING 3 INCHES IN DIAMETER REMAIN.
   g. IF PREPARED SOIL OR PREPARED SUBGRADE IS RE-COMPACTED, RESTORE AS DIRECTED BY THE LANDSCAPE ARCHITECT.
7. MULCH ENTIRE LANDSCAPE AREA TO A DEPTH OF 3 INCHES WITH MATERIAL MULCH AS SPECIFIED ON PLANS - EITHER ROCK MULCH OR WOOD CHIP MULCH. PROVIDE A 1-QUART SAMPLE OF EACH TYPE OF MULCH FOR APPROVAL PRIOR TO IMPORTING ANY.
8. MULCH SHALL NOT BE ABOVE OR MORE THAN 1/2 INCH BELOW ADJOINING SURFACE. MULCH SHALL BE HELD BACK 2-3 INCHES FROM THE STEMS AND TRUNKS OF PLANTS.
9. ROOT BARRIER SHALL BE INSTALLED ON ALL TREES WITHIN 6' OF A CURB OR SIDEWALK, OR AS INDICATED ON PLANS.
10. DURING PLANTING OPERATIONS, KEEP ADJACENT PAVING AREAS CLEAN AND PROTECTED FROM DAMAGE. WORK AREA SHALL BE KEPT CLEAN AND ORDERLY.
11. DO NOT REMOVE NURSERY TAGS, STAKES, AND TIES UNTIL DIRECTED TO DO SO BY THE LANDSCAPE ARCHITECT.
12. WARRANTY: INSTALLER AGREES TO WARRANTY PLANTING THAT FAILS IN MATERIALS, WORKMANSHIP OR GROWTH WITHIN A WARRANTY PERIOD OF 12 MONTHS FROM THE DATE OF PLANTING COMPLETION.
13. PLANT SYMBOLS SHALL DICTATE PLANT COUNT.
14. ALL LANDSCAPING SHALL BE PLANTED AND MAINTAINED IN A LIVING CONDITION BY THE CONTRACTOR UNTIL FINAL OWNER ACCEPTANCE.
15. FINAL INSPECTION SHALL OCCUR AT THE CONCLUSION OF A 60-DAY MAINTENANCE PERIOD. MAINTENANCE PERIOD SHALL COMMENCE UPON COMPLETION OF ALL LANDSCAPE INSTALLATION ACTIVITIES AND SHALL INCLUDE THE FOLLOWING:
   a. MOW LAWNS ONCE PER MONTH.
   b. REMOVE ALL WEEDS OVER 1" IN HEIGHT.
   c. REPLACE DEAD OR UNHEALTHY PLANTS.
   d. ENSURE PROPER FUNCTION OF IRRIGATION SYSTEM.
   e. ENSURE ADEQUATE MOISTURE IS DELIVERED TO ALL LANDSCAPE BEDS INCLUDING NON-IRRIGATED AREAS.
   f. FERTILIZE ALL SEEDED AREAS AT CONCLUSION OF MAINTENANCE PERIOD.
16. COMMERCIAL FERTILIZATION MIX FOR HYDROSEED SHALL BE 10-20-20 SHALL BE APPLIED AT THE RATE OF 10 POUNDS PER 1000 S.F.
17. WATER USED FOR HYDROSEEDING SHALL BE FREE FROM OIL, ACID, ALKALI, SALT AND OTHER SUBSTANCES HARMFUL TO GROWTH OF GRASS, AND SHALL BE FROM A SOURCE APPROVED PRIOR TO USE.
18. WOOD-CELLULOSE FIBER MULCH FOR USE WITH HYDRAULIC APPLICATION OF GRASS SEED AND FERTILIZER SHALL CONSIST OF SPECIALLY PREPARED WOOD-CELLULOSE FIBER PROCESSED TO CONTAIN NO GROWTH - NO GERMINATION - INHIBITING FACTORS AND DYED AN APPROPRIATE COLOR TO FACILITATE VISUAL METERING OF APPLICATION OF MATERIALS. APPLY MULCH AT THE RATE OF 2,000 POUNDS PER ACRE.

1. 3" - 4" MULCH LAYER, AS SPECIFIED ON PLAN. TAKE CARE TO NOT BURY PLANTS WITH MULCH. MULCH LAYER AROUND PLANT BASE MAY BE LESS THAN 3" THICK
2. PLANTING PIT TO BE 2X DIAMETER OF CONTAINER
3. TOPSOIL, AS SPECIFIED ON PLAN
4. REMOVE FROM ALL PACKAGING PRIOR TO PLANTING
5. PERENNIAL, GROUNDCOVER OR ORNAMENTAL GRASS, TYP. PER PLAN

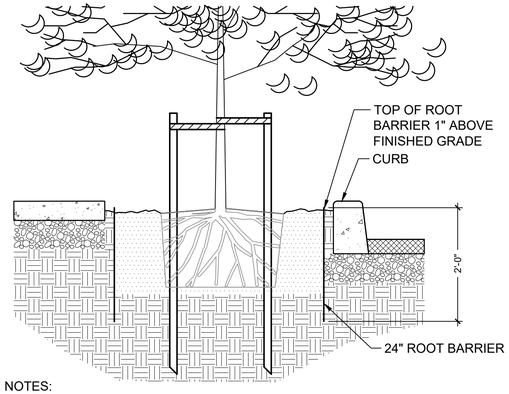


1 PERENNIAL & ORN. GRASS PLANTING
NTS P-RE-RID-51

NOTE:
1. ANY BROKEN OR CRUMBLING ROOTBALL WILL BE REJECTED.
2. HOLD GRADE 1" BELOW EDGE OF WALK OR CURB.



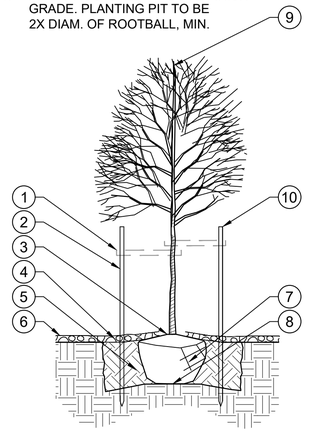
2 SHRUB PLANTING DETAIL
NTS P-RE-RID-13



NOTES:
1. ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. ROOT BARRIERS SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF PAVEMENT. ROOT BARRIER SHOULD EXTEND 8' ON EITHER SIDE OF TRUNK FOR A 16' CONTINUOUS LENGTH.

3 STREET TREE ROOT BARRIER
3/4" = 1'-0" P-RE-RID-65

NOTE:
1. PLANT ROOTBALL 1" ABOVE FINISH GRADE. PLANTING PIT TO BE 2X DIAM. OF ROOTBALL, MIN.



1. INSTALL "DIMEX PROLOCK CHAIN-LOCK TREE TIE" PER MANUF. SPECIFICATIONS
2. 2' X 2' X 8' LONG FIR STAKES. PRESERVATIVE TREATED W/ WOODLIDE OR EQ. PRESTAIN DARK BROWN
3. GRADE @ WHICH TREE GREW IN NURSERY
4. MULCH, PER PLAN. HOLD BACK 2-3" FROM TRUNK
5. PREPARED BACKFILL SOIL MIX
6. FINISH GRADE
7. REMOVE ALL WRAPPINGS, TWINE & WIRE FROM TOP 1/2 OF ROOTBALL AFTER TREE IS IN POSITION
8. SET ROOTBALL ON UNDISTURBED SUBGRADE
9. DECIDUOUS TREES MUST HAVE A STRONG CENTRAL LEADER
10. HEIGHT OF STAKE SHALL BE 5 FT. ABOVE FINISH GRADE

4 DECIDUOUS TREE PLANTING
NTS

NO.	REVISIONS	DATE	BY
1	DRAFT LANDSCAPE SET	06-24-2025	SS
2	PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

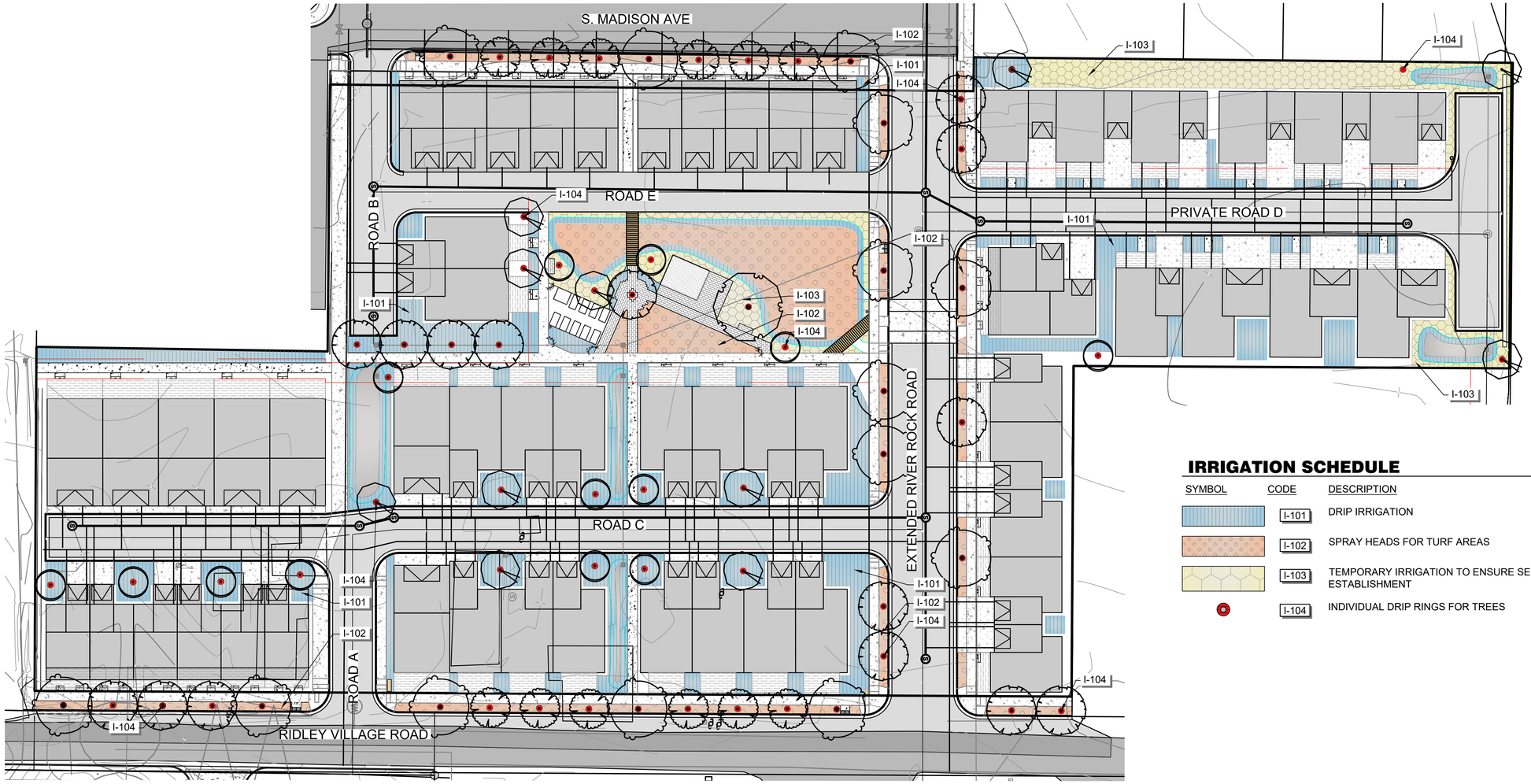
SHEET TITLE: PLANTING DETAILS

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
MARK S. GARY
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L2.3
SHEET NO:	9 OF 10

Jul 01, 2025 9:03:08am - User sophia.ahlonsuph
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 LA00.DWG



IRRIGATION SCHEDULE

SYMBOL	CODE	DESCRIPTION	QTY
	I-101	DRIP IRRIGATION	17,701 SF
	I-102	SPRAY HEADS FOR TURF AREAS	10,016 SF
	I-103	TEMPORARY IRRIGATION TO ENSURE SEED MIX ESTABLISHMENT	6,168 SF
	I-104	INDIVIDUAL DRIP RINGS FOR TREES	66

0 30 60 90 feet

SCALE: 1" = 30'

REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

SCJ STUDIO
LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
SCJALLIANCE.COM

SHEET TITLE: OVERALL SCHEMATIC IRRIGATIOIN PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:

STATE OF IDAHO
DEREK S. GARNER
LA-987789
LICENSED LANDSCAPE ARCHITECT

DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 IR00
DRAWING NO:	L3.0
SHEET NO:	10 OF 10

Jul 01, 2025 9:03:32am – User: sophia.athenough
N:\PROJECTS\7141 AFFINITY REAL ESTATE MANAGEMENT, INC\24-000467 RIDLEY VILLAGE COURT TOWN HOMES CONTRACT\CAD\24-000467 IR00.DWG

CITY OF SANDPOINT
WRITTEN DECISION – Planning and Zoning Commission
PPUD25-0001 & PS25-0003 – Ridley Village Court Planned Unit Development Final Development Plan and Preliminary Subdivision

Owner/Applicant: Kirk Rector/Affinity Real Estate Management, Inc.
krector@affinityrem.com

Project Representative: Aaron Qualls, AICP/ SCJ Alliance Consulting Services
Aaron.qualls@scjalliance.com

Location: 1001 Ridley Village Rd., Sandpoint, Idaho
Zone: Residential Multi Family - RM
Planning and Zoning Commission Meeting Date: June 16, 2026
Meeting Type: Regular Planning and Zoning Commission Meeting – Public Hearing, Deliberation, and Recommendation to City Council

Date of this Written Decision: July 7, 2026

Summary of Decision

On June 16, 2026, the Sandpoint Planning and Zoning Commission (Commission) held a duly noticed public meeting to consider an application for a 56 unit Planned Unit Development(PUD) Final Development Plan and a Preliminary Plat to subdivide ±4.1 acres into 56 lots along with dedication of right of way, common space, easements, and associated infrastructure. The Commission considered the staff report, applicant presentation, public hearing comments, and responses to questions. The discussion and deliberation centered on whether or not the PUD was consistent with the preliminary "approval in concept," including the code standards that the applicant is requesting relief from. The Commission considered whether or not the Preliminary Plat is consistent with subdivision code. They furthermore evaluated the project and contemplated reasoning in consideration of application approval and recommended conditions for the PUD Final Development Plan and Preliminary Plat.

Following the staff presentation there were questions from commissioners regarding the PUD perimeter setbacks, along with an inquiry regarding perimeter setbacks allowed in the neighboring Maplewood PUD. Staff found that neighboring Maplewood PUD did not have a 25' perimeter on all boundaries. There was a question confirming what kind of development could be permitted by right on this parcel in the RM Zoning District and what setbacks would be allowed if someone were to propose a multi-family project. Staff confirmed that a standard 5' side yard setback would apply.

The applicant provided a presentation that explained their intentions with the Final Development Plan, including the applicant's response and revisions based on the conditions of the Preliminary PUD approval and comments. They noted private stormwater system including maintenance responsibility for stormwater and all private infrastructure and described how they met or exceeded the Council conditions and Public Works Standards. They highlighted a speed table, concrete 8-foot pathway, increased alley width for rear garage loading and increased snow storage and maneuvering areas. They also described how they addressed privacy concerns along cattail court. The applicant concluded with an updated development schedule. Following the presentation the representative answered a commissioner questions on off street parking outside of garages and the applicant showed where there were spaces between the private streets and setback garage doors and not parallel parking in the travel way. There was another commissioner question regarding the sewer line outflow. The project engineer described that the connection was designed to outflow to the deepest manhole and the new main would likely be lower, and existing laterals would not have a problem through Cattail Court.

During the public hearing there was testimony neutral and opposed to the project. Concerns were mostly from residents of adjacent development, Maplewood PUD. Concerns were similar to written comment highlighting desire to not have the River Rock Rd. connection or provide a non-vehicular connection. A common thread of the public testimony in opposition included concerns about, River Rock Rd. connection, the existing concentration of street and pathway users on S. Division noting that it is substandard in width and frontage infrastructure, concerns about character of homes fronting on Madison Ave. There was a comment requesting general ecological planting considerations and dark skies with all new development. A new concern from a resident of Ridley Village Senior Housing is that their livability has not been considered in the record. She also expressed concern about emergency access during construction. This concern was addressed by the city engineer noting that any Public Infrastructure Permit is required to have a traffic control plan which would typically maintain a through lane during construction, especially in a limited connectivity situation such as this. During rebuttal the applicant's representative stated the design intent on homes fronting Madison Ave. was a traditional streetscape with minimal setback and front porch focused design. He stated that allowing for on street parking and no curb cuts actually provides traffic calming safety benefits and intrinsic crime prevention benefits to the entire neighborhood. The project representative also addressed the lighting concerns stating that they have proposed warm toned lighting where possible and will be "dark sky" compliant.

During deliberations a commissioner questioned staff as to whether or not Ridley Village Rd. could be closed during construction. The City engineer spoke about the traffic control plan requirement and process for public infrastructure work and stated that while there

may be reductions to one lane with flaggers, they would only on rare occasions be allowed a temporary closure of up to 15 minutes to allow a crossing connection if necessitated. In a commission discussion of connectivity the commission reasoned that connectivity is irrefutably desired by City Code, Master Plan Policies, and the Comprehensive Plan; and that the applicant designed in accordance with City Council approval of the Preliminary PUD Development Plan. They further concluded that the matter has been resolved. There was further discussion on the setbacks backing up to Cattail Ct. and if a screening planting requirement was warranted. There was also discussion about the general concern about neighborhood safety and car centric design and things the City could be doing in all residential areas to slow cars, improve transportation options, and improve livability and safety.

A motion to approve the PUD Final Development Plan and Preliminary Plat - PPUD25-0001 & PS25-0003, with the staff recommended conditions in the Staff Report dated June 16th, 2026 was made and seconded. The motion was approved unanimously, with two commissioners absent, and one recused.

Findings: The staff report contained reference to the Planned Unit Development & Subdivision standards of Sandpoint City Code:

1. Sandpoint City Code §10-3 provides the relevant code sections for Planned Unit Developments. In recommending approval of the application with conditions, the Commission finds that all requirements will be satisfied, as further stated in the staff report.

2. Sandpoint City Code §10-1-5 through §10-1-7, relevant code sections for Subdivision and Platting requirements include Water and Sewer Connections, Specific Requirements, and General Requirements. In recommending approval of the application with conditions, the Commission finds that all requirements will be satisfied, as further stated in the staff report.

3. Sandpoint City Code §9-4-1-3 – Development Standards for Residential Multi-Family Zoning District. By recommending approval of the Preliminary Plat with conditions the Planning and Zoning Commission finds that the proposed subdivision is consistent with the zoning district standards, as further stated in the staff report.

4. 2024 Comprehensive Plan – With this recommendation of approval of the proposed application with conditions the Planning and Zoning Commission finds that the proposed development furthers the relevant goals and objectives of the Comprehensive Plan, as further stated in the staff report.

Effective Date of the Recommendation for approval: The Planning and Zoning Commission hereby recommends the Ridley Village Court PUD Final Development Plan and the Preliminary Plat of Ridley Village – PS26-0001 for approval, effective July 7, 2026.

Recommended for Approval with conditions by:

Mose Dunkel (Jul 8, 2026 11:20:44 PDT)

Mose Dunkle, Chair
City of Sandpoint Planning and Zoning Commission

Attest:
Mandy Brown

Mandy Brown, Administrative Assistant

AGENDA REPORT

City Council Meeting

TODAY'S DATE: June 26, 2026

MEETING DATE: July 15, 2026

TO: Mayor Grimm, Sandpoint City Council

FROM: Jason Welker, Planning & Community Development Director, Corey Coon, Police Chief

SUBJECT: Ordinance Amending Title 6 Parking Regulations to Implement the City's Parking Management Program

DESCRIPTION/BACKGROUND:

The City of Sandpoint is implementing a parking management program intended to improve turnover, increase availability in high-demand parking areas, provide affordable parking options for residents and downtown employees, and generate revenue for the maintenance, operation, and improvement of public parking facilities.

The City's existing parking regulations were written around a prior parking management model, under which the downtown parking system consisted primarily of nonmetered two-hour, three-hour, and four-hour curbside parking, along with several 24-hour free parking lots. Since adoption of those provisions, the City has moved toward a more comprehensive parking management system that includes metered and paid parking areas, digital permits, license plate-based parking sessions, mobile payment, parking kiosks, boat launch parking rules, and different permit privileges for different user groups.

The existing code language no longer fully reflects the parking program now being implemented. In particular, Chapter 6-2 is currently titled "Nonmetered Parking Regulations" and refers to the "downtown limited parking zone" as a nonmetered area. The current code also identifies three "free city parking lots," including the downtown City lot on Third Avenue and the Sand Creek lot off Bridge Street. Those lots are now part of the City's paid parking program. The ITD lots west of Fifth Avenue are not City-owned and should not be described in City Code as "city parking lots."

The proposed ordinance is intended to make the minimum necessary code amendments to ensure the City's parking regulations are consistent with the new parking program and can be administered through Council resolution, posted signage, parking kiosks, mobile payment systems, and permit records.

SUMMARY OF PROPOSED AMENDMENTS

The ordinance makes three primary categories of amendments:

A. **Amendments to Section 6-1-4-1, Prohibited Parking:** Section 6-1-4-1 currently contains several references to the "downtown limited parking zone" and describes downtown parking as consisting of two-hour, three-hour, and four-hour street parking and a twenty-four-hour limit within City parking lots.

   The proposed amendments update this language to refer more generally to "regulated parking areas" established by City Council resolution. This allows the City to regulate both metered and

nonmetered parking areas, including streets, parking lots, boat launch areas, and other public parking facilities.

The proposed amendments also remove outdated references to a fixed twenty-four-hour limit in City parking lots and instead state that public streets and public parking lots are subject to the time limits, payment requirements, permit requirements, and other parking regulations established by Council resolution and posted by official signage or other official notice.

The truck and trailer parking restriction is also updated to apply within regulated parking areas established by Council resolution, rather than relying on the older “downtown limited parking zone” terminology.

2. **Amendments to Section 6-1-4-2, Compliance with Parking Regulations:** Section 6-1-4-2 already provides useful authority for the City to require compliance with parking signs, pavement markings, and other parking restrictions. It also authorizes City Council to establish the location, duration, terms, and conditions of specially regulated parking areas by resolution.

   The proposed amendment retains that structure but clarifies that drivers and vehicle owners must also comply with payment requirements, permit requirements, pay station instructions, pavement markings, and other official notices. This change ensures that violations of paid parking, kiosk check-in requirements, mobile payment requirements, and permit-based restrictions are enforceable under the same general compliance framework as other parking restrictions.

3. **Renaming and Amendments to Chapter 6-2, Nonmetered Parking Regulations:** Chapter 6-2 is proposed to be retitled from “Nonmetered Parking Regulations” to “Public Parking Regulations.” This broader title reflects the City’s updated parking program, which includes both metered and nonmetered parking areas.

   The proposed amendments to this chapter include updated definitions for “metered parking area,” “nonmetered parking area,” “parking permit,” and “regulated parking area.” These definitions are intended to make clear that the City may regulate parking through multiple methods, including time limits, paid parking, permits, license plate entry, mobile payment, pay stations, and official posted signage.

   The amended chapter authorizes City Council to establish and amend, by resolution, the locations, hours, rates, time limits, permit privileges, exemptions, and other regulations applicable to regulated parking areas. This preserves Council control over parking policy while allowing operational details to be adjusted by resolution rather than requiring a code amendment each time a rate, location, permit type, or time limit changes.

   The chapter also modernizes enforcement language by allowing parking to be monitored and enforced by marking, electronic recording, payment records, permit records, license plate entry, pay station records, mobile payment records, digital enforcement systems, photographs, or other lawful methods.

KEY POLICY EFFECTS

The proposed ordinance does not itself establish parking rates, create new permit fees, or designate specific paid parking locations. Those details will continue to be established by City Council resolution and communicated through posted signage, pay station instructions, permit materials, and other official notices.

The ordinance instead provides the code authority necessary to support the parking management program already adopted and being implemented. Specifically, the amendments:

A. Replace outdated “nonmetered parking” terminology with a broader regulated parking framework;

B. Preserve the City's ability to enforce nonmetered three-hour and four-hour curbside parking areas;
C. Provide authority for metered and paid parking areas, including kiosks, mobile payment, and license plate-based parking sessions;
D. Remove outdated references to the Third Avenue City lot and Sand Creek lot as free twenty-four-hour parking lots;
E. Avoid describing the ITD-owned lots west of Fifth Avenue as City parking lots;
F. Allow Council to establish rates, time limits, permit privileges, and enforcement parameters by resolution;
G. Clarify that permit violations, payment violations, overparking, and violations of posted parking restrictions are enforceable;
H. Modernize notice and recordkeeping provisions to allow electronic records, photographs, payment records, permit records, and other digital enforcement tools; and
I. Maintain registered owner responsibility for parking violations.

Because the ordinance primarily updates enforcement and implementation authority rather than changing the adopted parking policy itself, staff recommends communicating the amendments as a code cleanup necessary to align City Code with the parking management program already approved by Council.

STAFF RECOMMENDATION:

Staff recommends that City Council approve the ordinance amending Sections 6-1-4-1, 6-1-4-2 and Chapter 6-2. The amendments are necessary to modernize the City's parking regulations, remove outdated references to free City parking lots and the nonmetered downtown limited parking zone, and provide clear authority for the City's current parking management program.

RECOMMENDED MOTION

I move to approve the ordinance amending Sandpoint City Code Sections 6-1-4-1, 6-1-4-2, and Chapter 6-2, to update the City's parking regulations and authorize implementation and enforcement of regulated public parking areas as established by City Council resolution and official posted signage.

WILL THERE BE ANY FINANCIAL IMPACT? N HAS THIS ITEM BEEN BUDGETED? N

ATTACHMENTS:

Sandpoint City Code Title 6 chapters 1 and 2 with Amendments

ORDINANCE NO. 1441

AN ORDINANCE OF THE CITY OF SANDPOINT, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, AMENDING SANDPOINT CITY CODE SECTIONS 6-1-4-1 PROHIBITED PARKING, 6-1-4-2 COMPLIANCE WITH PARKING REGULATIONS AND 6-2 PUBLIC PARKING REGULATIONS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS: The City of Sandpoint has implemented a comprehensive parking management program intended to improve parking turnover, increase parking availability in high-demand areas, provide affordable parking opportunities for residents and downtown employees, and generate revenue for the maintenance, operation, and improvement of public parking facilities;

WHEREAS: The City's existing parking regulations were adopted under a prior parking management system consisting primarily of non-metered two-hour, three-hour, and four-hour curbside parking and free municipal parking lots;

WHEREAS: The City's parking management program now includes metered parking, paid parking lots, parking kiosks, mobile payment systems, digital permits, license plate-based parking sessions, permit parking, and boat launch parking management;

WHEREAS: Existing provisions of Title 6 no longer accurately reflect the City's current parking management practices and contain outdated references to non-metered parking areas and municipal parking lots that no longer operate under those conditions; and

WHEREAS: The City Council finds it necessary and in the public interest to modernize the City's parking regulations while preserving Council authority to establish parking rates, permit programs, time limits, exemptions, and operational requirements by resolution;

NOW THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Sandpoint, Idaho that:

ORDINANCE SECTION 1 – AMENDMENT TO CITY CODE 6-1-4-1, 6-1-4-2, and 6-2:

Sandpoint City Codes 6-1-4-1 Prohibited Parking, 6-1-4-2 Compliance with Parking Regulations and 6-2 Public Parking Regulations, are hereby amended as follows:

6-1-4-1: - Prohibited Parking:

A. Idling Motor Vehicle: No driver of a motor vehicle shall leave the vehicle unattended upon any street or public place while running and unsecured.

B. Double Parking: Double parking shall not be permitted on any of the streets within the city unless the vehicle qualifies for an exemption.

C. Parking on Curbing: No vehicle shall be parked or stand on the sidewalk or on any portion of the curbing along any of the streets of the city.

D. Commercial Vehicle: No commercial vehicle over twenty-two feet (22') in length shall be parked overnight on a street in any residentially zoned area of the city.

E. All Night Parking: It shall be unlawful to park a vehicle between the hours of two o'clock (2:00) a.m. and six o'clock (6:00) a.m. of any day on a street or highway in areas where overnight parking is prohibited. ~~A map of the Downtown Limited Parking Zone may be obtained from City Hall or on the city's website.~~

F. Parking of Trucks In ~~Downtown Limited Parking Zone~~ Regulated Parking Areas: Parking of trucks longer than twenty-two feet (22') and/or truck trailers is hereby prohibited ~~on streets or public parking areas within the downtown limited parking zone~~ within regulated parking areas as established by resolution of the city council. Recreational vehicles are not included in this limitation and may legally park within the ~~downtown limited parking zone~~ regulated parking areas unless prohibited by posted signage or other applicable regulation.

G. Downtown Parking Limit: ~~The area designated as the "downtown limited parking zone" is regulated by two (2), three (3) and four (4) hour parking limits on the streets and a twenty-four (24) hour limit within the city parking lots, unless posted otherwise. Monthly parking permits may be purchased at Sandpoint City Hall or online at the city's website.~~ Public streets and public parking lots within regulated parking areas shall be subject to the time limits, payment requirements, permit requirements, and other parking regulations established by resolution of the city council and posted by official signage, pavement markings, pay station instructions, or other official notice. Parking permits may be purchased or obtained through a method authorized by the city.

H. Winter Parking Limit: Winter parking restrictions are in effect December 1 through March 1. Parking on the street is limited to only the even side of the street, unless posted otherwise. The even side of the street is defined by the even numbered addresses. Where signed or delineated by markings, parking on the street is prohibited on either side of any street designated as an "emergency snow routes," as established by resolution of the city council. All vehicles parked on the street shall be cleared from snow within twenty-four (24) hours of a snow event.

I. Cul-de-sac Parking Limit: Cul-de-sac is a short local street having but one end open for vehicular traffic, the opposite end being terminated with a permanent turn-around. Parking on the street is prohibited within the turn-around of a cul-de-sac, as posted. The turn-around begins and ends on either side of the radius.

(Ord. 1352, 6-6-2018; Ord. 1398, 10-12-2022)

6-1-4-2: - Compliance with Parking Regulations:

A. Owner's Responsibility: The owner of every motor vehicle is deemed ultimately responsible for compliance with parking regulations of the city. It shall be unlawful for the driver or owner of a vehicle to disobey:

1. Signage regulating the time or manner of parking;

2. Code requirements regarding the kind of vehicle permitted to park at any place; or

3. Any other parking restriction ~~given by any sign, signal, stripe or line~~, payment requirement, permit requirement, pay station instruction, or regulation given by any sign, signal, stripe, line, pavement marking, pay station, or official notice, erected or placed on the public streets or in public parking lots as authorized by the city.

B. Regulation by City Council: The location, duration, terms and conditions of specially regulated parking areas upon the public streets or within public parking lots may be established by resolution of the city council. The provisions of special parking regulations shall be communicated by signage or by pavement markings which provide notice to vehicle operators.

C. Stopping, Standing and Parking: No person shall stop, stand or park a vehicle except when necessary to avoid conflict with other traffic, or at the direction of a public safety officer or traffic control device, in any of the following places:

1. On a sidewalk;

2. In front of a public or private driveway;

3. Within an intersection;

4. On a crosswalk;

5. Within twenty feet (20') of a crosswalk at an intersection, unless otherwise indicated;

6. Between a safety zone and the adjacent curb or within thirty feet (30') of points on the curb immediately opposite the ends of a safety zone, unless the traffic authority indicates a different length by signs or markings;

7. On a roadway side of any vehicle stopped or parked at the edge or curb of a street;

8. Upon any bridge or other elevated structure upon a highway;

9. In an alley so as to hinder or block traffic;

10. In front of a mailbox in a manner that would prevent the distribution of mail by the United States Postal Service. Postal carriers must be able to drive into and out of the delivery area without backing up;

11. In a parking space designated for handicapped parking except for a vehicle that is momentarily in the space for the purpose of allowing a handicapped person to enter or leave the vehicle, unless the vehicle is displaying a special license of the handicapped, or official handicapped card issued by the state, or an official temporary handicapped card issued by the state or another state;

12. Upon any officially marked bicycle lane, bicycle path, footpath or other separate right-of-way specifically set aside for use by pedestrians or nonmotorized vehicles except at an intersection or when entering or leaving a roadway at a driveway, private road or alley. This section shall not apply to authorized emergency vehicles meeting the conditions specified in title 49 of the Idaho Code, or authorized maintenance and construction vehicles while actually engaged in work upon a roadway or nonmotorized right-of-way; or city employees;

13. At any place where traffic control devices regulating stopping, standing, or parking are placed at the direction of the city council by duly passed resolution, to regulate the flow of traffic or to ensure the safety of motorists or pedestrians;

14. Facing against the flow of traffic;

15. Where prohibited by signs or painted red curbs;

16. With the vehicle's wheels more than eighteen inches (18") from the curb.

CHAPTER 2 - ~~NONMETERED PARKING REGULATIONS~~ PUBLIC PARKING REGULATIONS

6-2-1: - Short Title:

This chapter shall be known as the ~~Nonmetered Parking~~ Public Parking Regulation Chapter.

(Ord. 824, 4-21-1986)

6-2-2: - Definitions:

METERED PARKING AREA: Any public street, curbside parking space, public parking lot, public boat launch parking area, or other public parking facility where payment, registration, validation, or initiation of a parking session is required through a parking meter, pay station, kiosk, mobile payment application, text-to-pay system,

online payment system, permit system, or other city-authorized payment or registration method.

NONMETERED PARKING AREA: Any public street, curbside parking space, public parking lot, or other public parking facility where parking is regulated by posted time limits, permit requirements, loading restrictions, no parking restrictions, or other restrictions, but where payment is not required.

PARKING PERMIT: Any city-issued or city-authorized parking permit, pass, license plate credential, digital credential, or other authorization allowing a vehicle to park subject to the terms, conditions, locations, time limits, and privileges established for that permit.

REGULATED PARKING AREA: Any public street, curbside parking space, public parking lot, public boat launch parking area, or other public parking facility where the parking, standing, or stopping of vehicles is allowed, limited, priced, prohibited, reserved, or otherwise controlled by this chapter, by resolution of the city council, or by official signs, pavement markings, pay station instructions, or other official notices.

ROADWAY: That portion of a street between the regularly established curb lines.

SIDEWALK: That portion of a street between the curb lines and the adjacent property lines.

STREET: Every way set apart for public travel except alleyways, bridle paths, bicycle paths and footpaths.

VEHICLE: A conveyance propelled by motor power.

(Ord. 824, 4-21-1986)

6-2-3: - ~~Downtown Limited Parking Zone~~ Regulated Parking Areas:

~~The "downtown limited parking zone" shall mean nonmetered zones within which the parking of vehicles shall be allowed, controlled, regulated and inspected by marking or recording methods. The downtown limited parking zone established for the purposes of this chapter and the areas where limitations apply shall be described by resolution adopted by the city council.~~

Regulated parking areas may include metered parking areas, nonmetered time-limited parking areas, paid parking areas, permit parking areas, loading zones, no parking areas, restricted parking areas, public parking lots, public boat launch parking areas, and other public parking facilities.

The city council may, by resolution, establish and amend the locations, hours, rates, time limits, permit privileges, exemptions, and other regulations applicable to regulated parking areas.

Parking may be monitored, controlled, regulated, or enforced by marking, electronic recording, payment records, permit records, license plate entry, pay station records, mobile payment records, digital enforcement systems, photographs, or other lawful enforcement methods.

(Ord. 1177, 7-18-2007)

6-2-4: - Signs and Official Notices:

The City of Sandpoint has the responsibility for installing or authorizing traffic control signs, parking signs, pay station instructions, curb markings, pavement markings, or other official notices in regulated parking areas ~~in the downtown limited parking zone established by resolution of the governing body,~~ for the purpose of giving notification of the maximum time for parking, payment requirements, permit requirements, loading restrictions, no parking restrictions, overnight restrictions, seasonal restrictions, boat launch parking restrictions, and other traffic and parking regulations ~~in the downtown limited parking zone~~.

(Ord. 1177, 7-18-2007)

6-2-5: - Time Limits, Fees, and Parking Lot Regulations:

The maximum time ~~limit~~ permitted for parking in ~~the downtown parking zones~~ regulated parking areas shall be ~~two (2) hours, three (3) hours or four (4) hours per the parking signs on the streets, and up to twenty-four (24) hours in the three (3) city parking lots~~ established by resolution of the city council and as posted by official signs or other official notices. Time limits may include, but are not limited to, two-hour, three-hour, four-hour, daily, overnight, seasonal, permit-based, or lot-specific limits. ~~The free city parking lots are designated as the ITD parking lot - West of 5th Avenue, the downtown city parking lot - on 3rd Avenue between Church and Oak Streets; and the Sand Creek parking lot - off Bridge Street across Sand Creek from downtown.~~

Parking fees, hourly rates, daily rates, permit fees, boat launch fees, processing fees, transaction fees, and other parking-related charges shall be established by resolution of the city council. The city council may establish different rates, time limits, permit privileges, exemptions, and enforcement hours for different streets, blocks, parking lots, boat launch areas, vehicle classes, permit types, seasons, days, or times of day.

Public parking lots and other public parking facilities shall be subject to the time limits, payment requirements, permit requirements, and other restrictions established by resolution of the city council and posted at the facility.

(Ord. 1352, 6-6-2018)

6-2-6: - Violations:

It shall be unlawful for any person to cause, allow, or to permit any vehicle registered in the name of, or operated by, such person to be parked, stopped, or left standing in any regulated parking area in violation of this chapter, or any official sign, pay station instruction, pavement marking, curb marking, or other official notice regulating parking. ~~at a location in the downtown limited parking zone, including the city parking lots, in violation of the provisions of this chapter or any municipal signs restricting parking.~~

~~No person shall remove, obstruct, and/or in any manner destroy the parking marks upon the tires of cars, which marks have been placed by person(s) authorized by city to keep track of the length of time vehicles are parked. The first violation shall be an infraction punishable by a fine of one hundred dollars ($100.00.) A new or subsequent violation may be charged as a misdemeanor with the maximum penalty as provided in section 1-4-1 of this code.~~

Violations include, but are not limited to:

A. Parking beyond the posted maximum time limit;
B. Parking beyond the time purchased, registered, permitted, or otherwise authorized;
C. Failure to pay a required parking fee;
D. Failure to properly initiate, register, or maintain a parking session when required;
E. Parking without a valid permit where a permit is required;
F. Parking in violation of the terms, limits, or privileges of a parking permit;
G. Use of an expired, invalid, suspended, revoked, altered, transferred, or misused permit;
H. Parking in a no parking zone, loading zone, reserved space, restricted area, or other area not authorized for the vehicle or use;
I. Launching, retrieving, or otherwise using a City boat launch without a valid boat launch permit or without paying the required launch fee at a kiosk or other City-authorized payment system, and;
J. Parking in violation of overnight, seasonal, boat launch, vehicle-trailer, or lot-specific restrictions.

(Ord. 1309, 12-3-2014)

6-2-7: - Record of Violations:

It shall be the duty of the chief of police, or the chief's designee, under the direction of the governing body, to ~~keep account of all violations of this section~~ cause records to be kept of violations of this chapter. Such records may include the location, date and time of the violation, vehicle make, license plate number and state, photographs, payment records, permit records, electronic enforcement records, notice records, and any other facts necessary to document the circumstances of the violation. Retention of such data shall follow City and State laws pertaining to data retention. ~~He shall cause to be kept an account of and report each vehicle occupying a parking location in the downtown limited parking zone that is or has been parked in violation of any of the provisions of this section, the date and hour of such violation, the make and the state license number of such vehicle and any other facts, a knowledge of which is necessary to a thorough understanding of the circumstances attending such violation.~~

(Ord. 1177, 7-18-2007)

6-2-8: - Notice of Violation:

The chief of police, or the chief's designee, shall cause notice of a parking violation to be issued. ~~to be attached to such vehicle a notice stating that it has been parked in violation of this chapter and instructing the owner or operator to report to the city treasurer or his duly authorized deputy and pay in full satisfaction of such violation a fee set by resolution adopted by the city council.~~

Notice may be attached to the vehicle, mailed to the registered owner, delivered electronically where authorized, or otherwise issued by any lawful method.

The notice shall state that the vehicle has been parked in violation of this chapter and shall instruct the owner or operator to pay the applicable parking violation fee, penalty, or charge in the amount set by resolution of the city council.

(Ord. 824, 4-21-1986)

6-2-9: - Exemptions; Handicapped Parking:

~~Those vehicles bearing valid and current license plates and bearing the official handicapped insignia and symbol on the license plate shall be exempted from the time restrictions as provided in Idaho Code 49-213. Those vehicles bearing valid and current license plates and designated "DV" only are entitled to park within a space for a period not to exceed the maximum two (2) hour time limit. Nothing herein shall~~

~~authorize, except, exempt or permit any vehicle to park in a "no parking zone" or other restricted parking areas.~~

Vehicles displaying valid disabled license plates or placards shall be subject to the rights, privileges, and limitations established by Idaho Code.

Nothing in this section shall authorize any vehicle to park in a no parking zone, loading zone, fire lane, reserved area, access aisle, area not designated for parking, or other restricted parking area unless expressly authorized by law or official posted signage.

(Ord. 824, 4-21-1986)

6-2-10: - Responsibility of Registered Owner:

Every person in whose name a vehicle is registered shall be responsible for any violation of this chapter for over parking or unlawful parking caused by the parking of said vehicle in violation hereof. It shall be no defense that the vehicle was parked illegally or over parked by another unless proof is presented that said vehicle had been stolen and had not been returned to the registered owner by the date of the violation.

(Ord. 824, 4-21-1986)

6-2-11: - ~~Over Parking Fees~~ Parking Violation Fees:

Over parking fees shall be set by resolution adopted by the city council. Parking violation fees, overparking fees, unpaid parking fees, permit violation fees, and other parking-related penalties or charges shall be set by resolution adopted by the city council.

(Ord. 969, 3-20-1995)

6-2-12: - Civil Penalty:

The operator or registered owner of each motor vehicle found to be ~~overparked~~ parked in violation of this chapter and upon notice of violation as herein set forth shall pay a parking fee, violation fee, penalty, or charge as set by resolution adopted by the city council.

Upon nonpayment ~~of said parking fee~~, ~~any~~ the registered owner or operator of a vehicle shall be liable and responsible for payment of all fees, penalties, costs and attorney fees incurred in the collection of such ~~fees~~ amounts as a civil penalty for which the city shall be entitled to recover civil judgment from a court of competent jurisdiction.

Upon entry of judgment, the city shall have each, every, and all rights of enforcement of that judgment as provided to any judgment holder by the provision of Idaho Code.

(Ord. 969, 3-20-1995)

6-2-13: - Criminal Penalty:

Any parking violation that is unpaid or contested, or where more than three (3) violations occur in any one month, may be prosecuted as an infraction with a fine not to exceed one hundred dollars ($100.00). Such penalty shall be in addition to any civil penalty imposed.

ORDINANCE SECTION 2 - REPEAL AND SEVERABILITY:

A. Any provision of the *Sandpoint City Code* found to be inconsistent with this Ordinance is hereby repealed.

B. Should any provision of this Ordinance be deemed unlawful or unconstitutional, such finding shall not affect the remaining provisions of this Ordinance.

ORDINANCE SECTION 3 – PUBLICATION AND EFFECTIVE DATE:

This Ordinance shall be in full force and effect from and after its passage, approval, and publication according to law.

PASSED AND ADOPTED AS AN ORDINANCE OF THE CITY OF SANDPOINT, IDAHO, AT A REGULAR SESSION OF THE SANDPOINT CITY COUNCIL ON _____, 2026.

_____ Attest: _____

Jeremy Grimm, Mayor Meri Jane Bohn, City Clerk

SUMMARY OF ORDINANCE NO.1441
Public Parking

AN ORDINANCE OF THE CITY OF SANDPOINT, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, AMENDING SANDPOINT CITY CODE SECTIONS 6-1-4-1 PROHIBITED PARKING, 6-1-4-2 COMPLIANCE WITH PARKING REGULATIONS AND 6-2 PUBLIC PARKING REGULATIONS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

Following is a summary of the provisions of Ordinance No. 1441

Ordinance Section 1 amends City Code Sections 6-1-4-1, 6-1-4-2, and Chapter 6-2 of the Sandpoint City Code relating to public parking regulations. The ordinance updates the City's parking code to reflect the current parking management program, including metered and nonmetered parking, paid parking, parking permits, parking kiosks, mobile payment systems, license plate-based parking, and boat launch parking.

The ordinance also updates parking definitions, enforcement procedures, and compliance requirements, authorizes the City Council to establish parking rates, time limits, permit types, and other parking regulations by resolution. Violations are subject to a civil penalty. Violations that are unpaid or where more than three (3) violations occur in any one month, may be prosecuted as an infraction with affine not to exceed one hundred dollars ($100.00).

Ordinance Section 2 provides for repeal and severability.

Ordinance Section 3 provides for publication and an effective date.

This publication is a summary of the full Ordinance and is being published pursuant to Idaho Code Section 50-901A. This ordinance was passed and approved upon a proper roll call vote and duly enacted at a properly-noticed session of the Sandpoint City Council, held _____, 2026. The full text of the Ordinance is on file with the Sandpoint City Clerk and will be promptly provided during regular hours to any citizen on personal request.

Published once in the Legals section of the Bonner County Daily Bee on _____, 2026.

STATEMENT OF LEGAL ADVISOR

I, Zachary Jones, legal advisor for the City of Sandpoint, Idaho, have examined the summary of Ordinance No. 1441 to be presented to the Sandpoint City Council on July 15, 2026, amending Sandpoint City Code Sections 6-1-4-1, 6-1-4-2, and Chapter 6-2 pertaining to public parking regulations, and find it to be a true and complete summary of said ordinance, providing adequate notice to the public of the contents thereof.



Zachary Jones
City of Sandpoint Legal Advisor

6-1-4-1: - Prohibited Parking:

A. Idling Motor Vehicle: No driver of a motor vehicle shall leave the vehicle unattended upon any street or public place while running and unsecured.

B. Double Parking: Double parking shall not be permitted on any of the streets within the city unless the vehicle qualifies for an exemption.

C. Parking on Curbing: No vehicle shall be parked or stand on the sidewalk or on any portion of the curbing along any of the streets of the city.

D. Commercial Vehicle: No commercial vehicle over twenty-two feet (22') in length shall be parked overnight on a street in any residentially zoned area of the city.

E. All Night Parking: It shall be unlawful to park a vehicle between the hours of two o'clock (2:00) a.m. and six o'clock (6:00) a.m. of any day on a street or highway in areas where overnight parking is prohibited. ~~A map of the Downtown Limited Parking Zone may be obtained from City Hall or on the city's website.~~

F. Parking of Trucks In ~~Downtown Limited Parking Zone~~ Regulated Parking Areas: Parking of trucks longer than twenty-two feet (22') and/or truck trailers is hereby prohibited ~~on streets or public parking areas within the downtown limited parking zone~~ within regulated parking areas as established by resolution of the city council. Recreational vehicles are not included in this limitation and may legally park within the ~~downtown limited parking zone~~ regulated parking areas unless prohibited by posted signage or other applicable regulation.

G. Downtown Parking Limit: ~~The area designated as the "downtown limited parking zone" is regulated by two (2), three (3) and four (4) hour parking limits on the streets and a twenty-four (24) hour limit within the city parking lots, unless posted otherwise. Monthly parking permits may be purchased at Sandpoint City Hall or online at the city's website.~~ Public streets and public parking lots within regulated parking areas shall be subject to the time limits, payment requirements, permit requirements, and other parking regulations established by resolution of the city council and posted by official signage, pavement markings, pay station instructions, or other official notice. Parking permits may be purchased or obtained through a method authorized by the city.

H. Winter Parking Limit: Winter parking restrictions are in effect December 1 through March 1. Parking on the street is limited to only the even side of the street, unless posted otherwise. The even side of the street is defined by the even numbered addresses. Where signed or delineated by markings, parking on the street is prohibited on either side of any street designated as an "emergency snow routes,"

as established by resolution of the city council. All vehicles parked on the street shall be cleared from snow within twenty-four (24) hours of a snow event.

I. Cul-de-sac Parking Limit: Cul-de-sac is a short local street having but one end open for vehicular traffic, the opposite end being terminated with a permanent turn-around. Parking on the street is prohibited within the turn-around of a cul-de-sac, as posted. The turn-around begins and ends on either side of the radius.

(Ord. 1352, 6-6-2018; Ord. 1398, 10-12-2022)

6-1-4-2: - Compliance with Parking Regulations:

A. Owner's Responsibility: The owner of every motor vehicle is deemed ultimately responsible for compliance with parking regulations of the city. It shall be unlawful for the driver or owner of a vehicle to disobey:

1. Signage regulating the time or manner of parking;

2. Code requirements regarding the kind of vehicle permitted to park at any place; or

3. Any other parking restriction ~~given by any sign, signal, stripe or line~~, payment requirement, permit requirement, pay station instruction, or regulation given by any sign, signal, stripe, line, pavement marking, pay station, or official notice, erected or placed on the public streets or in public parking lots as authorized by the city.

B. Regulation by City Council: The location, duration, terms and conditions of specially regulated parking areas upon the public streets or within public parking lots may be established by resolution of the city council. The provisions of special parking regulations shall be communicated by signage or by pavement markings which provide notice to vehicle operators.

C. Stopping, Standing and Parking: No person shall stop, stand or park a vehicle except when necessary to avoid conflict with other traffic, or at the direction of a public safety officer or traffic control device, in any of the following places:

1. On a sidewalk;

2. In front of a public or private driveway;

3. Within an intersection;

4. On a crosswalk;

5. Within twenty feet (20') of a crosswalk at an intersection, unless otherwise indicated;

6. Between a safety zone and the adjacent curb or within thirty feet (30') of points on the curb immediately opposite the ends of a safety zone, unless the traffic authority indicates a different length by signs or markings;

7. On a roadway side of any vehicle stopped or parked at the edge or curb of a street;

8. Upon any bridge or other elevated structure upon a highway;

9. In an alley so as to hinder or block traffic;

10. In front of a mailbox in a manner that would prevent the distribution of mail by the United States Postal Service. Postal carriers must be able to drive into and out of the delivery area without backing up;

11. In a parking space designated for handicapped parking except for a vehicle that is momentarily in the space for the purpose of allowing a handicapped person to enter or leave the vehicle, unless the vehicle is displaying a special license of the handicapped, or official handicapped card issued by the state, or an official temporary handicapped card issued by the state or another state;

12. Upon any officially marked bicycle lane, bicycle path, footpath or other separate right-of-way specifically set aside for use by pedestrians or nonmotorized vehicles except at an intersection or when entering or leaving a roadway at a driveway, private road or alley. This section shall not apply to authorized emergency vehicles meeting the conditions specified in title 49 of the Idaho Code, or authorized maintenance and construction vehicles while actually engaged in work upon a roadway or nonmotorized right-of-way; or city employees;

13. At any place where traffic control devices regulating stopping, standing, or parking are placed at the direction of the city council by duly passed resolution, to regulate the flow of traffic or to ensure the safety of motorists or pedestrians;

14. Facing against the flow of traffic;

15. Where prohibited by signs or painted red curbs;

16. With the vehicle's wheels more than eighteen inches (18") from the curb.

CHAPTER 2 - ~~NONMETERED PARKING REGULATIONS~~ PUBLIC PARKING REGULATIONS

6-2-1: - Short Title:

This chapter shall be known as the ~~Nonmetered Parking~~ Public Parking Regulation Chapter.

(Ord. 824, 4-21-1986)

6-2-2: - Definitions:

METERED PARKING AREA: Any public street, curbside parking space, public parking lot, public boat launch parking area, or other public parking facility where payment, registration, validation, or initiation of a parking session is required through a parking meter, pay station, kiosk, mobile payment application, text-to-pay system, online payment system, permit system, or other city-authorized payment or registration method.

NONMETERED PARKING AREA: Any public street, curbside parking space, public parking lot, or other public parking facility where parking is regulated by posted time limits, permit requirements, loading restrictions, no parking restrictions, or other restrictions, but where payment is not required.

PARKING PERMIT: Any city-issued or city-authorized parking permit, pass, license plate credential, digital credential, or other authorization allowing a vehicle to park subject to the terms, conditions, locations, time limits, and privileges established for that permit.

REGULATED PARKING AREA: Any public street, curbside parking space, public parking lot, public boat launch parking area, or other public parking facility where the parking, standing, or stopping of vehicles is allowed, limited, priced, prohibited, reserved, or otherwise controlled by this chapter, by resolution of the city council, or by official signs, pavement markings, pay station instructions, or other official notices.

ROADWAY: That portion of a street between the regularly established curb lines.

SIDEWALK: That portion of a street between the curb lines and the adjacent property lines.

STREET: Every way set apart for public travel except alleyways, bridle paths, bicycle paths and footpaths.

VEHICLE: A conveyance propelled by motor power.

(Ord. 824, 4-21-1986)

6-2-3: - ~~Downtown Limited Parking Zone~~ Regulated Parking Areas:

~~The "downtown limited parking zone" shall mean nonmetered zones within which the parking of vehicles shall be allowed, controlled, regulated and inspected by marking or recording methods. The downtown limited parking zone established for the~~

~~purposes of this chapter and the areas where limitations apply shall be described by resolution adopted by the city council.~~

Regulated parking areas may include metered parking areas, nonmetered time-limited parking areas, paid parking areas, permit parking areas, loading zones, no parking areas, restricted parking areas, public parking lots, public boat launch parking areas, and other public parking facilities.

The city council may, by resolution, establish and amend the locations, hours, rates, time limits, permit privileges, exemptions, and other regulations applicable to regulated parking areas.

Parking may be monitored, controlled, regulated, or enforced by marking, electronic recording, payment records, permit records, license plate entry, pay station records, mobile payment records, digital enforcement systems, photographs, or other lawful enforcement methods.

(Ord. 1177, 7-18-2007)

6-2-4: - Signs and Official Notices:

The City of Sandpoint has the responsibility for installing or authorizing traffic control signs, parking signs, pay station instructions, curb markings, pavement markings, or other official notices in regulated parking areas ~~in the downtown limited parking zone established by resolution of the governing body,~~ for the purpose of giving notification of the maximum time for parking, payment requirements, permit requirements, loading restrictions, no parking restrictions, overnight restrictions, seasonal restrictions, boat launch parking restrictions, and other traffic and parking regulations ~~in the downtown limited parking zone~~.

(Ord. 1177, 7-18-2007)

6-2-5: - Time Limits, Fees, and Parking Lot Regulations:

The maximum time ~~limit~~ permitted for parking in ~~the downtown parking zones~~ regulated parking areas shall be ~~two (2) hours, three (3) hours or four (4) hours per the parking signs on the streets, and up to twenty-four (24) hours in the three (3) city parking lots~~ established by resolution of the city council and as posted by official signs or other official notices. Time limits may include, but are not limited to, two-hour, three-hour, four-hour, daily, overnight, seasonal, permit-based, or lot-specific limits. ~~The free city parking lots are designated as the ITD parking lot - West of 5th Avenue, the downtown city parking lot - on 3rd Avenue between Church and Oak Streets; and the Sand Creek parking lot - off Bridge Street across Sand Creek from downtown.~~

Parking fees, hourly rates, daily rates, permit fees, boat launch fees, processing fees, transaction fees, and other parking-related charges shall be established by resolution of the city council. The city council may establish different rates, time limits, permit privileges, exemptions, and enforcement hours for different streets, blocks, parking lots, boat launch areas, vehicle classes, permit types, seasons, days, or times of day.

Public parking lots and other public parking facilities shall be subject to the time limits, payment requirements, permit requirements, and other restrictions established by resolution of the city council and posted at the facility.

(Ord. 1352, 6-6-2018)

6-2-6: - Violations:

It shall be unlawful for any person to cause, allow, or to permit any vehicle registered in the name of, or operated by, such person to be parked, stopped, or left standing in any regulated parking area in violation of this chapter, or any official sign, pay station instruction, pavement marking, curb marking, or other official notice regulating parking. ~~at a location in the downtown limited parking zone, including the city parking lots, in violation of the provisions of this chapter or any municipal signs restricting parking.~~

~~No person shall remove, obstruct, and/or in any manner destroy the parking marks upon the tires of cars, which marks have been placed by person(s) authorized by city to keep track of the length of time vehicles are parked. The first violation shall be an infraction punishable by a fine of one hundred dollars ($100.00.) A new or subsequent violation may be charged as a misdemeanor with the maximum penalty as provided in section 1-4-1 of this code.~~

Violations include, but are not limited to:

A. Parking beyond the posted maximum time limit;
B. Parking beyond the time purchased, registered, permitted, or otherwise authorized;
C. Failure to pay a required parking fee;
D. Failure to properly initiate, register, or maintain a parking session when required;
E. Parking without a valid permit where a permit is required;
F. Parking in violation of the terms, limits, or privileges of a parking permit;
G. Use of an expired, invalid, suspended, revoked, altered, transferred, or misused permit;
H. Parking in a no parking zone, loading zone, reserved space, restricted area, or other area not authorized for the vehicle or use;

I. Launching, retrieving, or otherwise using a City boat launch without a valid boat launch permit or without paying the required launch fee at a kiosk or other City-authorized payment system, and;
J. Parking in violation of overnight, seasonal, boat launch, vehicle-trailer, or lot-specific restrictions.

(Ord. 1309, 12-3-2014)

6-2-7: - Record of Violations:

It shall be the duty of the chief of police, or the chief's designee, under the direction of the governing body, to ~~keep account of all violations of this section~~ cause records to be kept of violations of this chapter. Such records may include the location, date and time of the violation, vehicle make, license plate number and state, photographs, payment records, permit records, electronic enforcement records, notice records, and any other facts necessary to document the circumstances of the violation. Retention of such data shall follow City and State laws pertaining to data retention. ~~He shall cause to be kept an account of and report each vehicle occupying a parking location in the downtown limited parking zone that is or has been parked in violation of any of the provisions of this section, the date and hour of such violation, the make and the state license number of such vehicle and any other facts, a knowledge of which is necessary to a thorough understanding of the circumstances attending such violation.~~

(Ord. 1177, 7-18-2007)

6-2-8: - Notice of Violation:

The chief of police, or the chief's designee, shall cause notice of a parking violation to be issued. ~~to be attached to such vehicle a notice stating that it has been parked in violation of this chapter and instructing the owner or operator to report to the city treasurer or his duly authorized deputy and pay in full satisfaction of such violation a fee set by resolution adopted by the city council.~~

Notice may be attached to the vehicle, mailed to the registered owner, delivered electronically where authorized, or otherwise issued by any lawful method.

The notice shall state that the vehicle has been parked in violation of this chapter and shall instruct the owner or operator to pay the applicable parking violation fee, penalty, or charge in the amount set by resolution of the city council.

(Ord. 824, 4-21-1986)

6-2-9: - Exemptions; Handicapped Parking:

~~Those vehicles bearing valid and current license plates and bearing the official handicapped insignia and symbol on the license plate shall be exempted from the time restrictions as provided in Idaho Code 49-213. Those vehicles bearing valid and current license plates and designated "DV" only are entitled to park within a space for a period not to exceed the maximum two (2) hour time limit. Nothing herein shall authorize, except, exempt or permit any vehicle to park in a "no parking zone" or other restricted parking areas.~~

Vehicles displaying valid disabled license plates or placards shall be subject to the rights, privileges, and limitations established by Idaho Code.

Nothing in this section shall authorize any vehicle to park in a no parking zone, loading zone, fire lane, reserved area, access aisle, area not designated for parking, or other restricted parking area unless expressly authorized by law or official posted signage.

(Ord. 824, 4-21-1986)

6-2-10: - Responsibility of Registered Owner:

Every person in whose name a vehicle is registered shall be responsible for any violation of this chapter for over parking or unlawful parking caused by the parking of said vehicle in violation hereof. It shall be no defense that the vehicle was parked illegally or over parked by another unless proof is presented that said vehicle had been stolen and had not been returned to the registered owner by the date of the violation.

(Ord. 824, 4-21-1986)

6-2-11: - ~~Over Parking Fees~~ Parking Violation Fees:

Over parking fees shall be set by resolution adopted by the city council. Parking violation fees, overparking fees, unpaid parking fees, permit violation fees, and other parking-related penalties or charges shall be set by resolution adopted by the city council.

(Ord. 969, 3-20-1995)

6-2-12: - Civil Penalty:

The operator or registered owner of each motor vehicle found to be ~~overparked~~ parked in violation of this chapter and upon notice of violation as herein set forth shall pay a parking fee, violation fee, penalty, or charge as set by resolution adopted by the city council.

Upon nonpayment ~~of said parking fee~~, ~~any~~ the registered owner or operator of a vehicle shall be liable and responsible for payment of all fees, penalties, costs and attorney fees incurred in the collection of such ~~fees~~ amounts as a civil penalty for which the city shall be entitled to recover civil judgment from a court of competent jurisdiction.

Upon entry of judgment, the city shall have each, every, and all rights of enforcement of that judgment as provided to any judgment holder by the provision of Idaho Code.

(Ord. 969, 3-20-1995)

6-2-13: - Criminal Penalty:

Any parking violation that is unpaid or contested, or where more than three (3) violations occur in any one month, may be prosecuted as an infraction with a fine not to exceed one hundred dollars ($100.00). Such penalty shall be in addition to any civil penalty imposed.

NOTICE OF PUBLIC HEARING

Item # 8.

Notice is he[illegible]at Sandpoint C[illegible]ill hold a publi[illegible]ng their meeting on July 15, 2026, scheduled to begin at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho, to take public testimony as Council considers a proposal to amend Title 6 of Sandpoint City Code related to parking regulations.

The proposed ordinance would amend Sections 6-1-4-1 and 6-1-4-2 and amend Chapter 6-2, currently titled "Nonmetered Parking Regulations," to update the City's parking regulations and align City Code with the City's adopted parking management program.

Seating within the Council Chambers is available on a first-come, first-served basis. Additional accommodations are provided in designated overflow areas outside the Chambers, where live video and audio of the meeting will be available. During public hearings and public comment periods, individuals who are not seated within the Chambers will be permitted entry into the room and are afforded the opportunity to speak from the podium.

Any written testimony to be considered at this meeting must be delivered to City Hall or by email to cityclerk@sandpointidaho.gov before 5:00 p.m. on Wednesday, July 8, 2026.

Requests for special accommodations to review materials or to participate in the hearing should be directed to the City no later than two (2) business days prior to the hearing da[illegible] the contact informati[illegible]ded above.

314

Legal#8009 AD#51727
July 1, 8, 2026

AGENDA REPORT

City Council Meeting

TODAY'S DATE: July 7, 2026

MEETING DATE: July 15, 2026

TO: Council

FROM: Sarah Lynds, Finance Director

SUBJECT: Tentative Approval of Proposed FY 2027 Revenues and Expenditures, and Declare Intent to Use Forgone Levying Authority - action item

DESCRIPTION/BACKGROUND: The preliminary budget establishes the maximum level of revenues and expenditures for the fiscal year 2027, which, following Council approval, cannot be exceeded. Upon approval of the preliminary budget, the notice will be published at least 7 days apart in the official newspaper twice in accordance with I.C. 50-1002.

At the April 15, 2026 Council meeting the Council set August 19, 2026 as the date for a public hearing where public testimony on the proposed FY 2027 budget will be heard prior to adoption of the budget and related Ordinance.

A digital budget book has been posted online, with a link available on the City home page, www.sandpointidaho.gov. A direct link can also be found at the end of this staff report. The budget book contains a narrative discussion of the FY 2027 proposed projects, maintenance, and operations, as well as a comprehensive FY 2027 Capital Improvement Plan, which includes all capital projects over $100,000. It also provides an analysis of the proposed budget, as compared to prior years' revenues and expenses and includes the actual expenses from FY 2024 and FY 2025.

Two City Council budget workshops have been held (June 17th and July 1st) that covered both operating and capital budgets for the Public Works (PW) Department, Police Department, Fire Department, Central Services Department, Finance Department, and the Community Planning and Development (CPD) Department.

STAFF RECOMMENDATION:

Tentatively approve the estimated maximum revenues and expenditures for FY 2027 and declare the intent to use forgone levying authority so a notice can be published in the official newspaper in accordance with I.C. 50-1002.

ACTION:

Motion to tentatively approve the estimate maximum revenues and expenditures for FY 2027 and declare the intent to use forgone levying authority.

WILL THERE BE ANY FINANCIAL IMPACT? Yes

HAS THIS ITEM BEEN BUDGETED? To be considered

ATTACHMENTS:

1) Proposed Notice of Public Hearing for the Proposed Budget FY 2027 and use of Forgone Levying Authority
2) Draft Proposed Resolution for Intent to Use Foregone Levying Authority (to be considered at the August 19, 2026 meeting)

LINKS TO PROPOSED FY 2027 BUDGET BOOK and FY 2027 CAPITAL IMPROVEMENT PLAN:

FY 2027 Proposed Annual Budget
FY 2027 Capital Improvement Plan

NOTICE OF PUBLIC HEARING
PROPOSED BUDGET FOR FISCAL YEAR 2026-2027
AND USE OF FORGONE LEVYING AUTHORITY
CITY OF SANDPOINT, IDAHO

Pursuant to Idaho Code Section 50-1002, a public hearing will be held during the regular Sandpoint City Council meeting scheduled for Wednesday, August 19, 2026, at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho, to take public testimony regarding the City's proposed budget for fiscal year starting October 1, 2026, and ending September 30, 2027 and intent to use forgone levying authority. All interested persons are invited to appear and show cause, if any, why such budget should or should not be adopted and/or why the City's forgone levying authority should or should not be used. The proposed budget, in detail, can be found by visiting the City website at www.sandpointidaho.gov or City Hall during regular office hours, 7:30 a.m.–5:30 p.m., Mon– Thu.

Proposed Expenditures	2024/2025 Actual	2025/2026 Budget	2026/2027 Proposed
General Fund			
General Government	3,927,799	5,978,815	6,174,786
Public Safety	5,037,420	5,485,153	5,994,475
Streets	1,947,196	9,280,843	13,946,719
Culture & Recreation	991,553	1,072,576	1,111,898
Total General Fund	11,903,968	21,817,387	27,227,878
Special Revenue Funds			
Fiber Optic Network Fund	17,118	96,000	102,500
Capital Project Fund (Impact Fees)	633,353	1,650,000	2,016,000
Recreation Fund	432,142	481,096	529,029
Parks Capital Improvement Fund	2,777,495	1,837,787	3,583,987
Total Special Revenue Funds	3,860,108	4,064,883	6,231,516
Proprietary Funds			
Sanitation Fund	815,162	849,320	892,214
Water Fund	5,326,928	11,232,468	15,900,376
Wastewater Fund	6,580,919	11,130,000	11,300,000
Bond Payment Fund	826,750	826,750	826,750
Bond Construction Fund	-	-	30,000,000
Total Proprietary Funds	13,549,759	24,038,538	58,919,340
Debt Service Funds - LID's	6,915	6,857	6,857
Total Expenditures - All Funds	29,320,750	49,927,665	92,385,591

Proposed Revenues	2024/2025 Actual	2025/2026 Budget	2026/2027 Proposed
Property Tax Levy			
General Fund	4,770,085	5,051,285	5,387,872
Forgone Levying Authority-Captial vehicles		53,902	57,427
Recreation Fund	224,749	238,018	253,879
Property Tax Levy Total	4,994,834	5,343,205	5,699,178
Revenue Sources Other than Property Tax			
General Fund	7,919,534	11,731,355	16,269,308
Fiber Optic Network Fund	66,785	96,000	102,500
Capital Improvement Fund (Impact Fees)	604,488	490,000	436,000
Recreation Fund	181,197	238,400	272,566
Parks Capital Improvement Fund	1,050,959	1,837,787	2,367,250
Sanitation Fund	898,773	845,000	880,000
Water Fund	7,434,460	5,680,000	5,760,000
Wastewater Fund	8,584,511	6,575,000	7,420,000
Bond Payment Fund	44,885	-	-
Bond Construction Fund	-	-	30,000,000
Debt Service Funds - LID's	13,080	1,370	1,370
Intergovernmental Transfers	3,459,311	3,466,948	3,727,332
Beginning Cash	-	13,622,600	19,450,087
Other Revenue Sources Total	30,257,983	44,584,460	86,686,413
Total Revenues - All Funds	35,252,817	49,927,665	92,385,591

For questions or requests for special accommodations, please call (208) 263-3310 at least 48 hours prior to the meeting.

Publish August 4 and 11, 2026

No: 26-
Date: August 19, 2026

RESOLUTION
OF THE CITY COUNCIL
CITY OF SANDPOINT

TITLE: CERTIFYING THE AMOUNT OF FORGONE INCREASE TO BE INCLUDED IN THE FISCAL YEAR 2027 BUDGET

WHEREAS: Under Idaho Code, taxing districts may choose to levy taxes less than the maximum amount allowed by law, which amount not levied is referred to as the forgone amount;

WHEREAS: Pursuant to Idaho Code § 63-802, in any subsequent year, following the district's notice of intent to recover and use forgone monies and a duly-noticed public hearing, a taxing district may recover the forgone increase with a resolution that states the amount of forgone increase to be budgeted and the specific purpose for which the forgone amount will be used; and

WHEREAS: During their April 15, 2026, meeting, Sandpoint City Council scheduled the annual budget public hearing for August 19, 2026. In addition, at the July 15, 2026, meeting, Sandpoint City Council declared their intent to use forgone levying authority.

NOW THEREFORE, BE IT RESOLVED THAT: Following a duly noticed public hearing held August 19, 2026, Sandpoint City Council hereby certifies $57,427 as the amount of forgone increase to be included in the FY2027 budget, for the purpose of funding public safety and street vehicles.

BE IT FURTHER RESOLOVED THAT: Upon approval of this resolution, the City Clerk shall provide a copy to the Bonner County Clerk Pursuant to Idaho Code § 63-802(e), as well as to the Board of County Commissioners.

_____
Jeremy Grimm, Mayor

ATTEST:

_____
Meri Jane Bohn, City Clerk

DRAFT

AGENDA REPORT

City Council Meeting

TODAY'S DATE: July 9, 2026

MEETING DATE: July 15, 2026

TO: Mayor and City Council

FROM: Jason Welker, Planning & Community Development Director

SUBJECT: Consider approval of the Festival at Sandpoint's request to apply pesticide treatments at War Memorial Field in association with the 2026 Summer Series

DESCRIPTION/BACKGROUND:

The City's 2026 lease with the Festival at Sandpoint requires the Festival to request approval from the City prior to the use of any pesticide product on the leased premises. The lease requires that the request be made in writing at least 15 days in advance, and that any approval may include associated terms and conditions, including public notice signage posted at least 72 hours before and 72 hours after application. The required signage must identify the active ingredient, application date, and contact information for questions.

The Festival has submitted a written request for pesticide application in advance of the 2026 Summer Series, scheduled July 30 through August 9. Veronica Knowlton, Director of Operations and Programs for the Festival, will be present to introduce the request and answer Council questions.

REQUEST SUMMARY:

The Festival is requesting authorization for potential pesticide applications on July 25, July 29, July 31, August 4, and August 7. The Festival has indicated these are maximum requested dates and that not all applications may occur, depending on weather and pest conditions. The proposed product is Bifen I/T, proposed for general insect control, including spiders, ants, stink bugs, bees, and mosquitoes. The application plan includes treatment of areas of concern in and around the festival area, including food vendor booth exteriors before occupancy, and mosquito fogging before the first event and potentially during an off day between events.

The Festival has provided draft public notice signage identifying Bifen I/T, the proposed application dates, Northern States Pest Control as the contact, and a statement that treatment will not occur during rain or when wind exceeds 10 mph. The notice also directs the public to the Festival's pesticide FAQ page through a QR code and web address.

STAFF COMMENT:

Staff has advised the Festival that, because the lease requires approval by the Lessor, the request should be made directly to City Council. If Council approves the request, staff recommends approval be conditioned on compliance with all product label requirements, applicable federal and state pesticide

regulations, the City lease notice requirements, and the Festival's stated weather limitations and public communication plan.

RECOMMENDED MOTION:

I move to approve/deny the Festival at Sandpoint's request for pesticide application at War Memorial Field on the dates identified in its request,

If moving to approve, additional motion language may include, "subject to compliance with all applicable product label requirements, federal and state pesticide regulations, the public notice requirements in the City lease, and the Festival's stated weather and public communication commitments."

From: Veronica Knowlton
To: Hayley Keys
Cc: Roan Luikens; Paul Gunter
Subject: FAS Pesticide Request
Date: Wednesday, July 8, 2026 9:48:45 AM
Attachments: 2026 VENUE PESTICIDE.pdf

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department

Hi Hayley,

Here are the pesticide details as requested in the lease. Please let me know if there are any other details needed. I'll do my best to get them answered efficiently. I've also included information on our external communication efforts.

Best,
Veronica

Application Dates: **July 25, July 29, July 31, August 4, and August 7.**

Note on application dates: These are maximum application dates. Depending on weather, and pest presence, we may not use all dates as requested.

Proposed Pesticide Trade Name: Bifen I/T

Target Pest: Spiders, Ants, Stink Bugs, Bees, Mosquitos – Really any general bug in our area

Application Plan: Power spray the areas of concern in/around the festival area. Spray the exterior of the food vendor booths BEFORE they are occupied. Do a mosquito fog spray the day before the first event (same chemical, just a fogging technique of spraying which is more effective for flying insects) and another spray/fogging application on one of the off days between the festival.

Product label instructions and precautions related to public safety:

Hazard Statement(s): Harmful if inhaled. May cause an allergic skin reaction.

Precautionary Statement(s):

Prevention: Avoid breathing mist/ vapors/spray. Use only outdoors or in a well-ventilated area. Contaminated work clothing must not be allowed out of the workplace. Wear protective gloves.

Response: IF INHALED: Remove person to fresh air and keep comfortable for breathing. Call a poison center/doctor if you feel unwell. IF ON SKIN: Wash with plenty of soap and water. IF SKIN IRRITATION OR RASH OCCURS: Get medical advice/attention. Specific treatment (see first aid section of this document). Wash contaminated clothing before reuse.

Storage: No statement required.

Disposal: Dispose of contents/container in accordance with Federal, state and local laws and regulations.

Communication Plan

Signage (Draft attached)

Clear communication on not applying on all dates, but having the option to apply pesticide on dates approved, weather permitting.

We do not apply in windy conditions: breeze above 10mph or with rain in the forecast within 24 hours.

We've also created a pesticide FAQ page with QR link on all posted signage.

https://www.festivalatsandpoint.com/pesticides

VERONICA KNOWLTON
Director of Operations & Programs
208-265-4554
festivalatsandpoint.com
525 Pine St | M - F, 9 AM - 5 PM
2026 Summer Series: July 30 - August 9
As a nonprofit, our mission is to be a community catalyst for arts, culture, and education.

NOTICE:
PESTICIDE APPLICATION

ACTIVE INGREDIENT: **BIFEN I/T**
APPLICATION DATE(S): **JULY 25, JULY 29, JULY 31, AUGUST 4, AND AUGUST 7**
CONTACT: **NORTHERN STATES PEST CONTROL**
PHONE: **208-265-9619**

PESTICIDE TREATMENT MAY NOT BE APPLIED ON ALL DATES LISTED ABOVE.
PESTICIDE TREATMENT IS NEVER APPLIED DURING RAIN OR WIND ABOVE 10 MPH.

LOOKING FOR MORE INFORMATION? SCAN THE QR CODE
OR VISIT FESTIVALATSANDPOINT.COM/PESTICIDES

NOTICE:
PESTICIDE APPLICATION

ACTIVE INGREDIENT: **BIFEN I/T**
APPLICATION DATE(S): **JULY 25, JULY 29, JULY 31, AUGUST 4, AND AUGUST 7**
CONTACT: **NORTHERN STATES PEST CONTROL**
PHONE: **208-265-9619**

PESTICIDE TREATMENT MAY NOT BE APPLIED ON ALL DATES LISTED ABOVE.
PESTICIDE TREATMENT IS NEVER APPLIED DURING RAIN OR WIND ABOVE 10 MPH.

LOOKING FOR MORE INFORMATION? SCAN THE QR CODE
OR VISIT FESTIVALATSANDPOINT.COM/PESTICIDES

AGENDA REPORT

City Council Meeting

TODAY'S DATE: July 9, 2026

MEETING DATE: July 15, 2026

TO: Sandpoint City Council

FROM: Mayor Jeremy Grimm

SUBJECT: Community Survey Results and Discussion of Local Option Tax Ballot Direction
Consideration of a 1% Local Option Sales Tax Ballot Measure

PURPOSE:

The purpose of this report is to present the results of the City's community survey regarding a potential Local Option Sales Tax (LOT), summarize the major themes that emerged from public feedback, discuss relevant policy considerations, and provide a recommendation for Council's consideration regarding a potential November ballot measure.

DESCRIPTION/BACKGROUND:

Earlier this year, the City Council discussed whether Sandpoint should again consider asking voters to authorize a Local Option Sales Tax (LOT) dedicated to community infrastructure improvements. During those discussions, several Councilmembers expressed a desire to better understand community priorities before determining whether a ballot measure should be pursued.

Rather than relying solely on testimony provided during City Council meetings, I was directed to conduct broader community outreach to capture feedback from a larger cross-section of residents and stakeholders. In response to that direction, the City developed and distributed an online community survey that remained open for more than one month.

The survey was designed not simply to ask whether respondents supported or opposed a Local Option Tax, but to better understand why they held those views and which public investments they believed should receive priority if additional funding were available. Participants were asked to evaluate transportation infrastructure, parks and recreation, public safety, housing initiatives, community connectivity, tax duration, accountability measures, and several alternative project concepts. Numerous opportunities were also provided for open-ended comments.

While the survey was not intended to be a statistically valid scientific poll, it generated substantial public participation and provides valuable insight into the priorities, concerns, and expectations of engaged community members. The complete survey results are attached as Exhibit A and incorporated into this report by reference.

SUMMARY:

Several clear themes emerged from the survey.

First, respondents consistently identified maintenance of existing public infrastructure as the City's highest priority. Streets, sidewalks, pavement condition, and pedestrian connectivity ranked significantly above most other categories.

Second, respondents expressed considerably more concern regarding **how** Local Option Tax revenues would be spent than whether the tax itself should exist. Questions involving accountability, project specificity, annual reporting, and preventing funds from being diverted consistently ranked among the most important considerations.

Third, while respondents expressed varying opinions regarding the preferred duration of a Local Option Tax, the survey indicates that voters place substantially greater value on clearly identified projects and fiscal accountability than on the length of the authorization itself.

Finally, Idaho law presents an important timing consideration. Sandpoint currently qualifies as a resort city eligible to seek voter approval of a Local Option Tax because the City's population remains below 10,000 according to the most recent federal census. Based on current growth trends, however, Sandpoint may exceed that population threshold following the 2030 Census, potentially eliminating the City's ability to establish a new Local Option Tax in the future. A voter-approved LOT adopted prior to that time, however, may remain in effect for the duration approved by the electorate. Accordingly, any discussion regarding the appropriate sunset period should consider not only public preference but also the possibility that this may represent one of Sandpoint's final opportunities to establish a Local Option Tax under current state law.

The survey had 255 responses on the opening question. The average openness to voting for a 1% LOT, if restricted to clearly defined public improvement projects, was **5.3 out of 10**. That indicates neither broad consensus nor automatic rejection. It suggests that the measure’s success will depend heavily on project clarity, accountability, and ballot language.

Several findings are particularly important:

- **176 respondents** favored prioritizing ongoing maintenance and repairs, compared with only **35** who favored limiting repairs to major failures.
- Respondents rated the condition of streets and sidewalks poorly: **2.7 out of 10** for streets, **2.7** for sidewalks/pathways, **2.6** for sidewalk connectivity, and **2.9** for bicycle connectivity.
- The top transportation concern was potholes and pavement condition, selected **157 times**, followed by condition of streets at **112**, bicycle/pedestrian safety at **82**, and traffic congestion at **81**.
- On ballot framing, the most persuasive language was “general maintenance and rehabilitation of the street and sidewalk system,” selected by **68 respondents**, followed by “expansive street repaving effort across a large swath of degraded roadways,” selected by **45**.
- The leading concern was not business impact or the tax rate itself. The top ranked concerns were funds being redirected, government accountability, and unclear project priorities.
- On duration, the largest group, **93 respondents**, said duration mattered less than clear project priorities and accountability. Another **68** said they **would not** support a LOT measure. Among fixed durations, **5 years** received **34**, **10 years** received **25**, **20 years** received **10**, and **15 years** received **6**.

Based on the survey, it appears that the ballot measure should be limited, specific, and accountability driven.

Timing Consideration

Idaho Code allows a qualifying resort city to seek voter approval for a local option non-property tax if the city has a population of **10,000 or fewer at the most recent census**. Sandpoint currently qualifies, but this eligibility may not exist after the 2030 Census if the City’s population exceeds 10,000.

That timing issue should inform the term. A short-term measure may be more politically comfortable, but if Sandpoint exceeds 10,000 in 2030, the City may lose the ability to establish a new LOT after that point. However, a LOT adopted before then may remain in place for the term authorized by the voters.

For that reason, a **10-year term** may be the strongest policy balance. It is long enough to preserve the funding tool beyond the likely 2030 eligibility threshold, but short enough to remain a defined, sunset-based capital program. A 15- or 20-year term is not well supported by the survey.

Survey Findings

The opening question asked how open respondents were to a 1% local option sales tax if the money were restricted to clearly defined public improvement projects. The average score was **5.3 out of 10**, with **255 responses**. This is a mixed but viable baseline. It does not support an expansive measure. It seems to support a carefully drafted measure.

The strongest evidence in the survey relates to basic infrastructure. Respondents rated existing systems poorly:

Infrastructure Category	Average Rating
Overall condition of streets and roadways	2.7
Overall condition of sidewalks and pathways	2.7
Sidewalk network connectivity	2.6
Bicycle network connectivity	2.9

The maintenance philosophy question was especially clear:

Preferred Approach	Responses
Prioritize ongoing maintenance and repairs	176
Limit repairs to major failures	35
Unsure	24

This is one of the strongest findings in the survey. It indicates that the public understands the cost of deferred maintenance and prefers preserving existing infrastructure before it fails.

The transportation-priority question reinforced the same theme:

Transportation Concern	Responses
Potholes and pavement condition	157
Condition of streets	112
Bicycle and pedestrian safety	82
Traffic congestion	81
Sidewalk gaps	64

Transportation Concern	Responses
Snow removal	64
Flooding/drainage	35

This seems to strongly support a ballot measure focused on pavement, street rehabilitation, sidewalks, pedestrian safety, and related drainage.

Ballot Framing

Respondents were asked which street/sidewalk ballot language would be most persuasive. The strongest response was not a highly technical reconstruction phrase. It was broader but still infrastructure-specific:

Ballot Language Concept	Responses
General maintenance and rehabilitation of street and sidewalk system	68
None would persuade me	65
Expansive street repaving effort across degraded roadways	45
Safe bicycle routes connecting neighborhoods, parks, schools, downtown	24
Specific sidewalk corridors and pedestrian crossings	14
Specific street right-of-way reconstruction	9
Downtown pedestrian, bicycle, and access improvements	6

This suggests the ballot should not be overly narrow to one or two named projects, but it also should not be vague. The best approach may be to identify project categories and require an adopted public project list, annual accounting, and clear restrictions.

Additional Uses Beyond Streets

The survey shows some support for trails, pathways, passive recreation, and waterfront access, but less support for broad parks or housing programs.

When asked to rank additional investment areas, the highest-ranked option was trails, pathways, and passive recreation in existing and new park spaces. Public safety ranked second. Public access and recreation improvements between First Avenue and Sand Creek ranked third. Sustainability, workforce housing, and major park capital improvements ranked lower.

The affordable housing concept performed especially poorly. A proposed use of LOT revenue for staffing and developer subsidies for an affordable housing program scored only **1.5 out of 10** in persuasiveness, with **228 responses**. Based on this result, workforce housing probably should not be included in the LOT ballot language.

For park-focused options, “none of these” received **87 responses**, while downtown waterfront/Sand Creek improvements received **61**, City Beach improvements received **47**, and Travers/Centennial/Great Northern sports field upgrades received **21**. This argues for caution. Waterfront and public access improvements may be included, but only as a limited secondary category and not as the central purpose of the tax.

Duration Analysis

The survey asked what duration respondents would be most comfortable supporting:

Duration Option	Responses
Duration matters less than clear project priorities/accountability	93
Would not support a LOT	68
5 years	34
10 years	25
20 years	10
15 years	6

The data does not point to overwhelming support for any fixed duration. The strongest message is that **clarity and accountability matter more than term length**.

A 5-year measure may appear more attractive politically, but it may fail to preserve Sandpoint's LOT opportunity beyond the 2030 Census. A 10-year term better fits the statutory timing issue while remaining within a reasonable voter-authorized sunset. A 15- or 20-year measure is harder to justify because the survey shows little direct support for those terms.

Accountability and Trust

The survey repeatedly shows that public trust is the central obstacle. The top concern was that funds may be redirected. Government accountability ranked second. Unclear project priorities ranked third.

Open-ended comments repeatedly asked:

- "Where is the plan?"
- "How will you show transparency?"
- "Can you guarantee funds will not be redirected?"
- "Will the public have access to a report?"
- "How will streets be scored and prioritized?"
- "How much will be raised per year?"
- "What projects will be done?"

These comments support strong ballot and ordinance safeguards. The measure should include:

1. A dedicated LOT fund.
2. Annual public reporting.
3. A published project list.
4. Clear eligible and ineligible uses.
5. A prohibition on general government operations.

6. A prohibition on unrelated staffing.
7. Annual Council review in a public meeting.
8. A defined sunset date.

Discussion Ballot Direction

The survey supports a measure centered on:

- street pavement maintenance;
- street rehabilitation and reconstruction;
- pothole repair and pavement preservation;
- sidewalk repair and gap completion;
- ADA and pedestrian crossing improvements;
- bicycle/pathway connectivity were tied to transportation safety;
- drainage and stormwater improvements related to streets;
- limited public waterfront, trail, and access improvements.

The survey does not appear to support including workforce housing subsidies, general sustainability programs, broad parks programming, or general government operations.

Potential Ballot Language for Attorney Review

Shall the City of Sandpoint adopt a one percent (1%) local option non-property sales tax for a period of ten (10) years, beginning January 1, 2027, and ending December 31, 2036, with all revenues restricted to public infrastructure and access improvements within the City of Sandpoint, including street pavement maintenance, street rehabilitation and reconstruction, pothole repair, stormwater and drainage improvements related to streets, sidewalk repair and construction, ADA and pedestrian crossing improvements, bicycle and pathway connectivity, and limited public waterfront, trail, and open-space access improvements; provided that revenues shall not be used for general government operations, unrelated staffing, or purposes not identified in the voter-approved ordinance, and that the City shall publish an annual accounting of revenues collected, projects funded, expenditures made, and project status?

Timing on a Decision

If the City Council determines that they are favorable to placing the LOT measure on the November 2026 ballot, you will need to approve the specific language in August.

ATTACHMENTS:

Sandpoint 2026 Community Survey Priorities for a local option sales tax

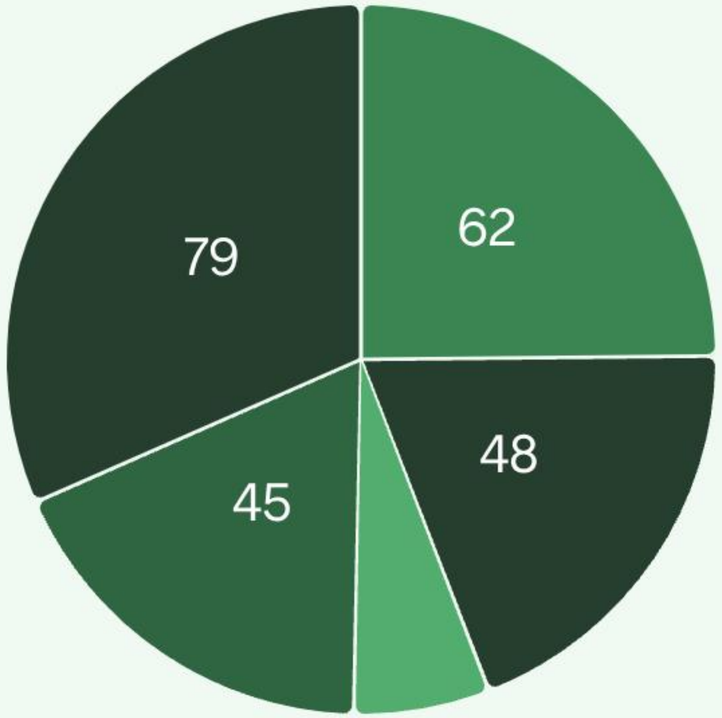
How open are you to voting for a 1% local option sales tax if the money were restricted to clearly defined public improvement projects in Sandpoint?



0 = Not open at all

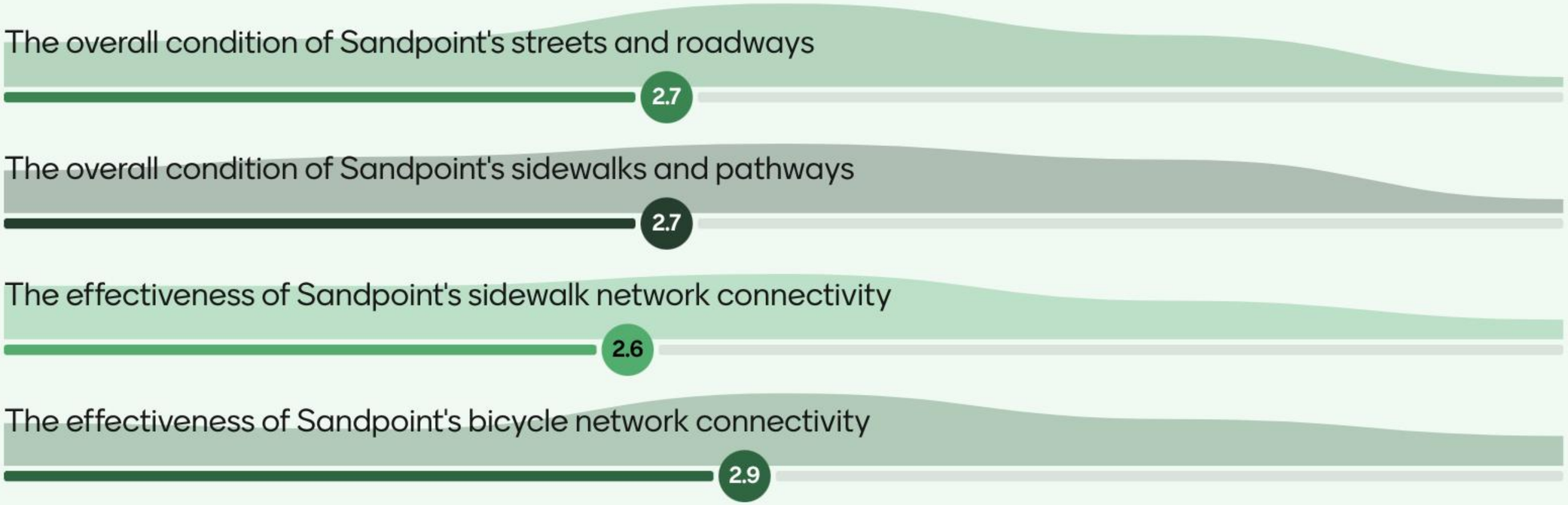
10 = Very open

Which one factor would matter most in deciding whether you would vote for a local option tax?

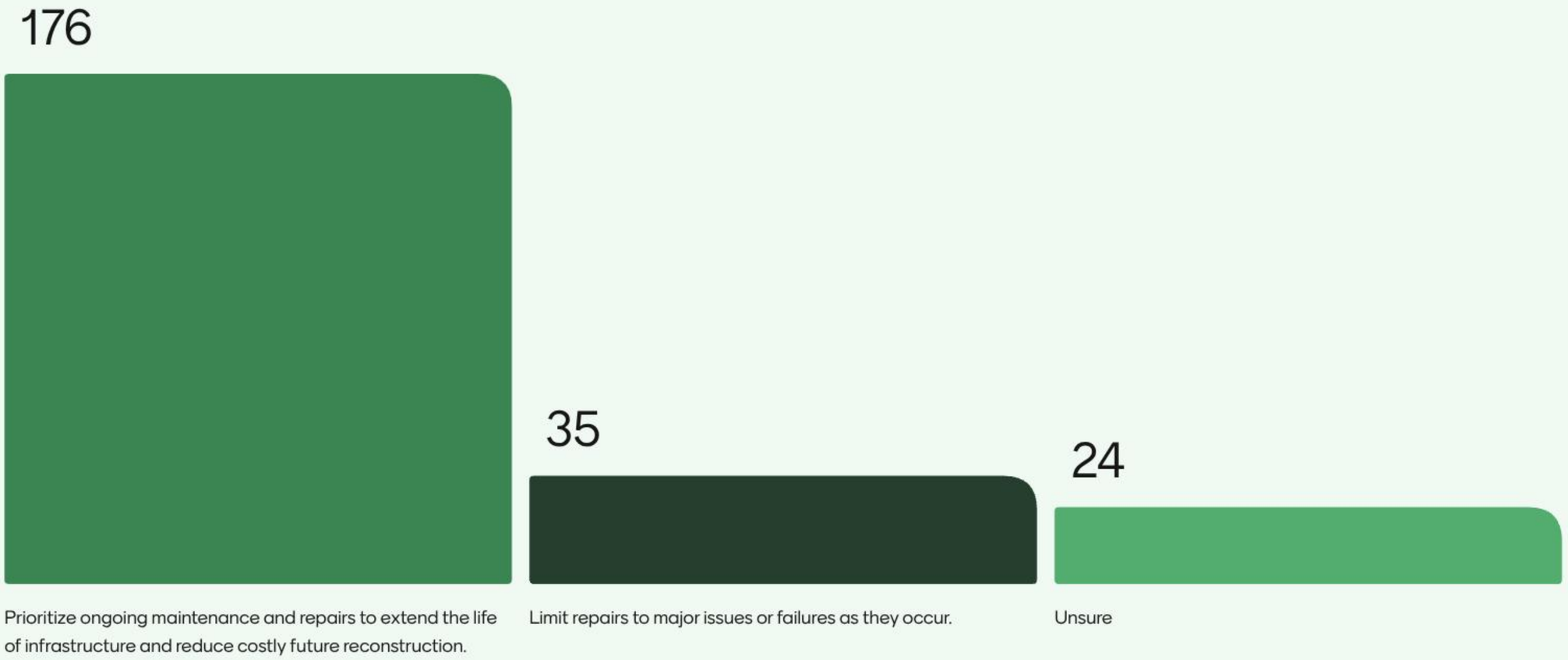


■	62	Assurance that the money is used for something I support
■	48	Visitors and non-residents would help pay
■	15	The tax has a firm expiration date
■	45	Strong oversight/accountability
■	79	I am unlikely to support a 1% local sales tax

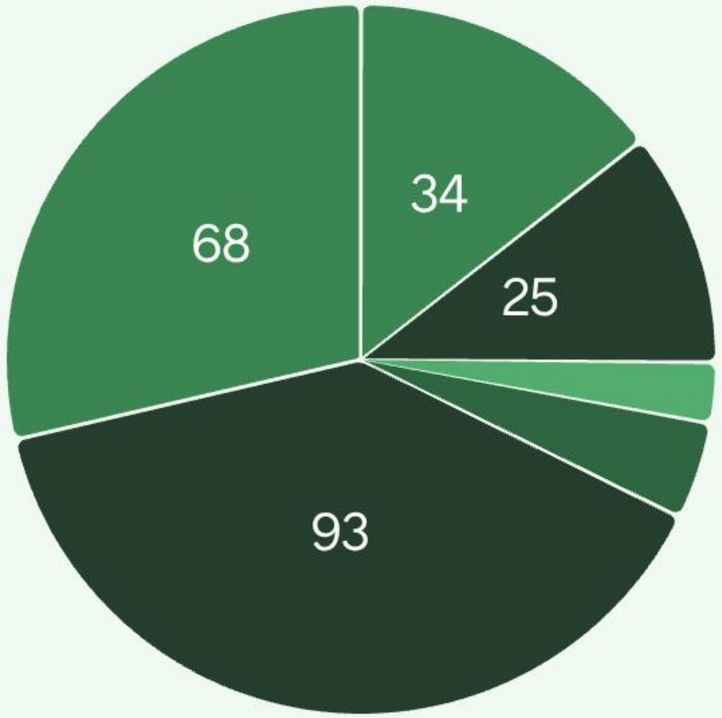
Rate the following



Which approach do you believe is best for maintaining Sandpoint's streets and infrastructure?

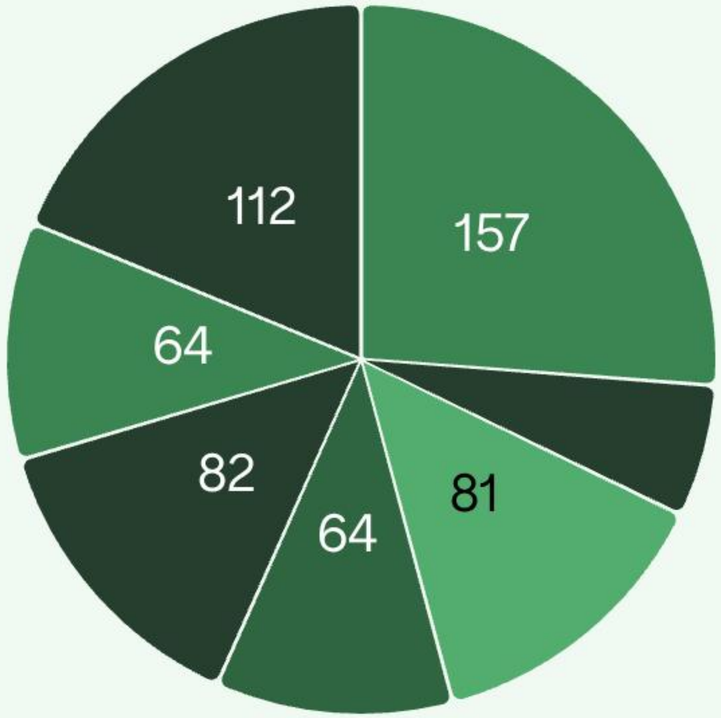


If a LOT measure were proposed, what duration would you be most comfortable supporting?



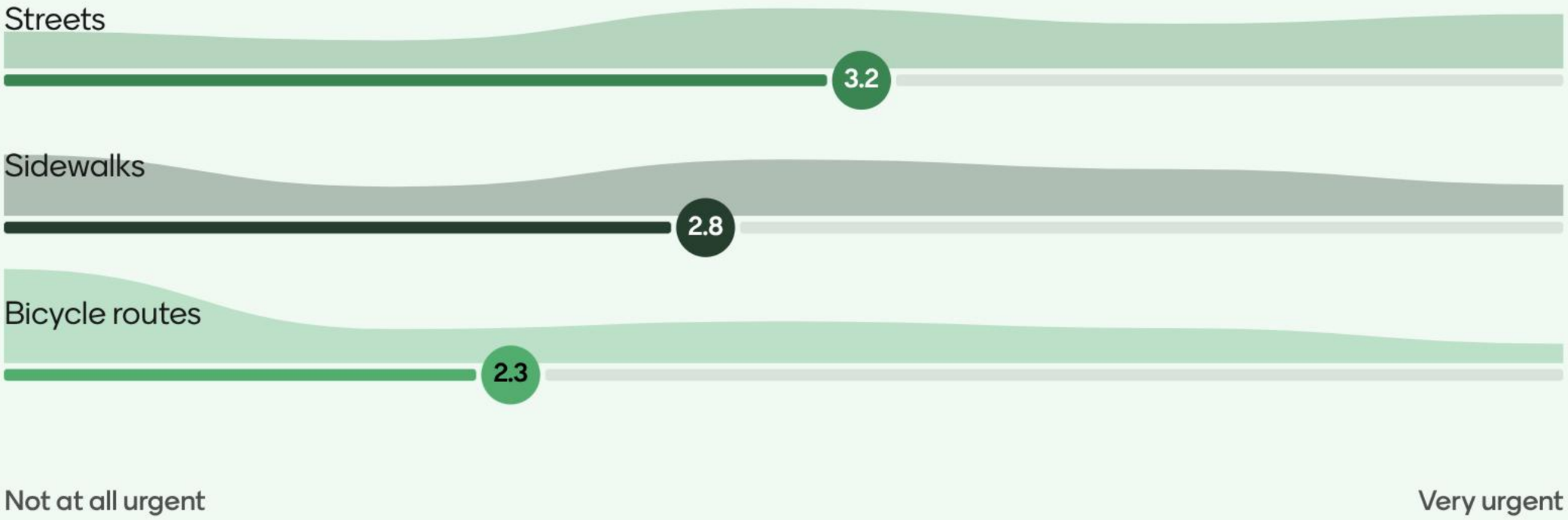
34	5 years
25	10 years
6	15 years
10	20 years
93	Duration matters less than having clear project priorities and accountability
68	I would not support a LOT measure

What transportation problems matter most to you? (select up to 3)

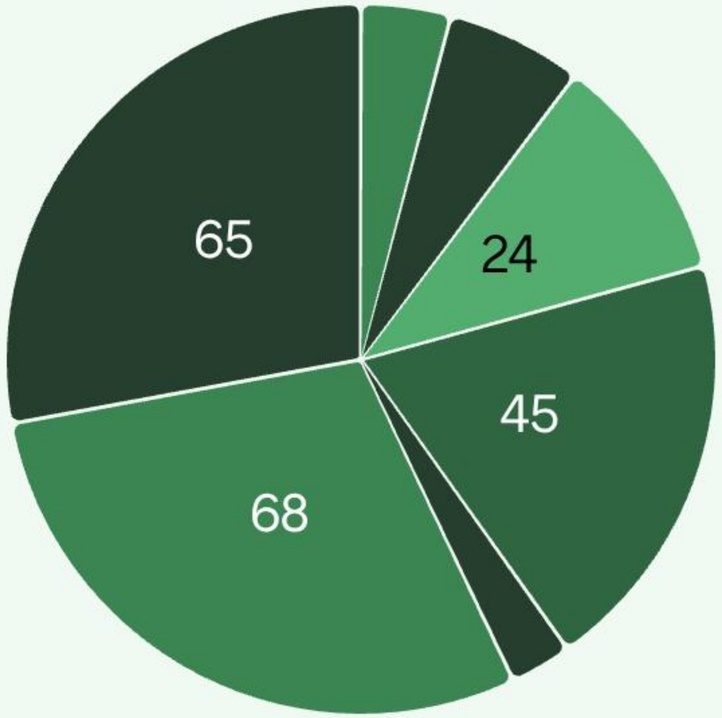


■	157	Potholes and pavement condition
■	35	Flooding/drainage
■	81	Traffic congestion
■	64	Sidewalk gaps
■	82	Bicycle and pedestrian safety
■	64	Snow removal
■	112	Condition of streets

In your opinion, how urgent is it to invest in the following?



Which type of street/sidewalk ballot language would be most persuasive to you?



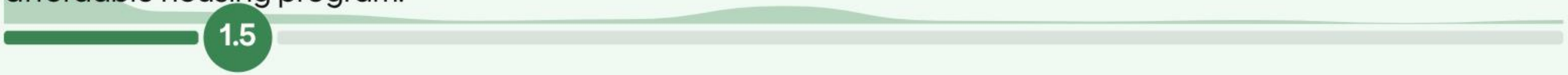
■	9	"Complete reconstruction of a selection of specific street right of ways from edge to edge."
■	14	"Improvements to specific sidewalk corridors and pedestrian crossings"
■	24	"Investments in safe bicycle routes connecting residential neighborhoods to parks, schools, and downtown."
■	45	"Expansive street repaving effort across a large swath of degraded roadways."
■	6	"Downtown pedestrian, bicycle, and access improvements"
■	68	"General maintenance and rehabilitation of street and sidewalk system"
■	65	None would persuade me

If the City were to consider additional uses for the LOT, rank the following areas you would like to see additional investment.



How persuasive is this potential use of a portion of LOT revenue?

"A portion of LOT revenue will be used to fund staffing and provide developer subsidies for an affordable housing program."



0 = Not persuasive at all

10 = Very persuasive

If the City were to use LOT funding to improve public access to Sandpoint's waterfront, please rank the following options by priority.

1. Humbird Mill Park (Pend Oreille Bay Trailhead) water access: swimming dock, non-motorized boat launch, new parking lot, restrooms, ADA access, etc.



2. Development of vacant or underused properties on First Ave for public recreation access to Sand Creek (Next to Cedar Street Bridge, Farmin's Landing)



3. Improvements to park amenities at City Beach: non-motorized boat launch, new playground, marina expansion, new perimeter pathway, etc



How persuasive is this potential use of a portion of LOT revenue?



If the City were to use LOT funding for trail, passive parks, or open space improvements, please rank the following potential investments.

1. Continuation of Dover to Sandpoint multi-use path north of Larch Street to North Boyer Avenue with linear park through old railroad right of way



2. Improvements to Lakeview Park: new playground, picnic areas, shelter upgrades



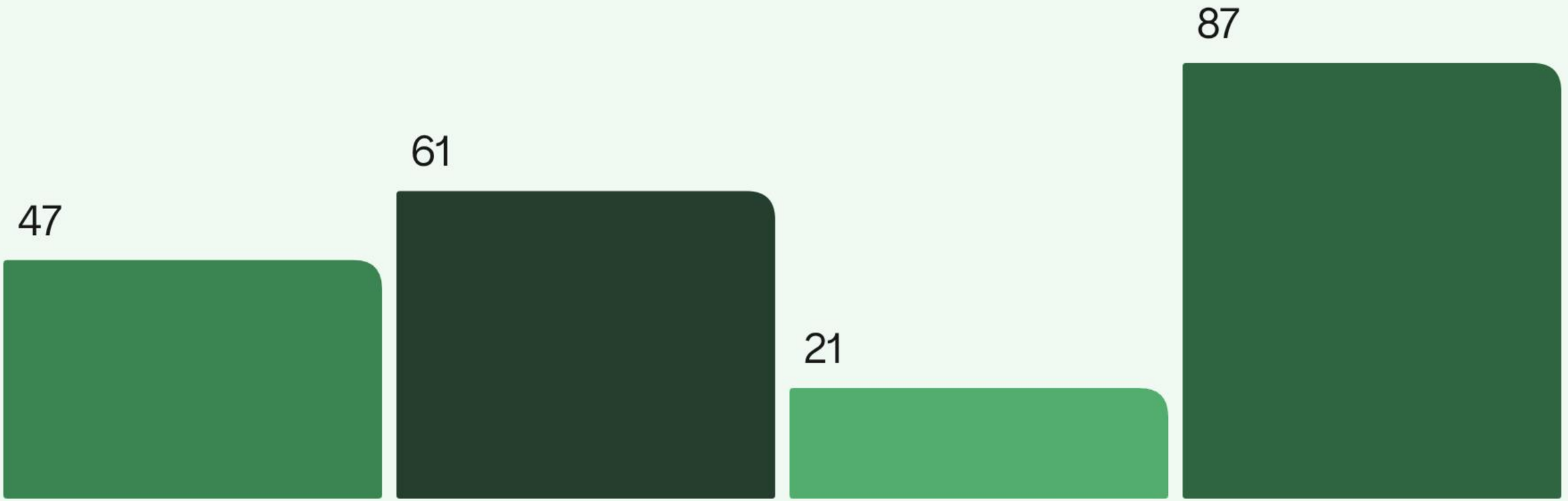
3. Trail and passive park improvements on 32-acre Baldfoot disc golf course property (west of rail tracks on Baldy Mountain Rd)



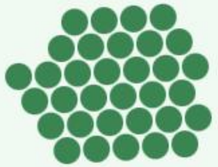
4. Design and development of an off-leash dog park



If voters were asked to support a LOT for one major park-focused project area, which would be most compelling?



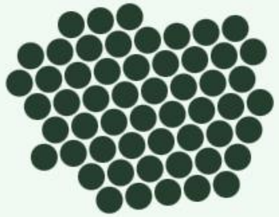
Which of the following uses of a 1% local sales tax would you most likely vote "YES" for on the November ballot?



33 A measure focused only on specific street and sidewalk projects



26 A measure focused on a combination of streets, sidewalks, and public safety investments (equipment/facilities)



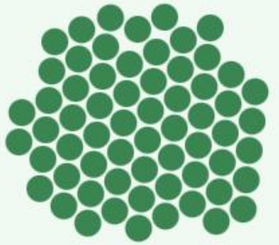
55 A measure focused on a combination of streets, sidewalks, and waterfront/parks/open space projects



16 A measure focused on a combination of streets, sidewalks, and sustainability efforts (recycling/composting, urban forestry)

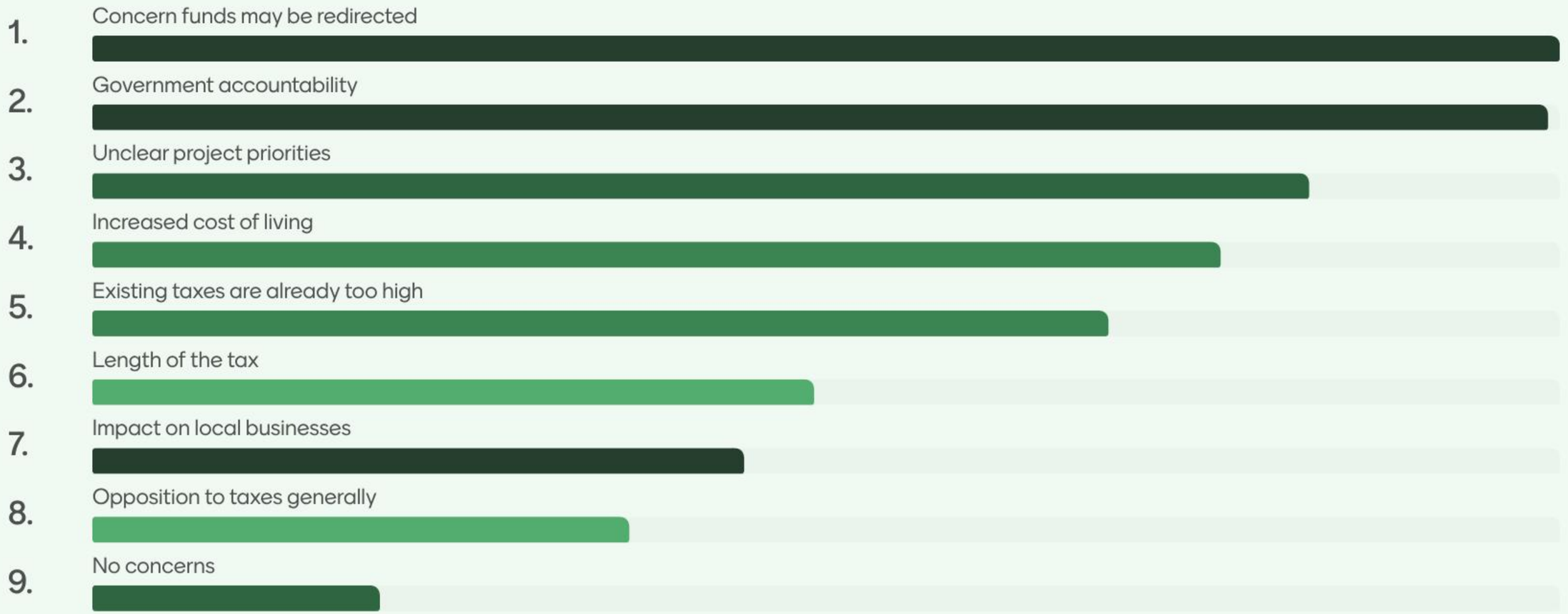


22 A measure focused on a combination of streets, sidewalks, and funding a workforce housing program



63 None of these.

What concerns would you have about a local option sales tax? (Rank in order from greatest to least. If it's not a concern, do not select it.)



What specific improvement within the City would make you most likely to support a LOT? (if any)

Reinstatement of the potable water station that sits in front of the fairgrounds even if it gets set up as a pay station.

Clear detailed plans for use of funds, limited time frame to ensure accountability. If goals are met I would vote to extend the time frame.

Improve streets only. Leave the parks alone, you already messed up Travers. Trust has been eroded.

Street improvements

None

Spend the money they have more responsibly and get funds from new developers for improving infrastructure

None

Specific project priorities with street, sidewalk, drainage, and parks projects identified.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Streets and sidewalks
Water access for boaters

Streets Sidewalks - don't need em every where, but you do need dedicated corridors SAFE PASSAGE ACROSS 5TH AND WEST ON THE DOVER HIGHWAY

Clear goals to complete sidewalks on all east/west corridors and key north/south corridors to create safe connections for our community

Do something with underutilized property downtown and along sandcreek

Adding another tax on top of charging city of sandpoint residents for parking passes and boat launch fees is asking too much. we ALREADY pay city taxes. The parking fees for locals is garbage.

removal of any fees for locals to parking and city beach.

removal of parking fees for local residents

removal of parking fees for local residents.

What specific improvement within the City would make you most likely to support a LOT? (if any)

removal of parking fees

Improved roads & sidewalks

Road & sidewalk improvements

Stop chasing grants that require matching funds for beautification projects. Focus on services that affect daily lives. Then perhaps you might not need a LOT.

PO Bay Trail and Sand Creek access downtown

Improvements to access the POBay Trail

To many city employees, work 4 days a week. Streets in terrible condition, landscaping is weed infested. City is just dirty! Everyday seeing the city maintenance employees driving doing nothing

employees accountable for the pay. Less bureaucracy and consultants. Paid full time, work full time.

What specific improvement within the City would make you most likely to support a LOT? (if any)

seeing my money used for improvements and not consultants and lazy employees.

Nothing. No new taxes. Made due with what you have. Prioritize infrastructure.

None

None. Learn to live within your means! You will be getting enough extra money from the ill thought of plan of Parking Fees to fund all the improvements needed. People are taxed enough already.

I would not support a LOT

NONE

Repair sidewalks and streets. Fix potholes.

Paving all the city residential streets

What specific improvement within the City would make you most likely to support a LOT? (if any)

Replace and repair streets and sidewalks in poor condition

This is a very manipulative survey. Sandpoint has been a poor steward of tax dollars since Mr. Grimm came to town, 25 years ago. He is not trustworthy on any level. Council either...

I'm hoping it gets shot down.

Repairs and improvements to streets, sidewalks, and sewer and rainwater systems.

Fix the potholes!

Creating affordable housing for our workforce and local residence, wishing to remain living here. Better pedestrian and bicycle paths as well as public access to our lake and recreation.

Silent train crossings on Boyer and Division, and a train overpass on Great Northern Road. Both are quality of life measures.

Speed limit enforcement in town. I'm talking about tickets and suspended licenses, no warnings.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Street improvements pretty much everywhere except downtown.

More sidewalks and repairs on the old ones.

repave boyer

I said, repave boyer!

sidewalks on some streets are terrible as well as the streets themselves. we could definitely use park improvements

Improve all the roads and don't waste our money

Improve all the roads and don't waste our money

None.

What specific improvement within the City would make you most likely to support a LOT? (if any)

None

Greater access to truly affordable housing

Commercial recycling program

Trees in parks

Pedestrian and bicycle safety

None. The last LOT (2015-2020) was enough to convince me the City provides zero transparency on collection & use of sales tax, Funds were mismanaged. No accountability.

Last LOT (2015-2020) was poorly administered. Required monthly submittal on paper coupons, copies of state sales tax returns required, threatening letters for the slightest error.

Improve water treatment plant so property owners do not carry the cost. Streets, sidewalks, water & sewer infrastructure.

What specific improvement within the City would make you most likely to support a LOT? (if any)

streets, fire, police are of utmost importance.
Maintaining/repairing current streets should be prioritized before expanding any other sidewalks, bike lanes, projects, etc.

not charging for parking in Sandpoint! Can't support an establishment that has repeatedly used monies and resources unwisely.

None, the city can't be trusted to use the funds correctly

None, city wont improve anything would just make any conditions worse. Hence making it worse in the long run and costing citizens more money

Affordable workforce housing.

Affordable workforce housing.

Side walks. Cedar Street from N.Boyer to Lincoln. Better fields and restrooms at Travers Park.

Our sidewalks are horrible, I watch people fall in front of our house on 6th Ave

What specific improvement within the City would make you most likely to support a LOT? (if any)

More baseball fields for Little Leage.

More rec spaces for the families.

Streets, sidewalks, bicycle safety and connectivity, more SPOT funding, lessen traffic downtown.

A good, safe, large off leash dog park with adequate room for both a small and large dog area, area for owners to sit. Workforce affordable housing and management of short term rentals in the city

Large fenced dog park with areas for small and large dogs, affordable workforce housing and a plan to manage short term rentals in the city. 2 car requirement for each new unit built in the city.

I would vote for it if it made parkng at the City Beach free for Bonner County residents.

Free parking in town and free boat launches.

More river access at Euclid, Boyer and St. Clair, similar to third Strret pier.

What specific improvement within the City would make you most likely to support a LOT? (if any)

A strategy that reduces property taxes.

Need more unpaid parking spots.

Is Sewer treatment plant upgrade. Then roads, not sure which ones. I bike most places. Don't drive much.

Maintaining the weeds growing out of all the streets and sidewalks and vacant lots. . Makes our town look like trash. Repaving the forgotten side streets like Ella.

Consistent, simple, visual language updating public on accountability. Funds raised, funds used and specifics! Project costs, city staffing funds redirects, etc... where is my money going. Pie chart!

Publicity stunt! Where is the pomp and circumstance on the pine street pavement? Seriously, get out there with a bike parade and celebrate! Make a big deal about this and you'll gain traction.

Be specific straightforward often. How much did pine street repave cost? Pick another street that needs help & tell me how much patches cost, replacement costs. Project total LOT to projects able to d

Any failing storm and sewage drains.

What specific improvement within the City would make you most likely to support a LOT? (if any)

I would like to see development on the north side of city with the existing park land near little sand creek and a bike path along sand creek ultimately connecting downtown to Schweitzer.

More focus on developing the north side of the city.

Extended bike trail north along Sand Creek

Stop spending funds to make Sandpoint "beautiful " (aka the revitalization project) and spend taxpayer funds maintaining the streets.

Public beach access and improvements. Publicly available waterfront-city owned/publicly held.

Hate the charges for county residents to use city beach or to simply park downtown. Stop punishing LOCAL residents if you want us to frequent downtown businesses. Ponderay is free...

I like the idea of a tax that tourists pay - they crowd (and fund, I get that) our town. But please think of locals as well. I WANT to support businesses in Sandpoint

Improved and consistent sidewalks.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Free parking for county residents for up to 4 hours

Improvement to streets, sustainability, and affordable housing, NOT tourism like beaches and parking lots

Roads

Roads and continuity of sidewalks

Fixing & maintenance of streets and sidewalks.

Fixing streets and sidewalks.

No LOT is needed. Find more efficient ways to spend existing funds. Don't waste money on useless parking enforcement or solar garbage cans.

First, improvements to the sidewalks, second, parking downtown especially for tourists, thirdly, street maintenance.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Cannot support any LOT initiative. Cost of living is too high, there isn't any extra money in our household. Suggest that you look for grants or external funds to support roads & sidewalks.

Too much money & resources were spent on Travers Park. Public input was ignored.

Jason Welker cannot be trusted

My family has been here over 50 years. What used to be affordable to most is no longer. Start taxing "NONE full time" home investors that don't live here full time to fund improvements.

None

What has not been mentioned are the ridiculous bump-outs on streets and the ridiculous parallel parking downtown. Very dangerous for backing out! Why change a good thing? Who designed this insanity?

We already have a lot. DO NOT INSTITUTE PARKING PASSES. This is not feasible, it is ridiculous

Change parking fees to no fees, get rid of the diagonal parallel parking!

What specific improvement within the City would make you most likely to support a LOT? (if any)

No lot, no parking fees, no diagonal parking!

None

Do not support

No lot

No lot

Stop spending money on studies and put that money to the streets.

No charge for parking from Labor day to memorial day.

Stop making the homeowner pay for sidewalks.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Make the transportation system safe and attractive for all ages, abilities and neighborhoods. Quiet and slow. "Getting there" quickly the last priority. Discourage through highway traffic.

My 'yes' vote will be contingent on specific priorities and project criteria and examples. The size LOT anticipated will not fully fund sidewalks, pathways, street maintenance and traffic calming.

Do a better job with the money you have. Stop paying people with no experience 100k plus a year . Stop hiring out of state people for city jobs. And most importantly START LISTENING TO THE RESIDENTS

Stop taxing your residents. Life is expensive enough. You're not listening to the needs of your greater community. Instead you continue to cater to developers, tourists and the multi home owners.

NONE. This is not the solution we need.

I cannot support a LOT. The previous statements are meant to bias respondents and manipulate responses. If there was an overriding community need which would support LOT it would be readily apparent

The City Administration has repeatedly demonstrated that they have their own agenda which they pursue w/o regard to public need or desires. Parks and Rec has spent more $ on needless projects

I cannot support any LOT. Cost of living is too high, taxes are too high, and now parking fees! It's too much! We will not go downtown due to parking fees, "free" hassle of signing in at kiosk. No!

What specific improvement within the City would make you most likely to support a LOT? (if any)

My wife and I would support improvements to our local streets, sidewalks and alleyways. You need to state exactly what the money will be used for and what the duration of the tax would be.

With all the taxes that we already pay, I don't want to pay more.

Streets only. No downtown renewal. No trails. No sidewalks. Our roads are horrible and are costing us residents real money in premature vehicle/tire damage. Nothing but streets. I'm tired of talk.

I live downtown and bike in the summer. I bike in other places in the country. There are no improvements needed to bike infrastructure. Our sidewalks are fine. Fix the streets for vehicles.

Stop the cutting and plugging of streets. Fix the City policy with lateral sewer lines that drives this. Look at Ontario in front of Memorial for evidence of this problem. Brand new street with a rut.

A clear and easy way for kids to get from the library to City beach and back

a clear, safe way for kids to get from the library to City Beach and back.

I believe the city is over staffed already & afraid this $ would not be used on the projects. Increased housing in Sandpoint should supply plenty of $ to fix all of this. Be fiscally responsible.

What specific improvement within the City would make you most likely to support a LOT? (if any)

The city should use the LOT to compensate from the funds they want from paid parking and eliminate paid parking. The sidewalks are perfectly adequate and, importantly, safe. Bikes are vehicles

More parking at city beach

Bringing back community time at JER

There is really nothing. Please stop trying to increase the cost of living. If the roads are drivable, they are fine. The sidewalks are adequate and safe

None

I would not support any.

None

None

What specific improvement within the City would make you most likely to support a LOT? (if any)

I remember the War Memorial Field Fund and it lack of transparency. The amount of money collected verses the amount of money it cost to reconstruct was not available to the public and I was shut down

Infrastructure, infrastructure, infrastructure. Pet playgrounds and bicycle lanes are secondary. Stop the crazy feel good projects.

Boyer Ave is a pure pothole! Fix it. Stop the band aid approach and do it right. Stop putting the salt on the roads in the winter, that will fix a lot of the problems with the roads.

Roads, bridges and infrastructure. Quit pandering to big money.

I cannot support LOT. We cannot afford it and local businesses will not survive. First charge for downtown parking now increase taxes - we will be forced to avoid downtown altogether!

We cannot support any LOT. I'm sure the City Administration has already made the decision and will not listen to residents- just like Travers. Waste of time!

There is no limit in the number of times someone can complete this survey. I heard that people of submitting multiple surveys. Results will be useless!

All residents and businesses should have recycling

What specific improvement within the City would make you most likely to support a LOT? (if any)

Used the funds to bring back free parking, be a unique small town with free parking

The funds funds from non resident go to supporting downtown, like free parking

Free parking

Using the tax on non resident to provide free parking , so they shop downtown

Free parking

Not on parks. Spend too much on "modernizing"/"upgrading" equipment that functions. Would like to see practical/simple improvements that focus on maintenance, not high end upgrades. Sidewalk connectio

There needs to be an extremely clear plan for the use of the funds. Honestly I am still disappointed in how the city used the funds from the last LOT., specifically in regards to the artificial turf

Street and sidewalk design plans along with areas of priority. I will not vote for anything that looks like 6th Avenue.

What specific improvement within the City would make you most likely to support a LOT? (if any)

City Beach greatly needs improvement. However I would first like to see the Airst Ave/Sandcreek are improved to have the City demonstrate the design plans.

It would help if the City of Sandpoint showed that it actually listened to the public and included feedback into the plan.

The city runs everything through way too many meetings. At the first meeting we are told its a draft we can change it later. Then we are told we already decided that, you missed the meeting.

Specific residential street improvements

Sandcreek waterfront zipline

Indoor waterpark where frisbee golf area is located

Outdoor gym equipment at city beach, and restore free parking

Outdoor gym equipment at city beach and free parking

What specific improvement within the City would make you most likely to support a LOT? (if any)

Outdoor gym equipment and restore free parking

You need to fund and staff our fire and police and EMS services, to keep up with our population and first. 3 full time on duty firefighters and cops for the full city of Sandpoint is crazy.

Fully staff our fire and police station first then work on city beach and streets

Again fully stuff and fund the police and fire dept

Seeing the fire dept and police dept be fully staffed to support the population Sandpoint has

Street and bicycle improvements should be priority 1.

Instead of seeing a city emp. driving around to make sure no cars are parked in the wrong direction or a dog off leash, or a cop sitting idle waiting to ticket us for not using our turn signal.

None at this time. People are having a hard time affording their groceries and gas.

What specific improvement within the City would make you most likely to support a LOT? (if any)

None

None

None

Sidewalks, better streets and extension of Dover Bike Path north of Larch

Sidewalks, better streets and extension of Dover Bike Path north of Larch

Street repair/replacement according to pavement management plan.

City divided into 5 zones; sidewalk improvement in each zone annually either replacement or addition to make sure pedestrians can safely walk the town.

Open space for families to get down to the water on N. 1st Ave by the Cedar Street Bridge. This is such an eyesore, and it could be something beautiful and enjoyable for locals and visitors.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Roads and sidewalks. We should also make every road in downtown have a stop sign. It's confusing for folks who don't drive downtown very much to know when to keep going. The stop sign issue is real.

A park on N. 1st Ave next to the Cedar Street Bridge. In the vacant lot.

Street and sidewalks maintenance and improvement.

Increased workforce housing.

Actual single-stream recycling of all recyclable materials.

Nothing having to do with selling Sandpoint City Beach and All Local Beaches To Any Hotels or Outside Developers

The city council is NOT listening to the public, we voiced LOUDLY we did NOT want to pay for parking, especially at City Beach and now they are in contract with a 3rd party from CA! Oversite is needed

Listen to the public, stop nickel and diming everyone who steps foot in Sandpoint. Our economy depends on tourism, we also need to support locals. Free parking is easy, 90 condos was stupid.

What specific improvement within the City would make you most likely to support a LOT? (if any)

WHO ok'd 90 condos without additional parking and then demanded WE pay for parking????!!!

How about whomever approved the 90 condos pays for everyone's parking? Sounds fair.

Still going with whomever approved the ridiculous 90 condos and 4 parking spot buildings should now cover all our parking costs.

Remove the abandoned hotel & lakeshore condos through public domain

Remove lakeshore condos and abandoned hotel or at very least public shoreline access. Repair residential roads. Repair hazardous sidewalks

Sidewalk connectivity (too many sidewalks to nowhere) & general street maintenance.

Addressing sidewalk gaps.

Finish the division ave construction to baldy mountain rd to save our youth and protect everyone that walks along that street. Division Ave needs to be a priority.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Division Ave reconstruction

More bike paths

More sidewalks and safer sidewalks to get to town

City beach improvements

Fix roads. Fix sidewalks. Expand sidewalk and multi use path network

Fix roads. Fix sidewalks. Expand sidewalk and multi use path network

Build more sidewalks! Repair existing sidewalks. Increase number of public swimming access points. Build additional non-motorized watercraft launches.

Could these dollars be used for school remodels?

What specific improvement within the City would make you most likely to support a LOT? (if any)

Schools. Or Travers sports complex improvements

More and improved public parks for family enjoyment

Streets and sidewalks, parks and recreation, housing affordability.

Schools, playgrounds, public spaces

clear expectations of where the money goes.

Railroad overpass, underpass on Boyer & Baldy. Street repair and sidewalk repair/installation.

protection/wise use of current city owned lands- no more sell outs for crappy condos or developments. More green space and intelligent forward thinking about the well being of the current community

anything to keep kids safe and healthy

What specific improvement within the City would make you most likely to support a LOT? (if any)

crosswalks repainted and added where there are none- signs to get off your bike when crossing.

funds for ongoing maintenance of areas along sidewalks with trees & plants eg along 2nd between pine & church, these areas are full of weeds, + there are sidewalks that have weeds growing everywhere

ongoing maintenance of green areas - like weeding public spaces along the roads and trimming the dead trees or branches along the exit from the N end of the long bridge to town

Dedicated bike paths off the streets. Like Whitefish MT trail network. Or Calgary AB. Not a paint only bike lane that gets snow plowed up on it for six months.

Add sidewalks because not all streets have a continuous path.

Non motorized boat launches for canoe and kayak to avoid congestion from boat ramps and swimmers.

Fix the roads. Fund the sewage treatment plant. Make developers pay more towards ALL infrastructure. Don't waste money on bike trails, dog parks, affordable housing just to get people to vote yes

Sewage treatment plant. Fix the roads, but don't get too fancy wasting money on creative traffic disruptions.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Fire Jason Welker, and anyone who supports allowing new construction without sufficient parking, or paying impact fees.

Upkeep of streets and sidewalks

I don't live in the City, so can't vote on a City of Sandpoint LOT.

New playgrounds, better roads and dog park

A bike/pedestrian lane from syringa PSW trail system parking lot to traverse park. Super dangerous day and night walking or biking this route. Fixing all potholes on major streets.

Having continuous sidewalks from western city limits pine street to baldy mountain road to city beach

In my opinion the tax should be 100% focused on the street infrastructure only! The responsibility of the city is to maintain/improve the streets. Grant money used for other projects.

None. I do not support a LOT. I do not support a biased survey fishing for projects. If there was a real urgent project it would be apparent. Use tax revenues to pay for streets

What specific improvement within the City would make you most likely to support a LOT? (if any)

This survey is ridiculous. There is no control over how many times a person can submit responses. It doesn't matter any way because I'm sure the City has already decided and will disregard survey inpu

Maintenance of basic infrastructure.

Better connectivity of protected bike lanes.

The city already over taxes its people. You make us pay for parking and then instantly go after more money. I wish I could run my business the way the government does.

Nothing. Manage the mo ey you already have and stop stealing from the citizens.

Nothing. Stop stealing from the citizens.

Nothing. Stop stealing from the citizens.

Nothing. Stop stealing from the citizens.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Jeson Welker's Resignation

I will never support any tax. Taxation is theft and we are being robbed daily by every level of government.

Bike and walking trails

Public lake access

This would a specific guaranteed purpose that can't be repurposed and not to fund ongoing salary increases.

Fixing the streets and cleaning up the weeds along the sidewalks. The City looks terrible this year.

street repairs and maintenance

Ensuring our roads and sidewalks are up to par to support the increase of growth. I would like to see improvement with the placement of traffic lights, especially on the corner of Fifth Ave & Larch St

What specific improvement within the City would make you most likely to support a LOT? (if any)

Additional Waterfront access to Lake Ponderay City Beach is a zoo

Pedestrian safety

Pedestrian safety. Community not tourist focused

None

If it got rid of pair parking

If it paid to bring lifeguards back to city beach

None

The side streets are in bad shape and it causes damage to cars. Fixing streets should be the priority.

What specific improvement within the City would make you most likely to support a LOT? (if any)

Start with firing Welker, he is inept, fails at writing grants, and isn't prioritizing the citizens of Sandpoint, just the developers... remove him and restructure your organization manning...we already pa

Improve the quality of city employees, starting with Grimm Welker and the whole council

We already pay taxes for these items where is the money going and why are your priorities so askew

None

None.

New city council members and a new mayor would be a big improvement. Get rid of the LOT of em.

Replacing mayor and city council with dogs.

None, current council members need to be recalled over Travers park debacle and paid parking downtown.

What specific improvement within the City would make you most likely to support a LOT? (if any)

None

Getting rid of current Mayor and most of the city council members.

Recalling Grimm and Welker.

Street improvements.

Street improvements.

Much needed repairs to specific roads

Residential street and sidewalk repairs NOT downtown tourist areas. Areas like South Marian street and areas near Chestnut and Jefferson.

Fix oldest streets not in the downtown core

What specific improvement within the City would make you most likely to support a LOT? (if any)

No new taxes!

None. How about the city becomes fiscally responsible.

None

Maintain streets sidealks before doing new projects.

Improve safety for the children of Sandpoint so can bike/walk throughout town without constant near misses with traffic. Maybe establish park ride with Spot at each end of Division to reduce traffic

Remove paid parking 100% and stop progress on hotel encumbering city beach area.

I will not support it

I will not support it

What specific improvement within the City would make you most likely to support a LOT? (if any)

None

Rebuild /repair of streets/sidewalks Empathize residents need NOT tourist/summer residents recreation

STOP MESSING WITH DOWNTOWN STREETS/SIDEWALKS with out of town/state Engineering and develpers for austetics instead of fonctionality for locals

Use lot to pay for lot and street improvements and return to free parking

Free parking

Free parking

I would love to have more bike paths in Sandpoint

City Beach renovation that would include Festival moving to lakefront enviornment

What questions do you have for the City about the local option sales tax or its potential uses?

Where is the plan?

Can we bring back the lifeguards at City Beach?

Whyvare we not charging developers taxes or requiring them to improve infrastructure as part of their development

Why not list projects/priorities and allocate specific percentages to streets, sidewalks, and parks?

Would Baldy be brought up to modern standard and punched thru to 5th with the LOT? GN also?

None.

Put a tax on non-locals, tax hotels, tax Airbnbs, and tax heavily on second or third homes or for people who live out of state.

Main concern is accountability and redirecting of funds

What questions do you have for the City about the local option sales tax or its potential uses?

No questions.

I answered the previous question 2 times and my answers disappeared and my only option to proceed was to hit the SKIP button...

none

none

None

No. Especially if there are no new taxes.

I would not support any LOT because improvements should be made with existing taxes.

No questions. Counting on clear communication from the city on where the funds will go? What projects will be done. Thank you

What questions do you have for the City about the local option sales tax or its potential uses?

How will residents be kept up to date on plans and progress

Gonna need money to replace the turf back to natural next. Microplastic heaven. Stupid then, stupid now.

Why would I trust you based on the waste I've observed over the years? You should all be ashamed.

None

Can you GUARANTEE that none of this money will be used for businesses? People are tired of all the emphasis on business and nonresidents - fix and improve infrastructure for FULL-TIME residents.

how will you show transparency of use of funds.

none, i think it's a good idea and we've done it before

We've already spoken. Your last LOT was rejected by the voters. It feels like harassment to constantly be voting against a local sales tax. Tighten your budget & stop spending so much!

What questions do you have for the City about the local option sales tax or its potential uses?

No questions. My personal input is I am very glad that particular areas of maintenance and improvement will be targeted.

Local sales taxes should be utilized more often to generate revenue for necessities INSTEAD OF INCREASING PROPERTY TAXES OF LOCAL FAMILIES!!! Have everyone contribute if they use Sandpoint services!

None, city doesn't deseve any of our tax money until it can start proving it can use it efficiently and effectively

Are you considering that many people living in Sandpoint already have difficulty making ends meet? A local option tax will only add to that difficulty.

How long do you collect before you start to make improvements

Just stop with more taxes and fees. The budget is already huge. The overhead at the city is high. More time is spent creating presentation and doing studies that people in the community don't want.

Use it towards any road, bridge repairs.

How do you plan on allocating the tax to infrastructure versus parks?? In my opinion Sandpoint has enough fun/ park things to do! Focus on our important stuff!

What questions do you have for the City about the local option sales tax or its potential uses?

Why not make it 2%? Get it done faster.

None

I understand why the acronym L.O.S.T. wasn't used....(Local Option Sales Tax). Sorry - just had to point that out. I hope it passes - I live in county but not in Sandpoint city limits.

What is the tax rate? How can we be certain the LOT proceeds will be used as promised once that decision is made?

How would streets and sidewalks in need be identified? How would the priority of improvements be determined?

None

We cannot afford any more taxation

No tax increase

What questions do you have for the City about the local option sales tax or its potential uses?

No tax increase

I have answered this numerous times

None

None

None

None, eliminate them

How much money is going to be wasted on studies? Or paying staff?

People can barely afford groceries and you want to tax us more . Get a clue

What questions do you have for the City about the local option sales tax or its potential uses?

The city is doing a horrible job with the funds the have . We've know about the water plant for ever a no money was set aside to take on the project

You do not have my vote.

If there was a genuine need for LOT it would be apparent.

How will you be transparent and accountable with these funds? How will you chose what streets will be repaved ? Are you going to score streets on use and condition to decide ?

What is the public engagement process for deciding the use of funds ?

none- good luck

Why do you think the sidewalks need so much money? Why do you think the current bike paths are inadequate?

How much is anticipated being raised per year? I remember there being a formula to calculate/guess how much per year. Transparency is key, which we are finding out is not what governments are good at

What questions do you have for the City about the local option sales tax or its potential uses?

Are their programs to support families and residents? summer camps? Not just tennis. How tpromote affordable housing? More efforts on short term rentals funding city infrastructure or accountability?

What is the plan? I won't vote to give you money without a plan.

Page two of this survey has an error resulting in a bald-faced lie. Please correct and start over with the survey. The LOT taxes will in fact be paid by residents and non-residents alike.

If out of towners are going to pay, improve city beach and supply free parking

Between income tax, sales tax and property taxes, it would seem that we should have enough monies.

None

None

0

What questions do you have for the City about the local option sales tax or its potential uses?

Is there only 5, 10, & 20 year options?

Are there other options besides or in addition to a LOT? Are state or federal grants potentially available? Any other resources or possibility of generating them?

I don't really trust anyone in our government to wisely spend any additional money, they approved 90 condos and now want us to cover their error.

I just hope an LOT passes this time...it's our last shot! Please ensure the language has tight sideboards that would prevent a future city administrator from running roughshod with reallocation.

I thought that the division ave construction was already approved. I don't see phase three extending to baldy mountain road. Why did this happen?

Are you going to pitch this well enough to get it across the finish line? Voters need to know the ramifications of losing the lot opportunity going forward.

Will the public have easy access to a report that details how much money has been collected, how much was spent, the exact items and services purchased, and the completion date for each project?

None

What questions do you have for the City about the local option sales tax or its potential uses?

None

Can we use for school remodels?

I believe it is import for the average person to understand the impacts of 1%. For most, this means a less than 100 dollars are year.

where is the money going

like to see the actual plan

See what happens

none

Could we have a pedestrian only downtown area? Only delivery vehicles and humans.

What questions do you have for the City about the local option sales tax or its potential uses?

We need full transparency, will periodic public input based on changing priorities.

Have a detailed plan and prioritization with costs. You should present this before people vote and have accountabilities. Bonus to construction who get done ahead of schedule and on price.

I am really confused by this survey. I thought we were just talking about a LOT to keep up basic maintenance of streets. Then we veered off into housing and waterfront improvement and parks.

What is it for?

Where is the Plan?

None

None

Not a question, but BE TRANSPARENT well in advance so that local voters will entertain the idea of voting in favor of a new LOT

What questions do you have for the City about the local option sales tax or its potential uses?

Would it be used responsibly and effectively

Bad idea after the new pay to park

The city government is already irresponsible with our tax money, so we sure don't need adding any more taxes.

Why do you feel the sidewalks are unsafe? Have there been accidents? Complaints? Bikes are vehicles, we don't need to spend extra money making their own lanes

None

None

Why are we paying extra for what should be baseline amenities, clean water, safe streets, competent police, etc...

Affordable houding for the work force

What questions do you have for the City about the local option sales tax or its potential uses?

None, the corruption within the city council makes residents not trust any future plans. They all need to go.

Fix the old residential streets

Exactly when does it end and exactly how much will be spent that doesn't directly go to the project ie...what is the city using for running it

Already asked and answered

Asked and answered

Redundant

The FCC I job hv v to k c f k on

No new taxes!

What questions do you have for the City about the local option sales tax or its potential uses?

None

LOT tax before anymore levies/supplements/ increased taxes to homeowners! Make everyone including tourists/visitors pay for improvements and maintence. Our property taxes are enough already!!!

Comment: my children are grown. I will support short-term, well thought out plans for improvement - including 1-3 percent short term LOT, but will not support passing costs to the next generation

Is it possible to create a sales tax that does not include necessities such food?

I would also support a parking structure at the city lot across from Joel's (best food ever!) and no cost parking for people who work downtown.

Can there be a way to exenpt tax on groceries at least for local s

Use it to keep free parking downtown

City budget needs to be adjusted to provide annual capital to repave and improve streets

What questions do you have for the City about the local option sales tax or its potential uses?

No tax, people are not here to fund your pet projects. Get donations from all the rich people and leave the working class alone.

Why is this being combined with street repairs, if they're so important? Should focus on streets. Nobody needs recycling.

Quit making more tax for the people

I don't support another tax

Would you continue to ignore the people you serve for the intrest of developers.

None. Run the LOT.

How can we trust that the people's best interest is reflected rather than developers?

None

What questions do you have for the City about the local option sales tax or its potential uses?

Can you not find the money elsewhere? There has to be wasted money elsewhere that could be redirected.

Don't!

Have a clear agenda and responsible local government.

It will give locals one more reason to no longer shop downtown Sandpoint (along with paid parking

How much would it be and for how long? Why does it have to be 5 years minimum? If the total amount they needed was funded earlier would they stop it?

How will accountability be handled and demonstrated?

Can you identify the specific needs to the taxpayers which warrant us granting you this additional tax money?

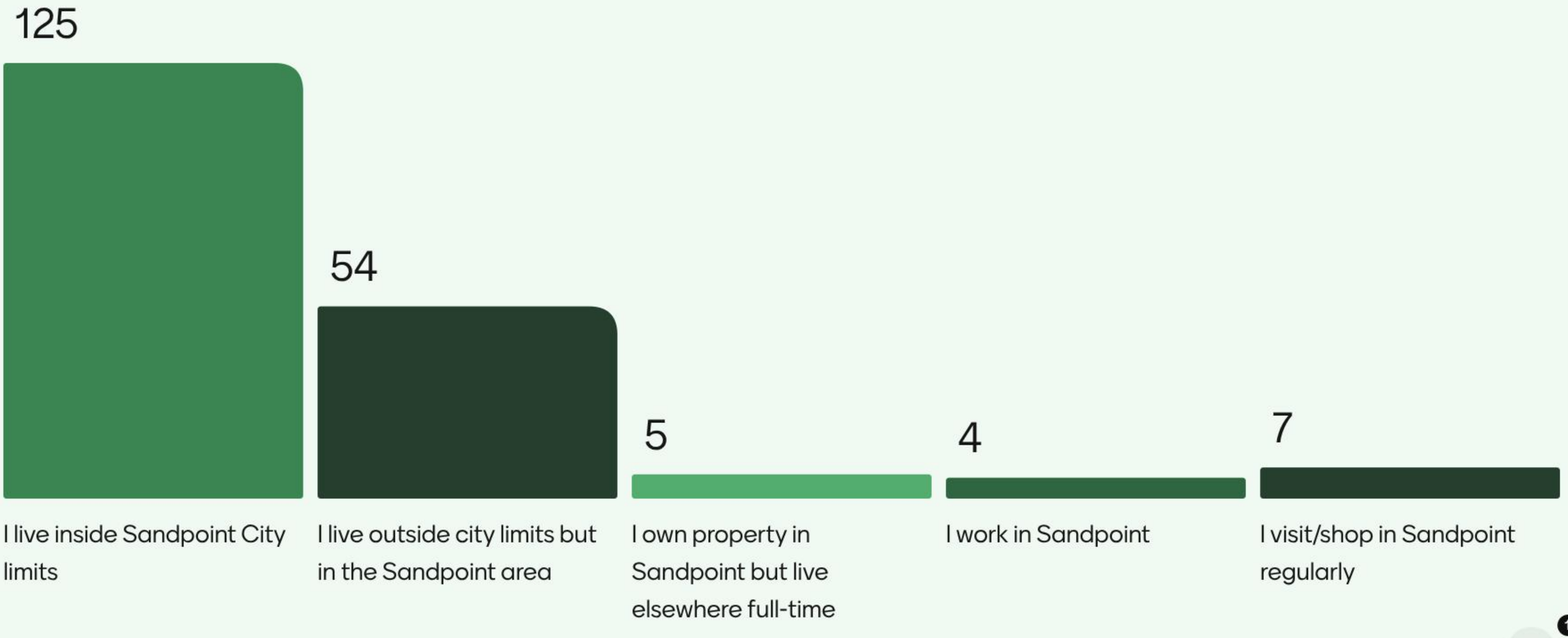
None

What questions do you have for the City about the local option sales tax or its potential uses?

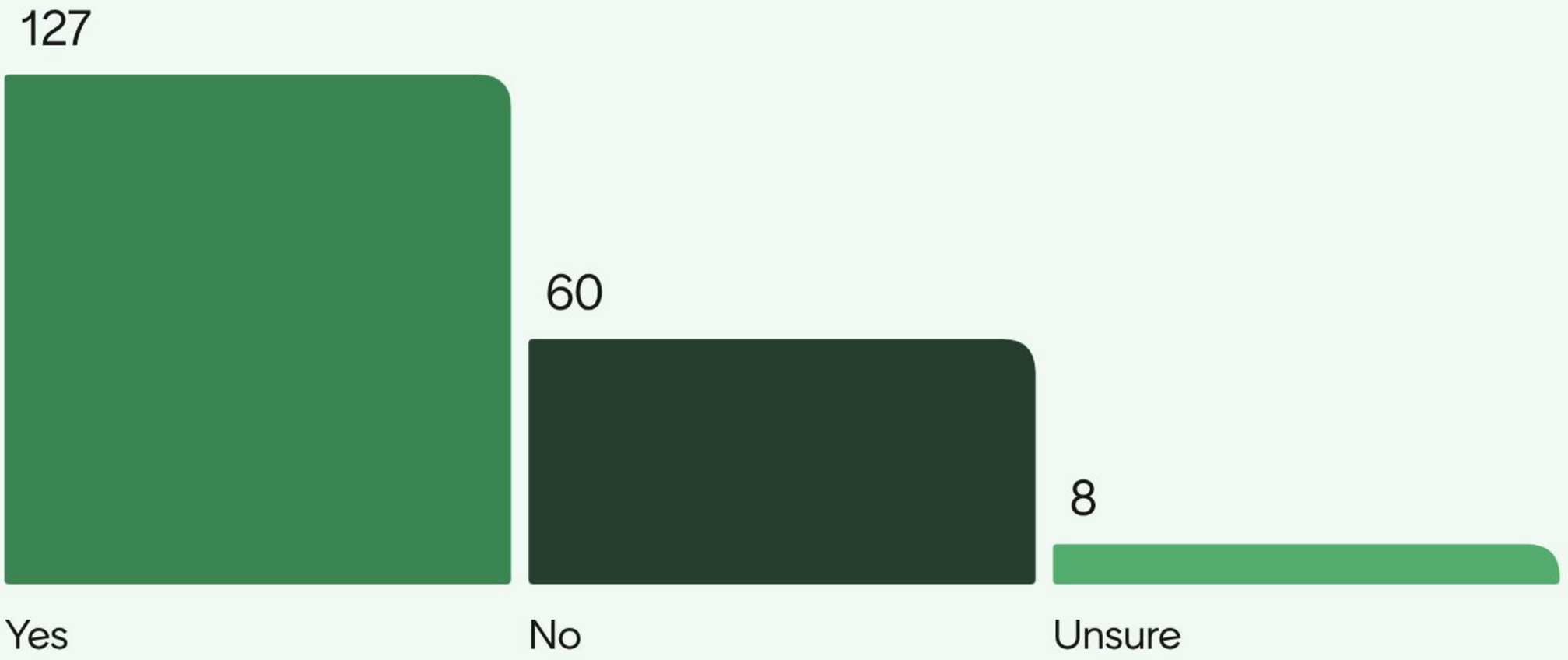
I like the idea of a short duration so we can see if the city actually spends the money wisely and follows through then i would be in support of an additional with new projects.

I would support improvements and additions more than maintenance. Seems maintenance should be taken care of with existing funds that should be growing based on population growth.

Which best describes you?



Are you registered to vote at an address inside Sandpoint city limits?



AGENDA REPORT

City Council Meeting

TODAY'S DATE: June 25, 2026

MEETING DATE: July 15, 226

TO: City Council

FROM: Councilor Pam Duquette

SUBJECT: Allowance of Data Centers

DESCRIPTION/BACKGROUND:

Idaho is experiencing a data center boom. Data Centers require huge power demands, extreme water consumption, and have seen public push back over local pollution and environmental concerns. Our code 9-3-1 – Description of Industrial Zoning Districts - C. Industrial Technology Park District: allows for data centers. & 9-3-3 Table 1

RECOMMENDATION:

Council consider giving staff direction to research whether or not we can eliminate data centers as an allowed use.

ACTION:

City Council to direct staff to research whether or not we can eliminate data centers as an allowed use and bring back an amended code removing it.

WILL THERE BE ANY FINANCIAL IMPACT? Staff Time **HAS THIS ITEM BEEN BUDGETED? N/A**

ATTACHMENTS:

City Code 9-3-1c & 9-3-3 Table 1

SANDPOINT CITY COUNCIL AGENDA REQUEST FORM

Today's date: 6 / 25 / 26

Date of meeting 7 / 15 / 26

(City Council meetings are held the 1st and 3rd Wednesday of each month.)

Name of Citizen, Organization, Elected Official, or Department Head making request:
Pam Duquette City Councilor

Address: Sandpoint City Hall

Phone number and email address: _____

Authorized by: Joseph A Tate _____
name of City official *City official's signature*

(Department Heads, City Council members, and the Mayor are City officials.)

*Subject: Allowance of Data Centers

Summary of what is being requested: Council to direct staff to research whether or not we can eliminate data centers as an allowed use in City Code 9-3-1 (attached) and bring back amended code removing it.

The following information MUST be completed before submitting your request to the City Clerk:

1. Would there be any financial impact to the city? ☐ **Yes** ☑ **No**
   If yes, in what way? Staff time

2. Name(s) of any individual(s) or group(s) that will be directly affected by this action: — Have they been contacted? **Yes or No**

3. Is there a need for a general public information or public involvement plan? **Yes or No** ☐ ☐
   If yes, please specify and suggest a method to accomplish the plan: _____

4. Is an enforcement plan needed? **Yes or No** ☐ ☐ Additional funds needed? **Yes or No** ☐ ☐

5. Have all the affected departments been informed about this agenda item? **Yes or No** ☐ ☐

This form must be submitted no later than 6 working days prior to the scheduled meeting. All pertinent paperwork to be distributed to City Council must be attached.

ITEMS WILL NOT BE AGENDIZED WITHOUT THIS FORM

***City Staff, please check one box:** Consent ☐ Old Business ☐ New Business ☑ Other/Unknown ☐