PLANNING AND ZONING COMMISSION MEETING AGENDA

June 16, 2026 at 5:30 PM

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

Call to Order, Roll Call and Pledge of Allegiance

Meeting Minutes Approval

1. Approval of the Minutes from the Commission's June 2, 2026, Meeting - **action item**

Matters from the Public - General Comments

Public Hearing

2. Public Hearing: Skyway Estates PS26-0001 - **action item**
3. Public Hearing: Ridley Village Court PS25-0003 & PPUD25-0001 - **action item**

Old/Unfinished Business

New Business

4. Request for 2nd Extension of Conditional Use Permit (PCUP23-0004) and Variance (PVAR24-0001) – 56 Bridge Street Hotel/Resort - **action item**

Matters from City Staff

Matters from the Commission / Commissioners Roundtable

Adjourn

Public Participation Notice

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.

PLANNING AND ZONING COMMISSION MEETING MINUTES
June 2, 2026 at 5:30 PM
Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order, Roll Call and Pledge of Allegiance

Chairman Mose Dunkel called the regular meeting of the Sandpoint Planning and Zoning Commission to order at 5:35 p.m. on Tuesday, June 2, 2026, in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

PRESENT
Commissioner Mose Dunkel, Chair
Commissioner Wayne Benner, Vice Chair
Commissioner Scott Torpie
Commissioner Reid Weber
Commissioner William Mitchell
Commissioner Ivan Rimar
Commissioner Grant Simmons

Chairman Dunkel led all present in the Pledge of Allegiance.

There were no other general announcements or reports from the Commissioners.

Consent Calendar

1. Approval of the Minutes from the Commission's May 5, 2026 Meeting

There were no questions regarding the Consent Calendar, and it was **approved** as presented by unanimous vote of the Commissioners present.

Motion made by Commissioner Benner, Seconded by Commissioner Simmons.

Voting Yea: Commissioner Benner, Commissioner Dunkel, Commissioner Torpie, Commissioner Weber, Commissioner Mitchell, Commissioner Rimar

The minutes from the Commission's May 5, 2026, meeting were approved as presented.

Matters from the Public/General Public Comments

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

Public Hearings - none

Old Business - none

New Business

3. Discussion of Commercial A Zoning & Historic Preservation

Deputy Director of Community Planning and Development, Bill Dean gave a verbal presentation on 2026 Draft Zoning Code Update Binder contents. The commission asked questions of staff and no action was taken.

Commissioner Roundtable

There were no topics for discussion during commissioner roundtable.

Adjourn

With no further business before the Commission, the meeting was adjourned at 6:30 p.m.

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

Mose Dunkel, Chair

Attest: Mandy Brown, Board Clerk

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

1857 N LAKEWOOD DR, SUITE 201 ♦ COEUR D'ALENE, ID 83814 ♦ 208 755-9732

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

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

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

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.

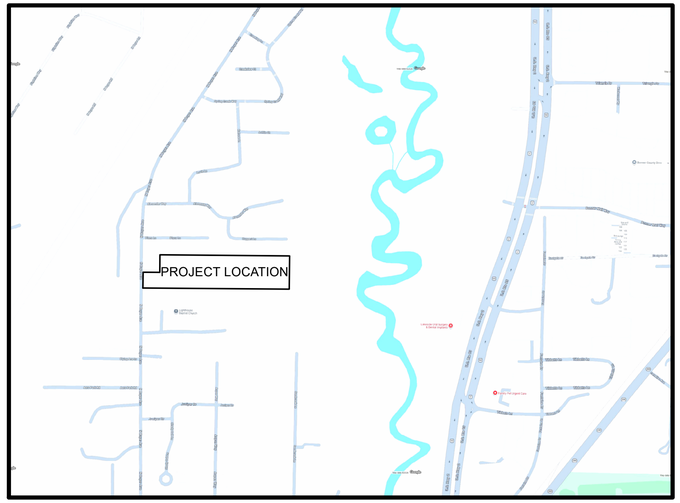
Cost of Development
The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within 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.

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)

03
10

BOYER PLAZA ESTATES

COTTONWOOD GLEN FIRST ADDITION

N89°29'57"W 855.46'

N89°29'57"W 63.00' | N89°29'57"W 62.00' | N89°29'57"W 62.40' | N89°29'57"W 62.44' | N89°29'57"W 62.48' | N89°29'57"W 62.53' | N89°29'57"W 62.57' | N89°29'57"W 62.62' | N89°29'57"W 62.66' | N89°29'57"W 62.70' | N89°29'57"W 62.75' | N89°29'57"W 62.79' | N89°29'57"W 64.53' | 40.00'

1 0.145 AC. 6297 SQFT. | 2 0.122 AC. 5326 SQFT. | 3 0.122 AC. 5326 SQFT. | 4 0.122 AC. 5326 SQFT. | 5 0.122 AC. 5326 SQFT. | 6 0.122 AC. 5326 SQFT. | 7 0.122 AC. 5326 SQFT. | 8 0.122 AC. 5326 SQFT. | 9 0.122 AC. 5326 SQFT. | 10 0.122 AC. 5326 SQFT. | 11 0.122 AC. 5326 SQFT. | 12 0.122 AC. 5326 SQFT. | 13 0.122 AC. 5326 SQFT.

B L O C K | O N E

N00°39'56"E 116.13' (N00°39'56"E 107.63')

N00°26'46"E 88.69' | N00°26'46"E 85.39' | N00°26'46"E 85.33' | N00°26'46"E 85.27' | N00°26'46"E 85.21' | N00°26'46"E 85.15' | N00°26'46"E 85.09' | N00°26'46"E 85.03' | N00°26'46"E 84.97' | N00°26'46"E 84.91' | N00°26'46"E 84.85' | N00°26'46"E 84.79' | N00°36'18"E 59.89'

10' SIDEWALK & UTILITY EASEMENT

N89°33'14"W 33.71' | N89°33'14"W 62.40' | N89°33'14"W 62.44' | N89°33'14"W 62.48' | N89°33'14"W 62.53' | N89°33'14"W 62.57' | N89°33'14"W 62.62' | N89°33'14"W 62.66' | N89°33'14"W 62.70' | N89°33'14"W 62.75' | N89°33'14"W 62.79' | N89°33'14"W 39.36'

L=35.88' L=30.8' L=28.54' L=39.20'

40' R/W

HUPPERT LANE

109.69'

BOYER ROAD

N89°20'51"W 110.18'

L=47.840' D=27°12'15" R=100.000' L=47.480'

D=27°24'38" R=100.000'

50' R/W

256.07'

N89°33'14"W 763.87'

SKYWAY LANE

507.80'

50' R/W

UNPLATTED

N00°36'18"E 219.39'

25.00'

N89°20'51"W 135.17' (110.17')

40'

23.5'

L1

L=57.73'

C1

L=24.36'

38.57'

N89°33'14"W 62.50'

37.50'

N89°33'14"W 62.50'

37.50'

N89°33'14"W

L=39.27'

10' SIDEWALK & UTILITY EASEMENT

N89°20'51"W 84.05'

N00°36'38"E 104.47'

N00°36'39"E 64.43'

N00°26'46"E 64.13'

1 0.124 AC. 5409 SQFT.

2 0.132 AC. 5755 SQFT.

N00°26'46"E 80.77'

3 0.121 AC. 5262 SQFT.

N00°26'46"E 84.69'

4 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

5 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

6 0.118 AC. 5159 SQFT.

N00°26'46"E 59.69'

N00°26'46"E 109.69'

ASPEN WAY

60' R/W

N00°26'46"E 59.69'

1 0.118 AC. 5159 SQFT.

N00°26'46"E 84.69'

2 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

3 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

4 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

5 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

6 0.122 AC. 5293 SQFT.

N00°26'46"E 84.69'

7 0.119 AC. 5168 SQFT.

N00°36'18"E 59.62'

B L O C K | T W O | B L O C K | T H R E E

10' SIDEWALK & UTILITY EASEMENT

N89°33'14"W 84.24' | N89°33'14"W 84.05' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | N89°33'14"W 62.50' | 40.00'

10' RIGHT-OF-WAY DEDICATION

10' | 30.00' | 30.00'

N89°33'14"W 965.55'

UNPLATTED

UNPLATTED

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'

10
15

REVISION BLOCK

NO.	DESCRIPTION	INITIALS	DATE
1	40' RW/ADD'L ESMT	TY	5/19/26

Item # 2.

DOBLER ENGINEERING
CIVIL | SURVEY | PLANNING
CARSON@DOBLERENGINEERING.COM
208.315.0732

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

PRELIMINARY PLAT

SKYWAY ESTATES

PROFESSIONAL LAND SURVEYOR
LICENSED
THOMAS A. YERGER
STATE OF IDAHO
13742
5/19/2026

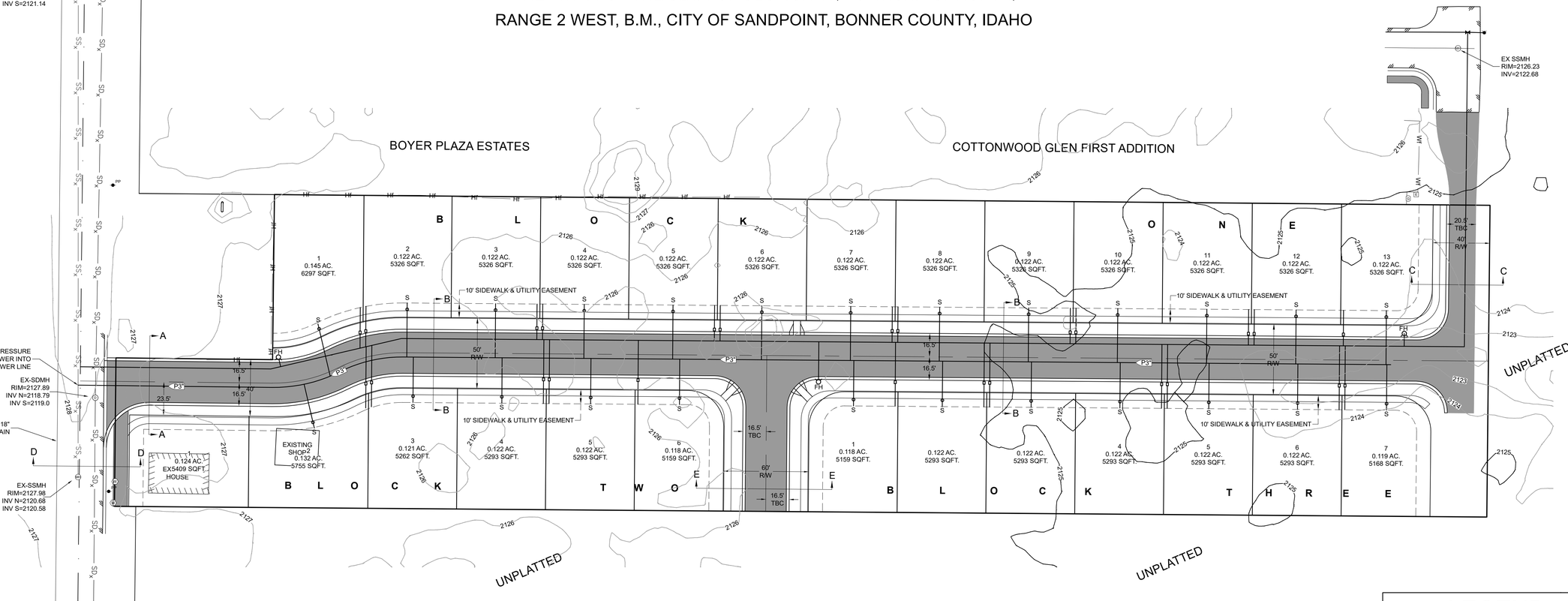
TRUE LINE SURVEYING

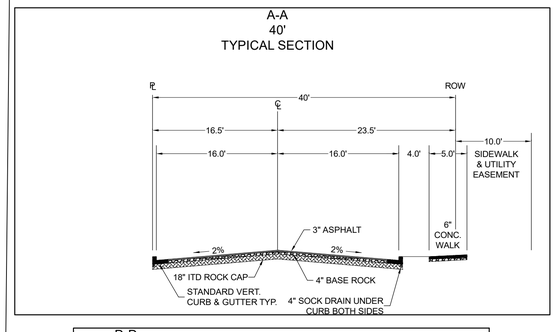
DESIGNED BY: GD
DRAFTED BY: TY
CHECKED BY: GD
DATE: 5/19/2026
JOB No.: 2541

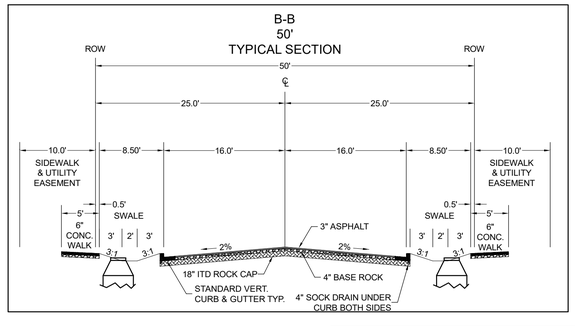
SHEET
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15

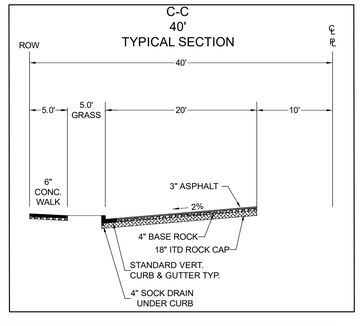
SKYWAY ESTATES
STREET AND UTILITY PLAN

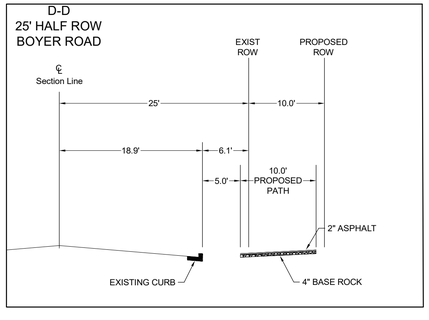
A PORTION OF LOT 15 OF A SUBDIVISION OF SECTION 10 LOCATED IN THE NW1/4 OF THE SE1/4 OF SECTION 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, B.M., CITY OF SANDPOINT, BONNER COUNTY, IDAHO

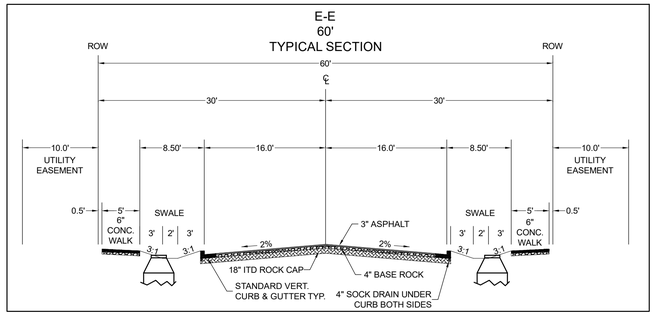












LEGEND

- 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 # 2.

DOBLER ENGINEERING
CIVIL | SURVEY | PLANNING | DEVELOPMENT
CORDON@DOBLERENGINEERING.COM
208.610.9182

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

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:

PSPR26-0001 – Skyway Estates - Preliminary Subdivision

Conditions of Approval

6/11/2026

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. Prior to Final Plat approval developer shall extend a fire access street connection to Huppert Ln. at the northeast corner of the project subject to an approved Public Infrastructure Permit.

6. A signed and notarized Fair Disclosure Statement shall be recorded for Lot 1, Block 3 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.

Staff Report

To: Planning & Zoning Commission
Prepared by: Erik Brubaker, Associate Planner
Report: June 11, 2026
Meeting: June 16, 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 Planning & Zoning Commission may take one of the following actions in accordance with Sandpoint City Code §9-9-9 (A):

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:

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.

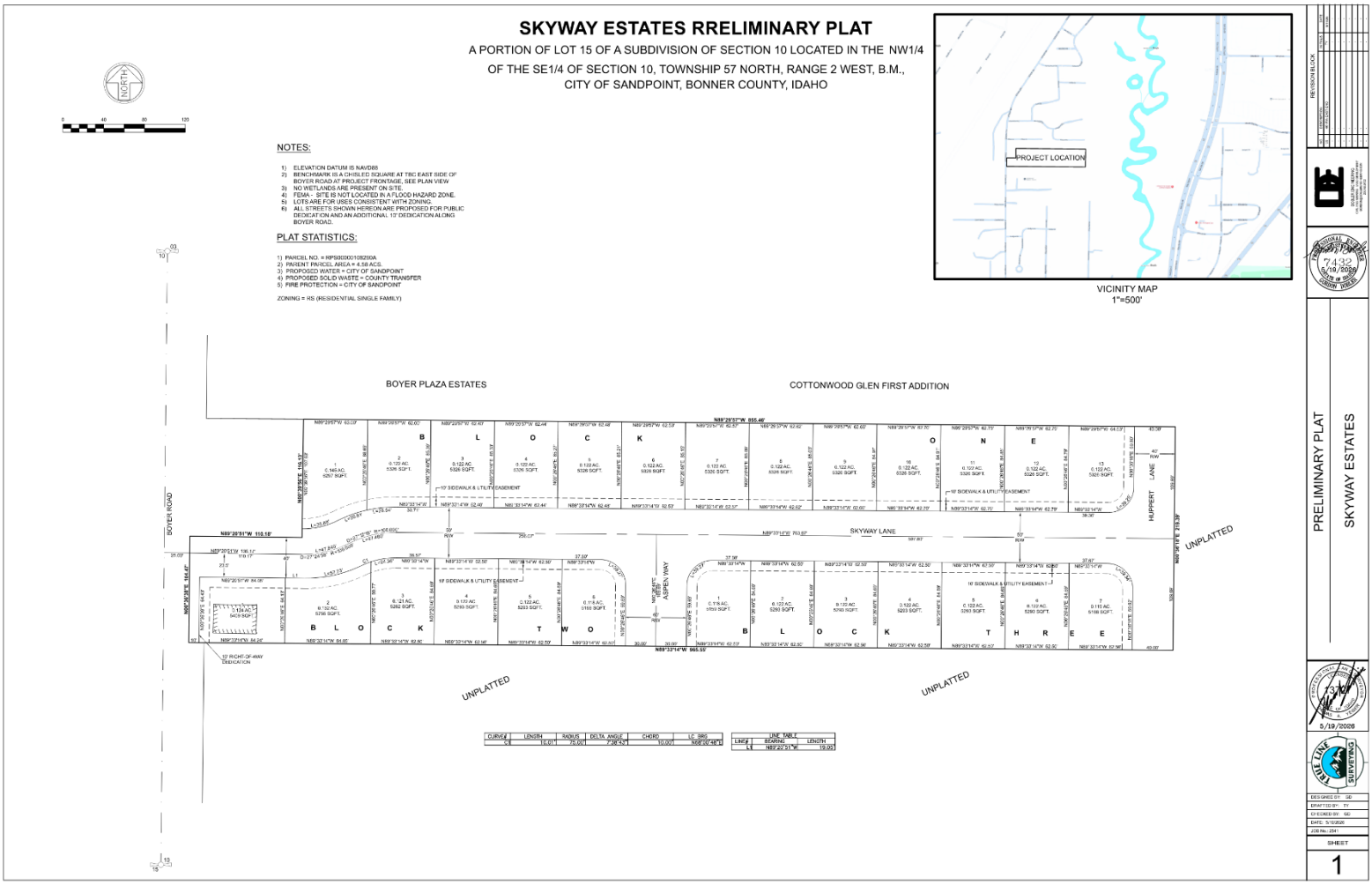
11/4/2025	Pre-application Conference
3/18/2026	Application Submittal
3/27/2026	Application Completeness
3/30/2026	Application Notice to Neighbors and Agencies
5/30/2026	Hearing Notice Published in Bonner County Bee
6/2/2026	Hearing Notice to Neighbors within 300’
6/8/2026	Sign Posted on Premises
6/16/2026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

Maps and Project Plans

Map 1 - Site Location and Context

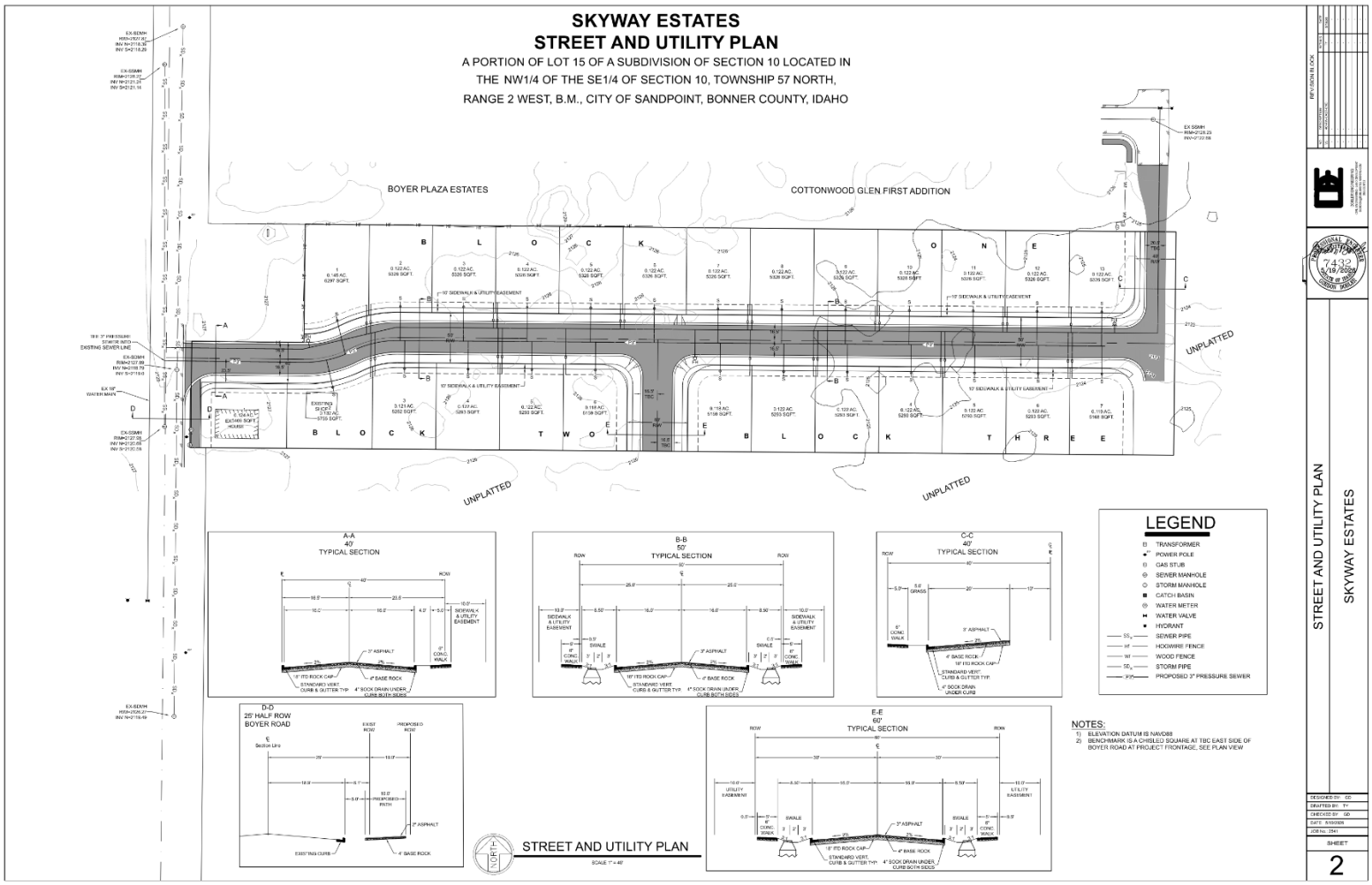


Map 2 - Preliminary Plat



Large Format Version Attached

Map 3 – Preliminary Improvement Plans

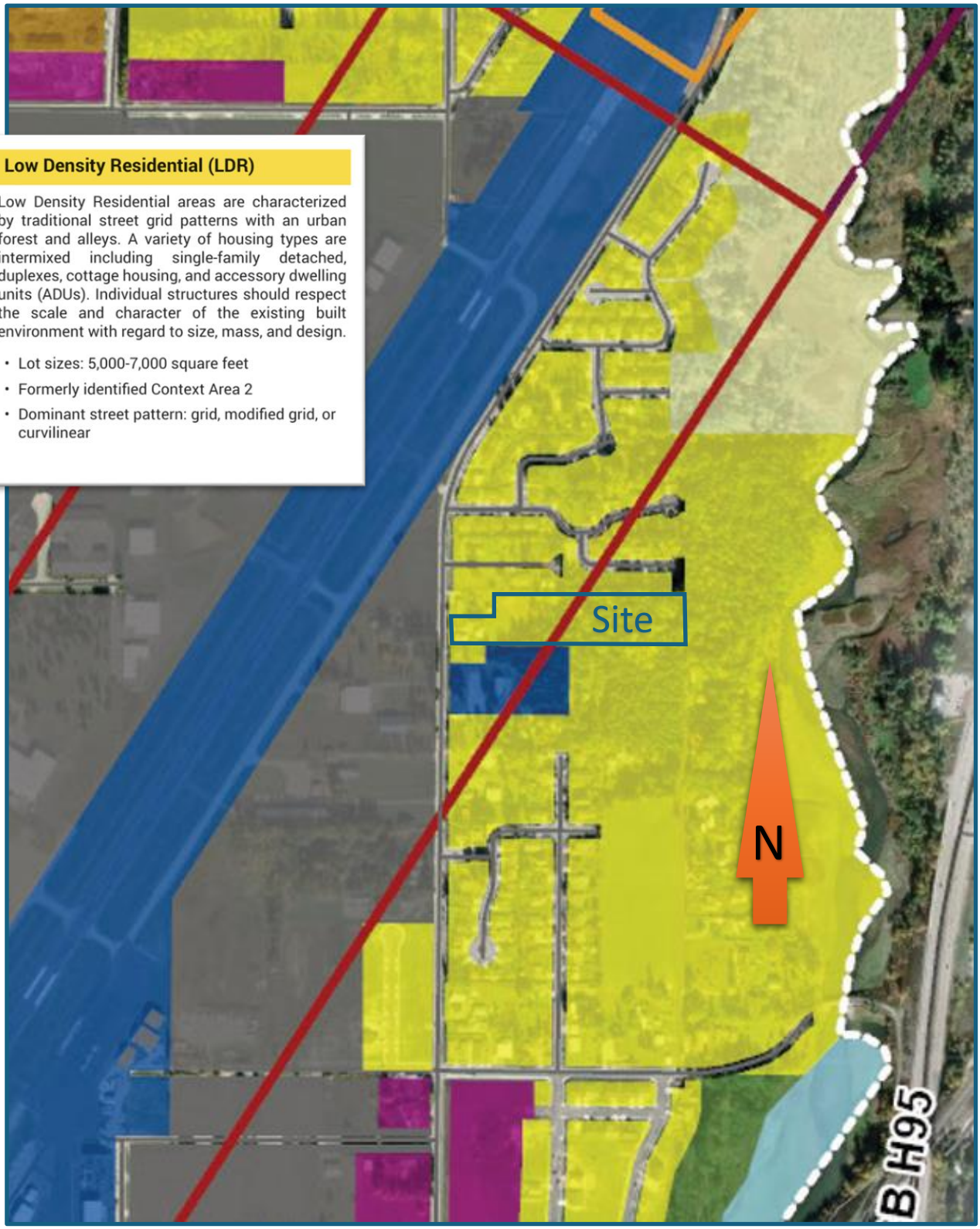


Large Format Version Attached

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 6**)

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 Planning & Zoning Commission 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

STAFF REPORT

Planning and Zoning Commission Meeting

TODAY'S DATE: June 11th, 2026

MEETING DATE: June 16th, 2026

TO: Chairman Dunkel, members of the City of Sandpoint Planning & Zoning Commission

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 Planning and Zoning Commission are 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 Planning and Zoning Commission 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	Fire hydrants, sidewalks, curbs, public safety signs and storm drainage shall be provided as required to adequately service the site. Underground	

E. Signs	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 Planning & Zoning Commission may 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: Make a recommendation to City Council to 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: Postpone consideration of the applications to consult with staff to make a recommendation to the City Council within sixty (60) days after such hearing.

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

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.



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:

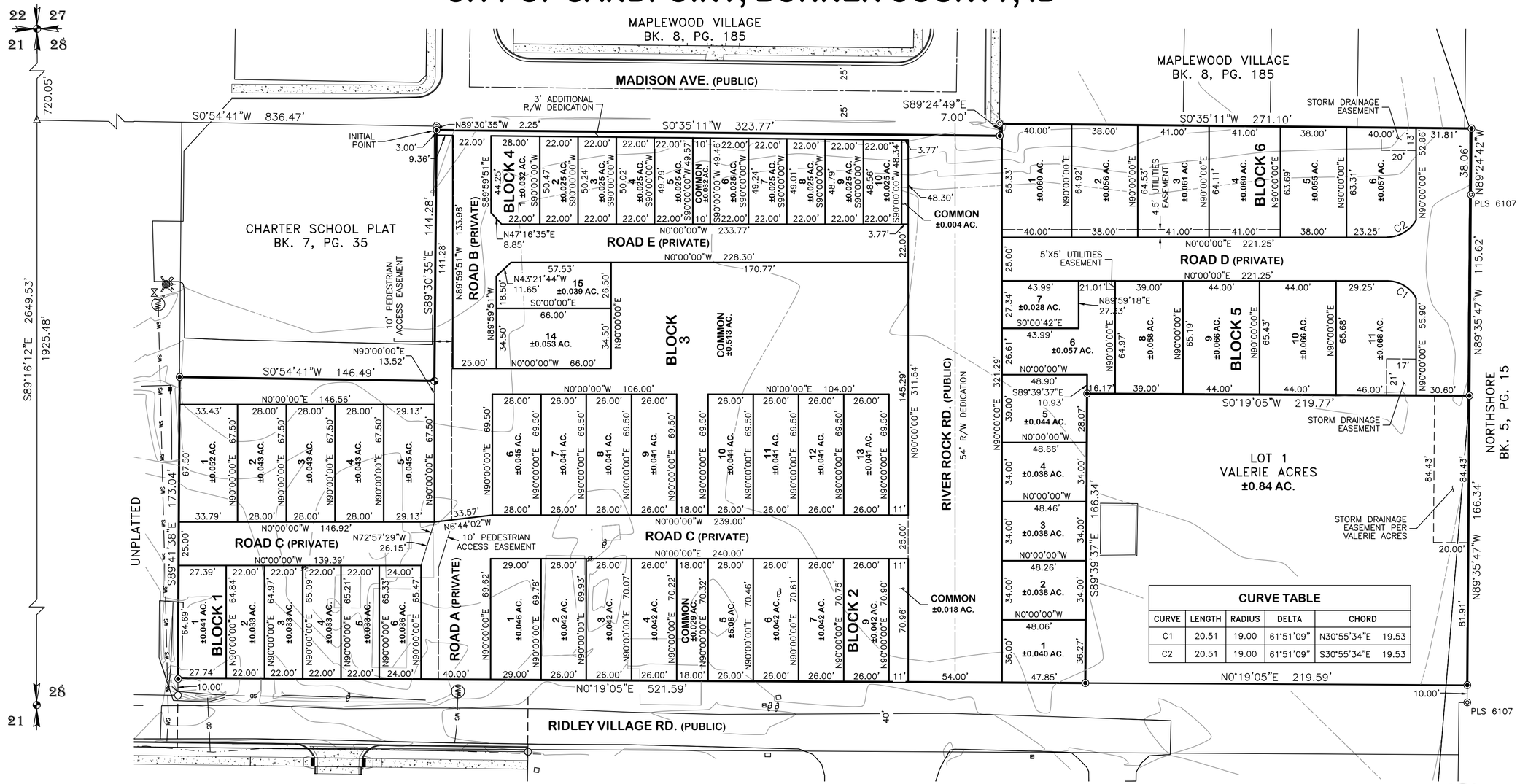
1. **Construct the planned open space area toward the center of the development, as provided in the initial plan.**
   The common open space has been reverted to the original location and narrowed slightly to better address turn radius concerns expressed by IHD, and in accordance with AASHTO guidelines (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***

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.

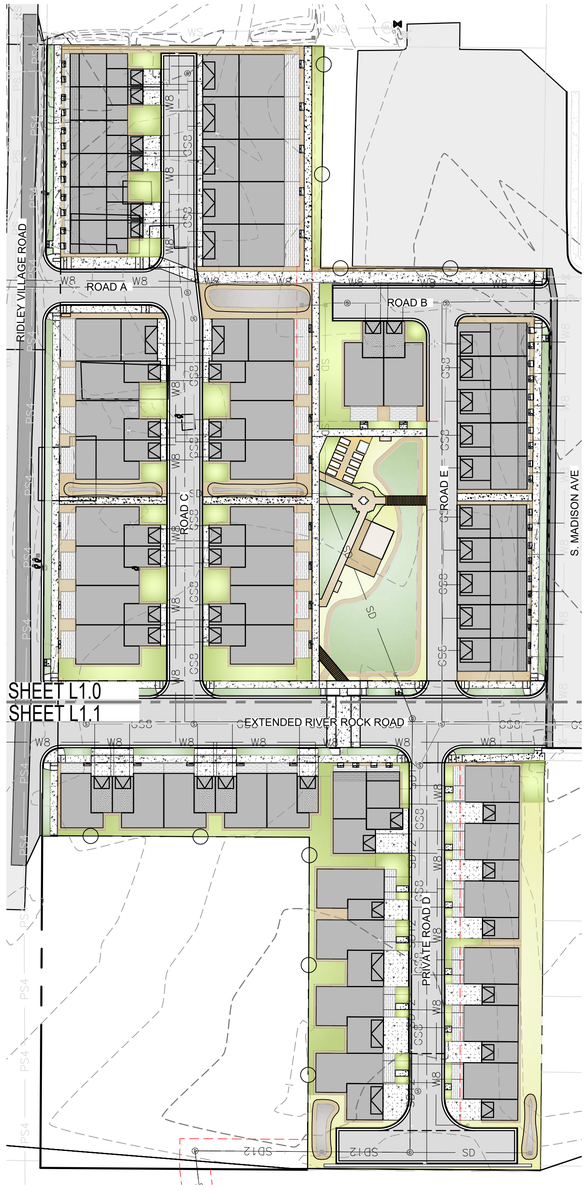
SHEET TITLE: PRELIMINARY PLAT RIDLEY VILLAGE COURT P.U.D

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

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'

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: COVER SHEET & GENERAL NOTES

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:

STATE OF IDAHO
MARK S. GARY
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:	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



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
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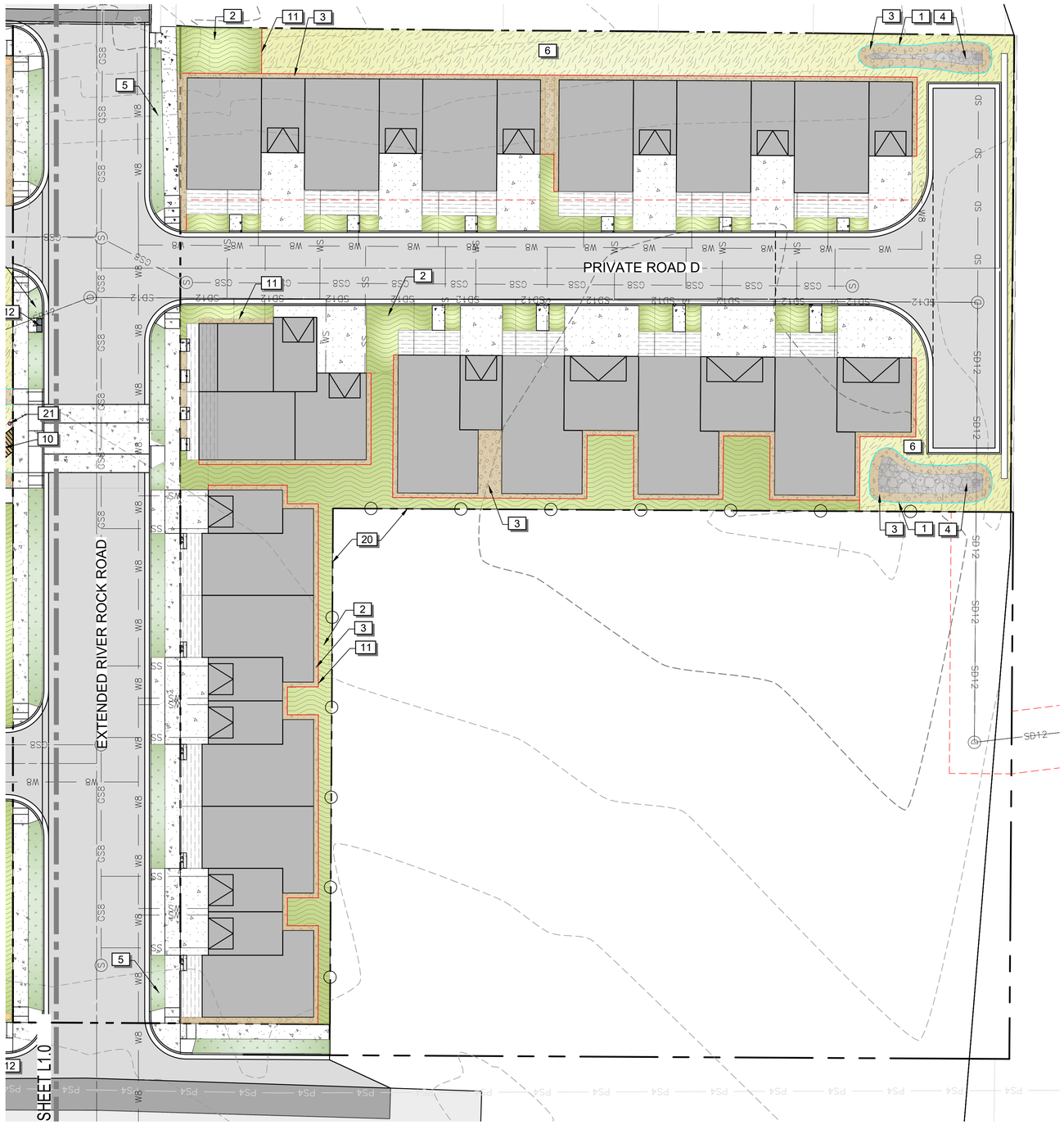
SHEET TITLE: NORTH SITE PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL: STATE OF IDAHO · MARK S. GASTE · 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:	L1.0
SHEET NO:	2 OF 10

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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

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LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
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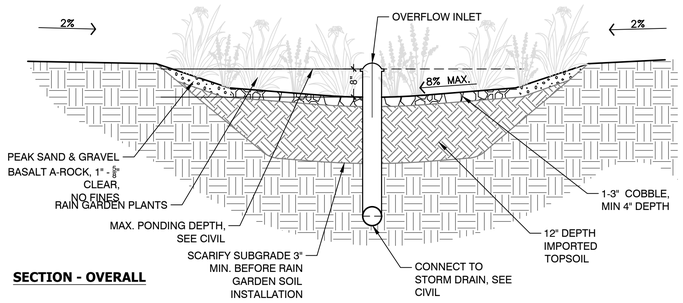
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PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

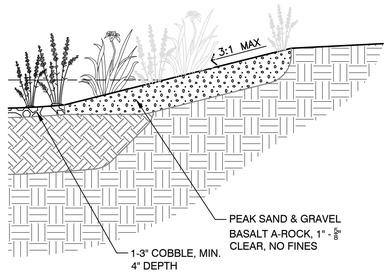
SEAL:
STATE OF IDAHO
DEREK S. GRAY
LA-987789
LICENSED LANDSCAPE ARCHITECT

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

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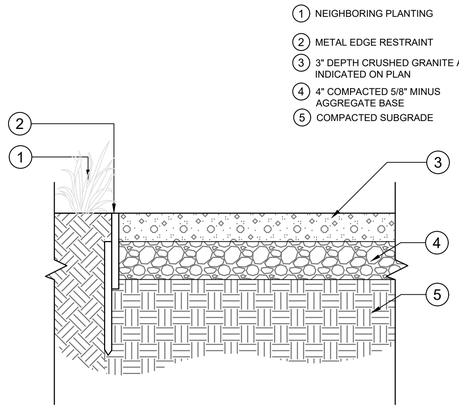
SECTION - OVERALL



SECTION - AT INFLOW

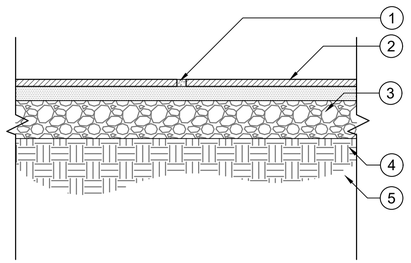
1 RAIN GARDEN CONCEPT - SEE CIVIL FOR ENGINEERED RAIN GARDEN DETAILS

3/4" = 1'-0" P-RE-RID-01



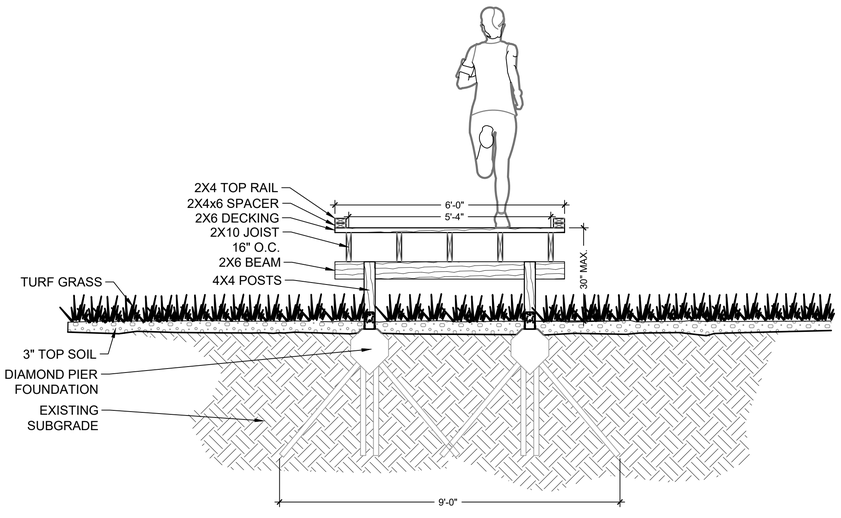
2 DECOMPOSED/CRUSHED GRANITE & METAL EDGING

1 1/2" = 1'-0" P-RE-RID-07



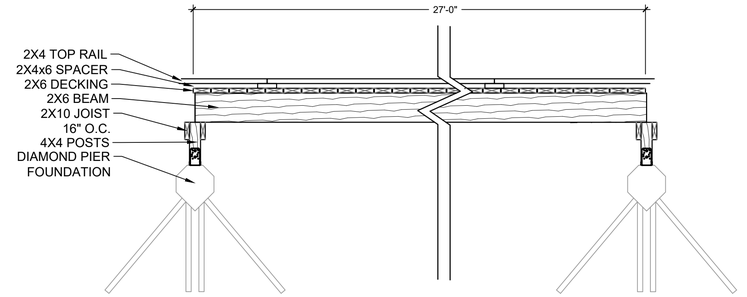
3 SAND SET PAVERS

1 1/2" = 1'-0" P-RE-RID-06



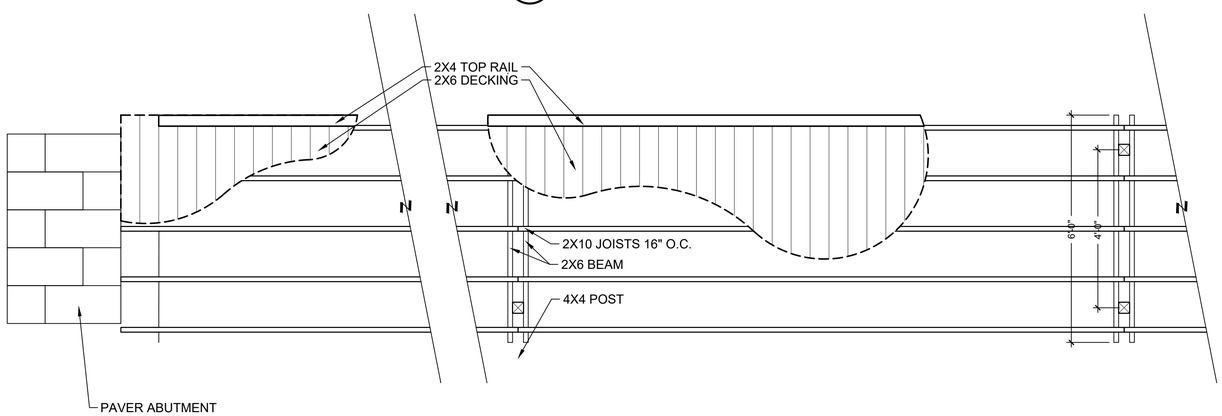
4 RAIN GARDEN BOARDWALK SECTION

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

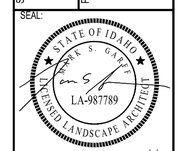
REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

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1807 FLORENCE AVENUE, BUTTE, MT 59701
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SHEET TITLE: SITE DETAILS

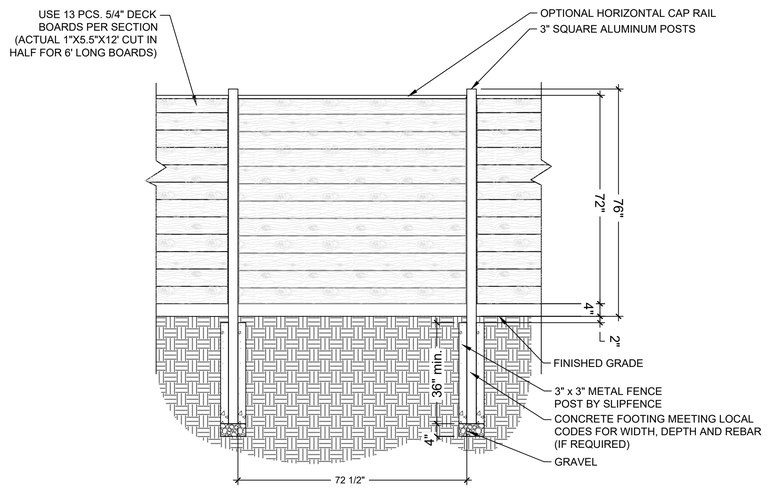
PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:



DESIGNER:	MG
DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L1.2
SHEET NO:	4 OF 10

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1 SLIPFENCE SECTION

1/2" = 1'-0"

P-RE-RID-74

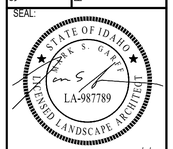
REVISIONS	DATE	BY
DRAFT LANDSCAPE SET	06-24-2025	SS
PERMIT SET	06-27-2025	SS

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LANDSCAPE ARCHITECTURE
1807 FLORENCE AVENUE, BUTTE, MT 59701
P: 406.792.2020
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SHEET TITLE: SITE DETAILS

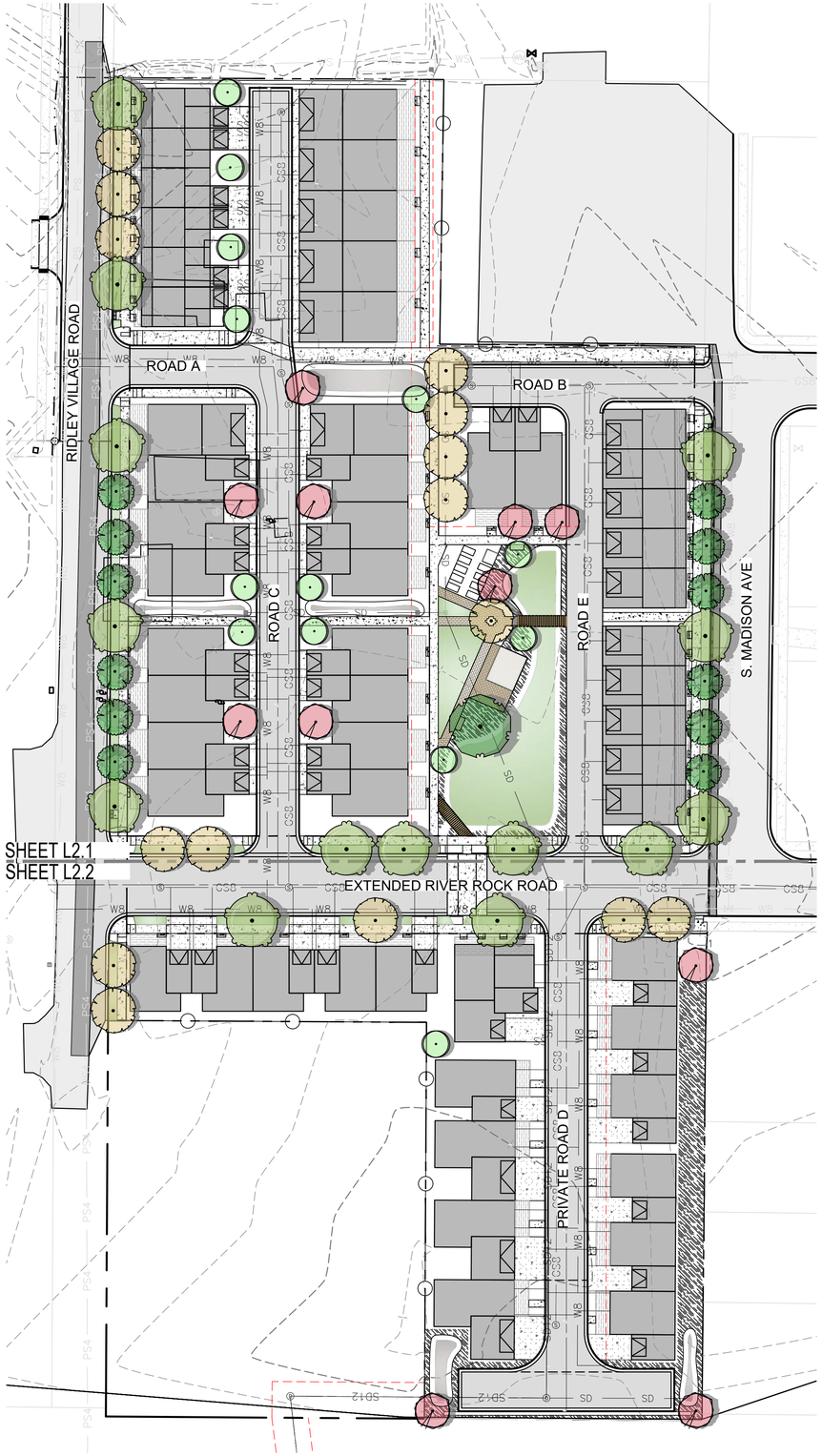
PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

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

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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

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P: 406.792.2020
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SHEET TITLE: TREE PLANTING PLAN & DETAILS

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:
STATE OF IDAHO
DEREK S. GASKE
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

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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
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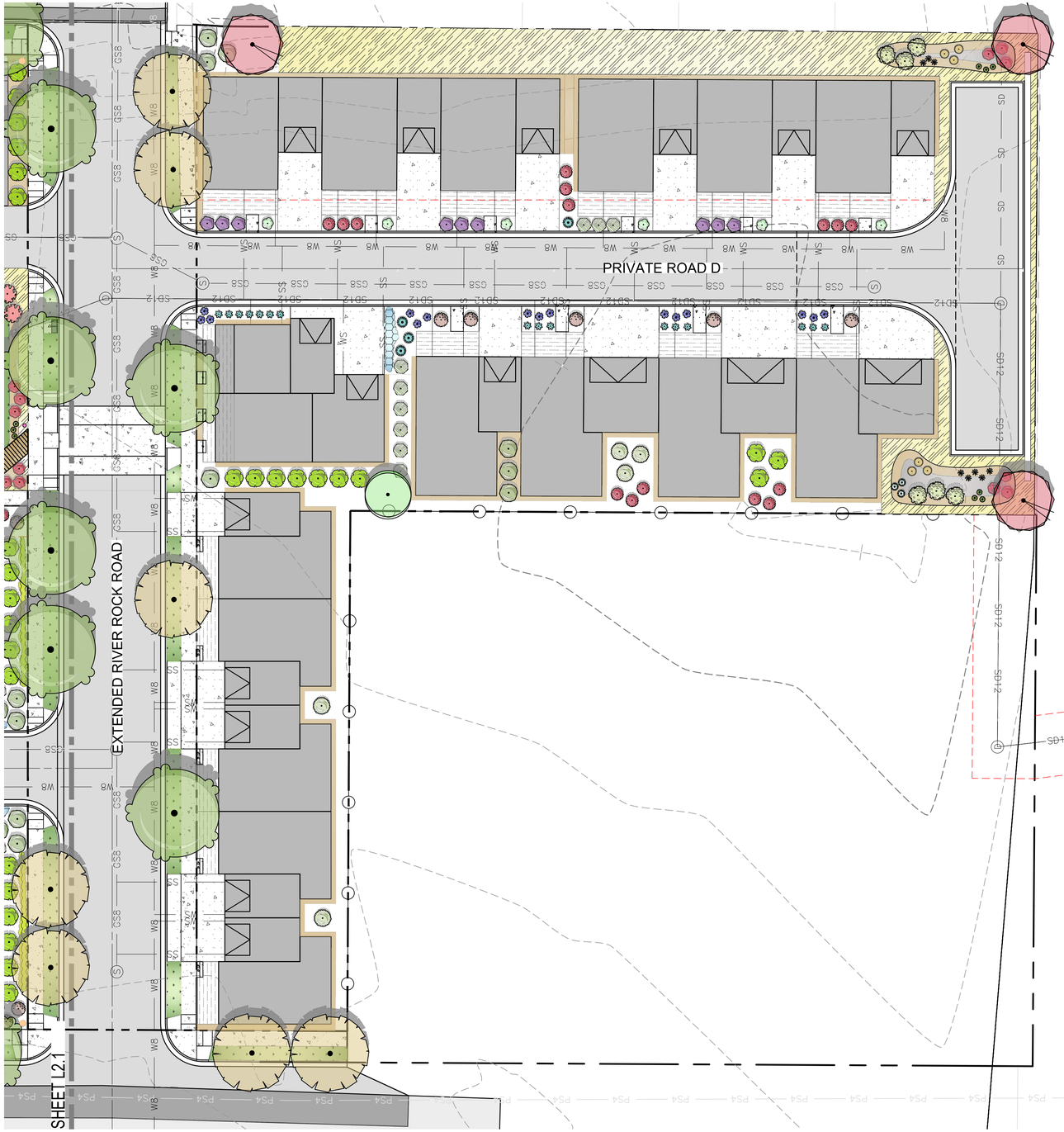
SHEET TITLE: NORTH PLANTING PLAN

PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL: STATE OF IDAHO · MARK S. GARET · 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:	L2.1
SHEET NO:	7 OF 10

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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. GRAY
LA-987789
LICENSED LANDSCAPE ARCHITECT

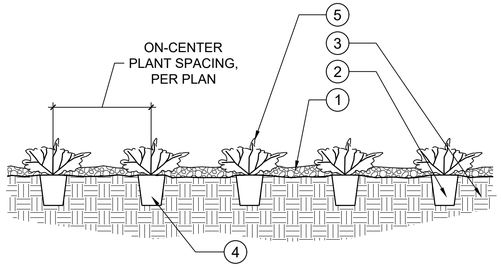
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DRAWN BY:	SS
APPROVED BY:	MG
DATE:	JUNE 2025
JOB NO:	7141
DRAWING FILE NO:	24-000467 LA00
DRAWING NO:	L2.2
SHEET NO:	8 OF 10

Jul 01, 2025 - 9:03:23am - User: sophia.athonguh
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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.

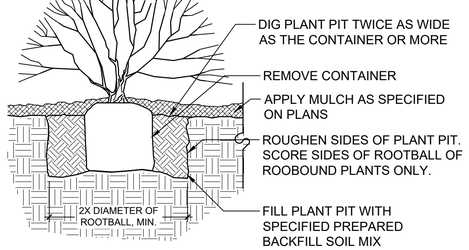
1. 3" - 4" MULCH LAYER, AS SPECIFIED ON PLAN. TAKE CARE TO NOT BURY PLANTS WITH MULCH. MULCH LAYER AROUND PLANT BASE MAY BE LESS THAN 3" THICK
2. PLANTING PIT TO BE 2X DIAMETER OF CONTAINER
3. TOPSOIL, AS SPECIFIED ON PLAN
4. REMOVE FROM ALL PACKAGING PRIOR TO PLANTING
5. PERENNIAL, GROUNDCOVER OR ORNAMENTAL GRASS, TYP. PER PLAN



1 PERENNIAL & ORN. GRASS PLANTING

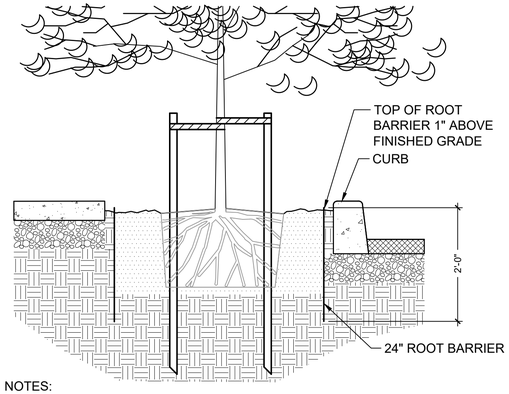
NTS P-RE-RID-51

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

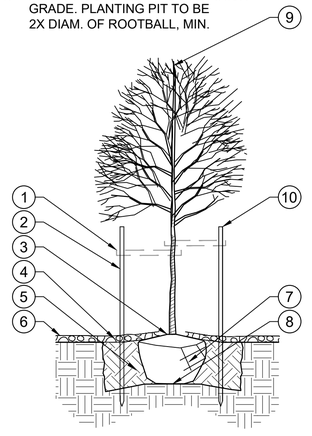


NOTES:
1. ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. ROOT BARRIERS SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF PAVEMENT. ROOT BARRIER SHOULD EXTEND 8' ON EITHER SIDE OF TRUNK FOR A 16' CONTINUOUS LENGTH.

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

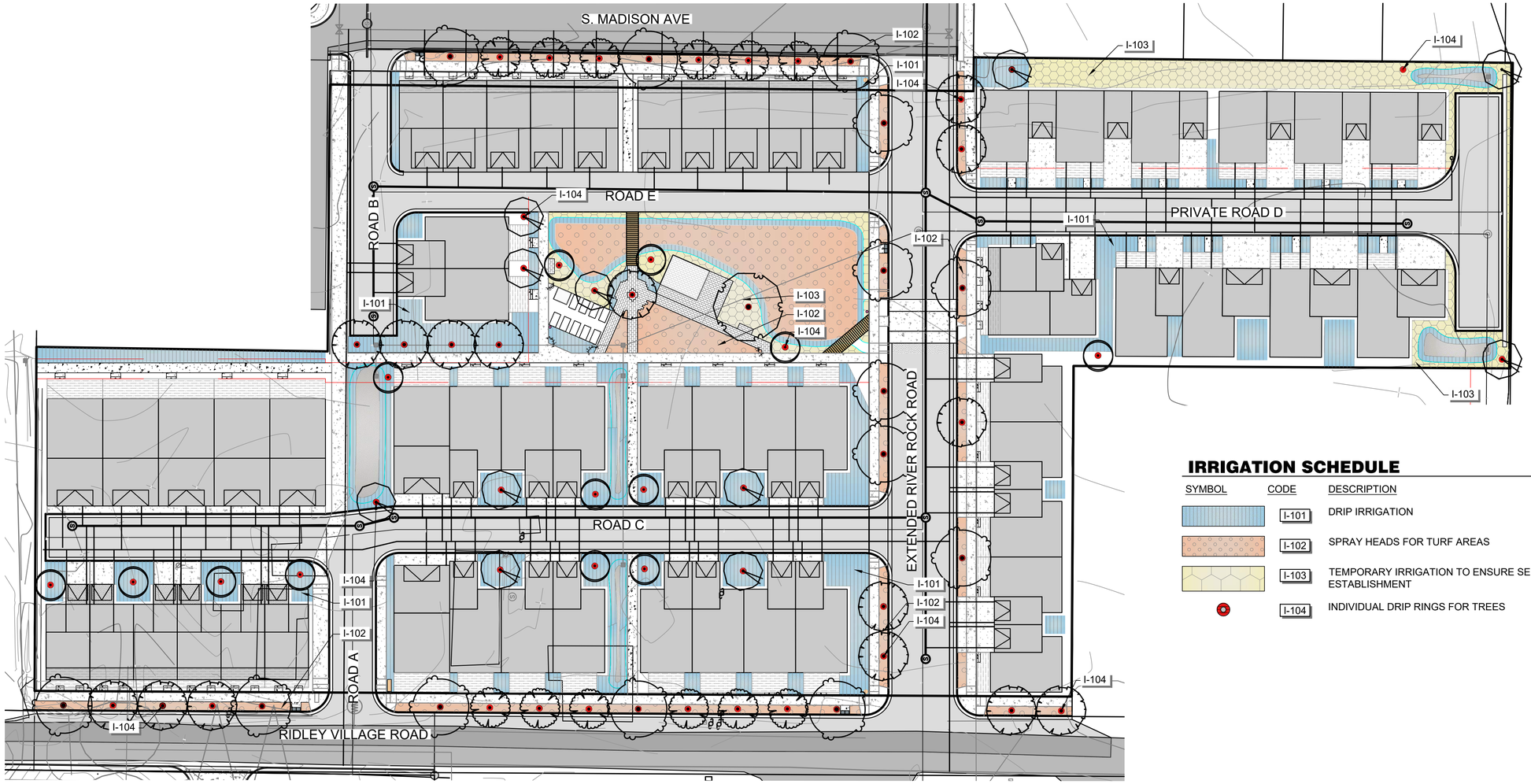
PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:



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

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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

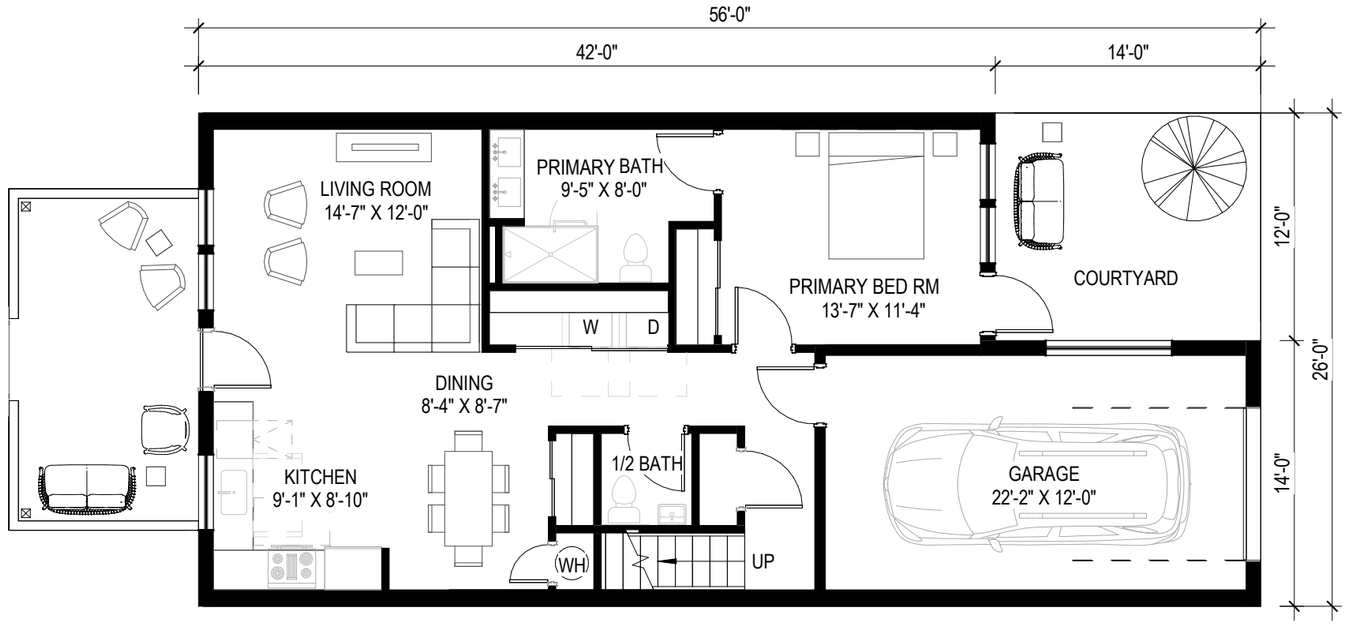
PROJECT NAME: RIDLEY VILLAGE COURT TOWNHOMES
SANDPOINT, ID

SEAL:

STATE OF IDAHO
MARK S. GARRETT
LA-987789
LICENSED LANDSCAPE ARCHITECT

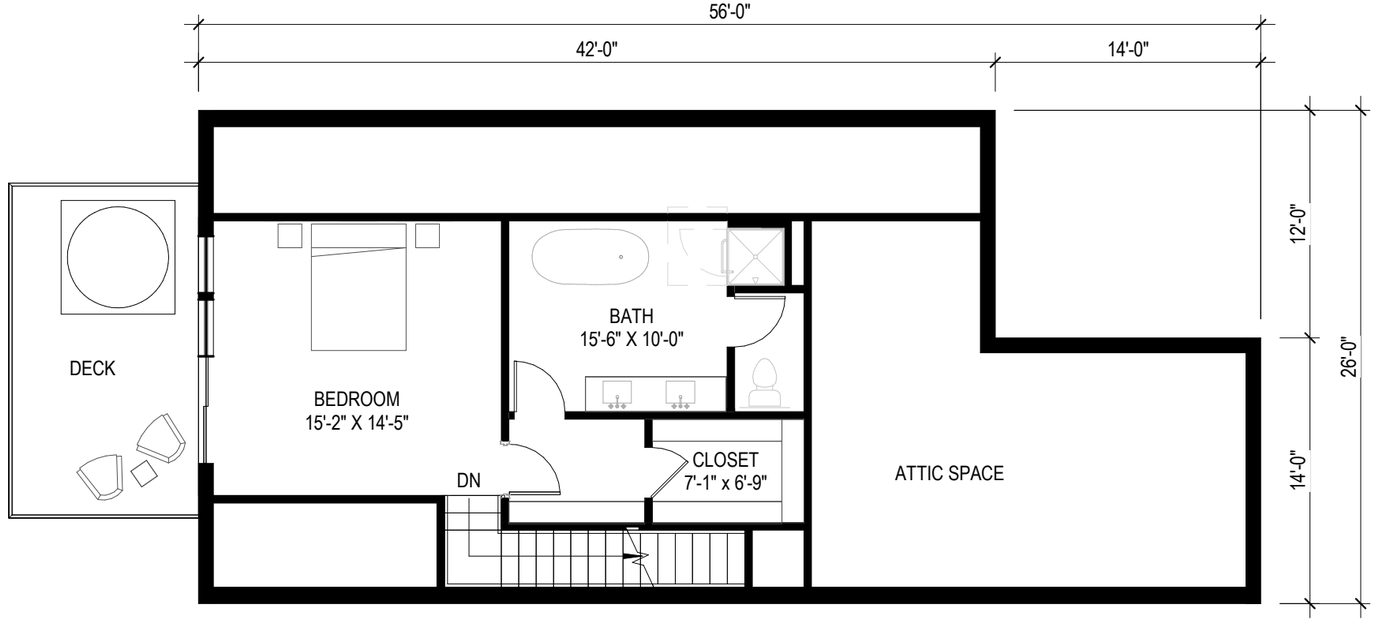
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DATE:	JUNE 2025
JOB NO:	7141
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DRAWING NO:	L3.0
SHEET NO:	10 OF 10

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MAIN FLOOR PLAN

SCALE 1/8" = 1'-0"

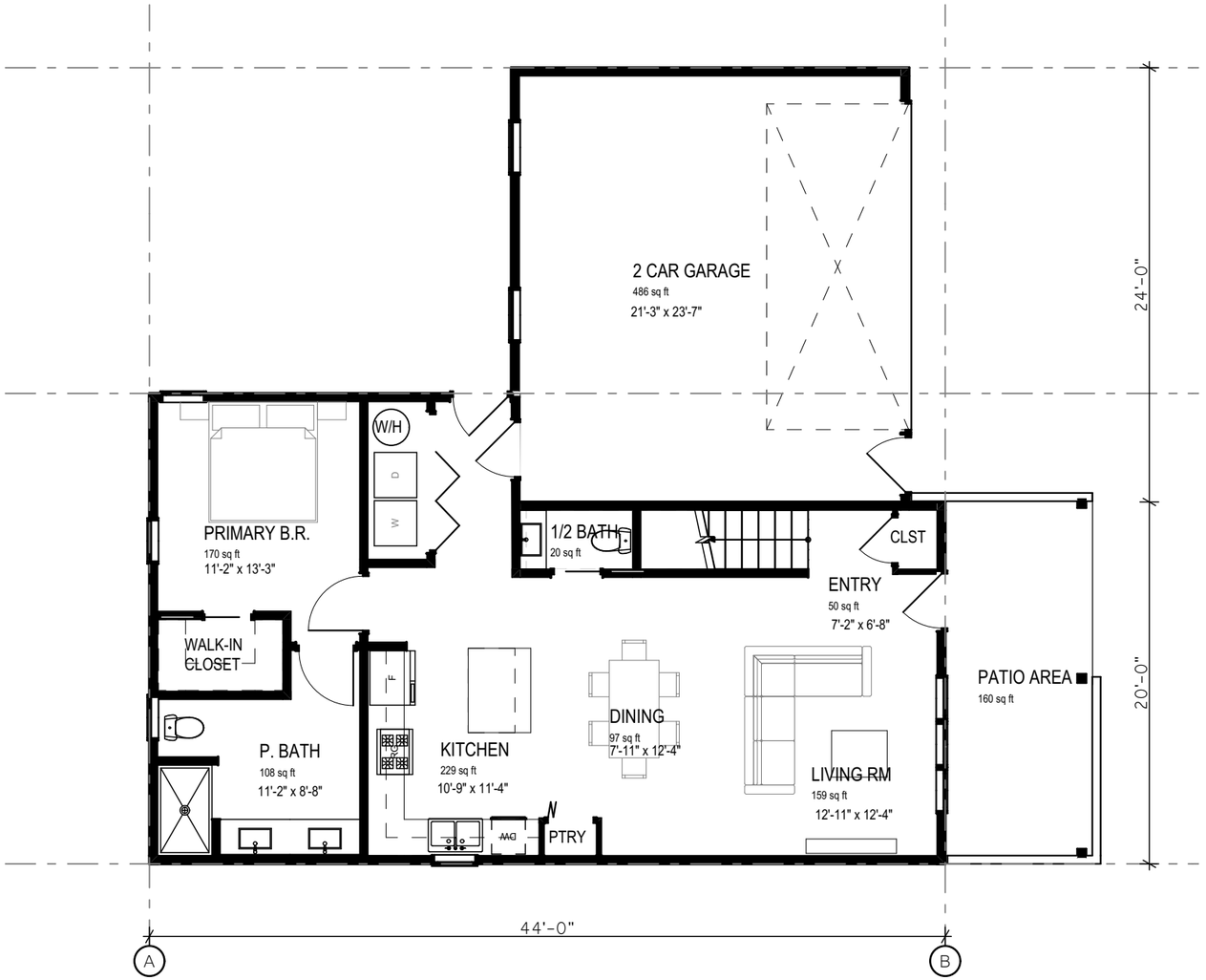


SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

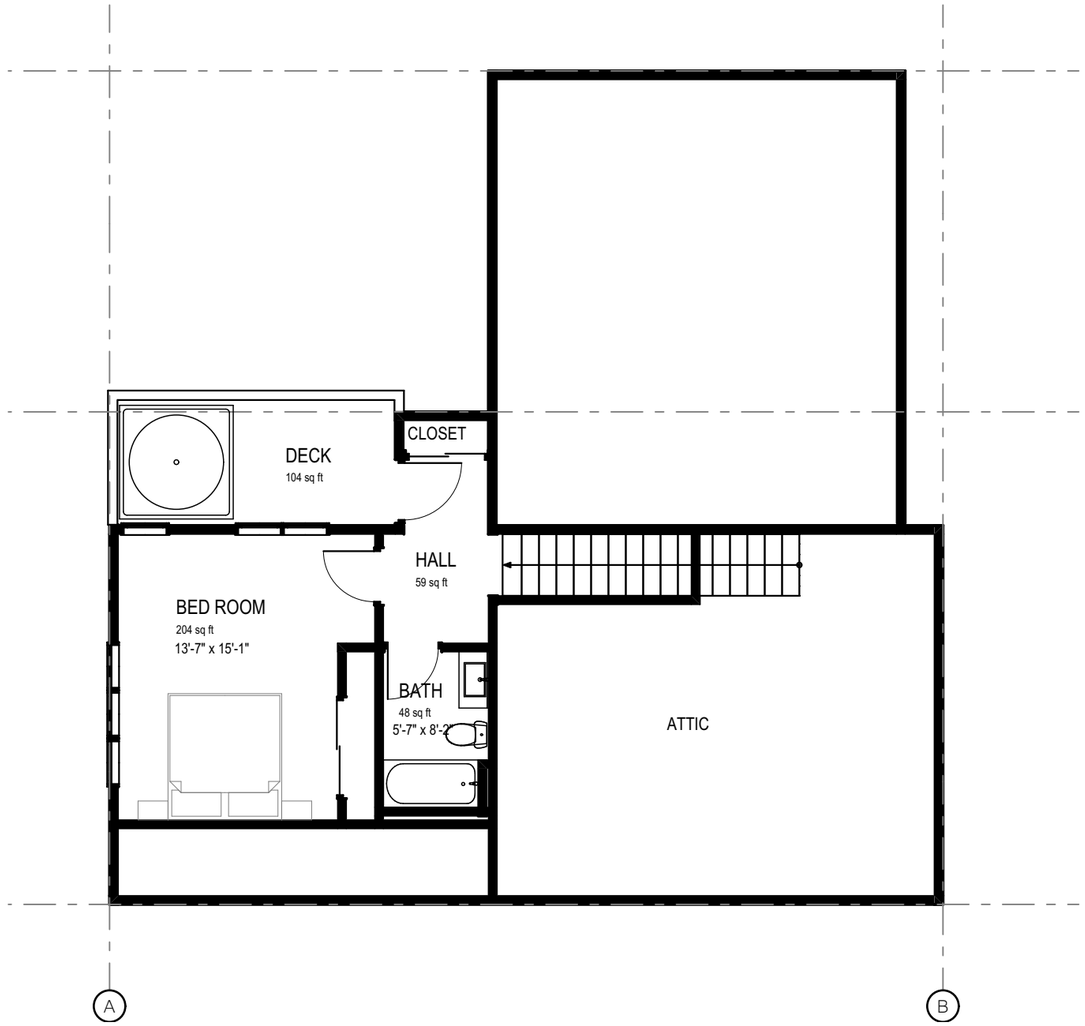
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
MAIN LEVEL	974	812
SECOND LEVEL	517	432
TOTAL	**1,490**	**1,244**

UNIT A.1



MAIN FLOOR PLAN

SCALE1/8" = 1'-0"

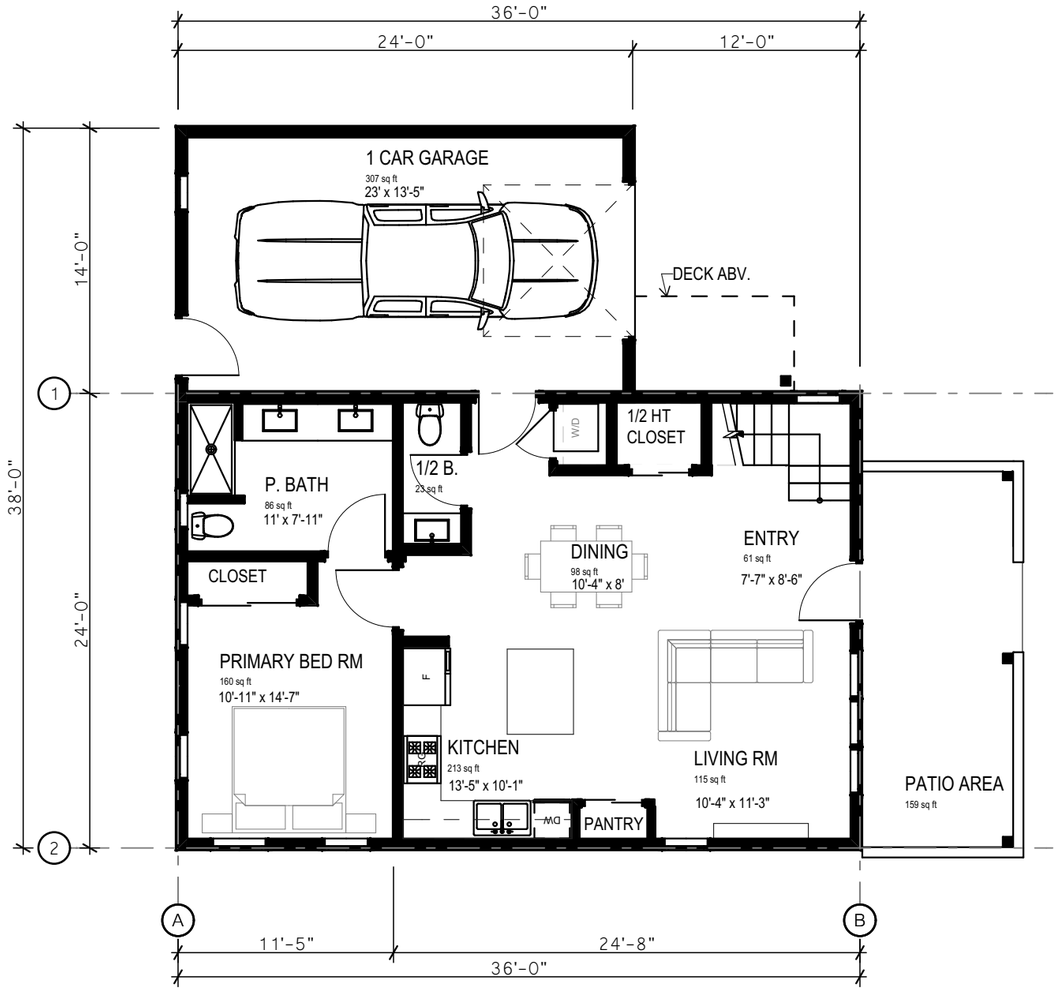


SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

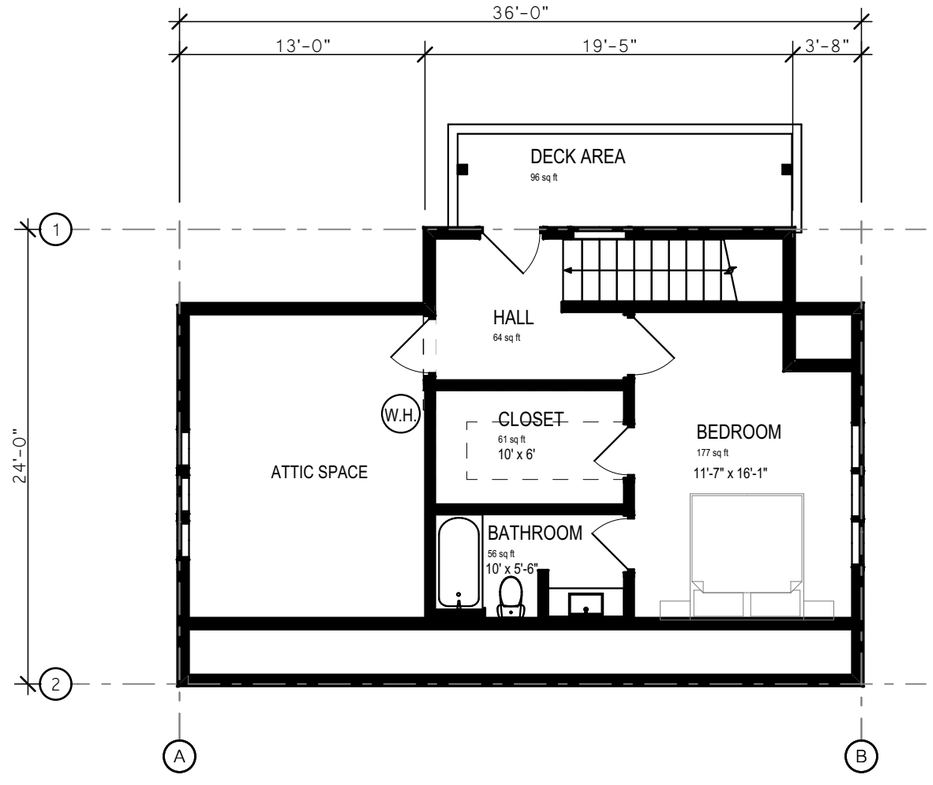
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
1ST FLOOR	1,002.1	927.3
2ND FLOOR	416.8	395.8
	1,418.9 ft²	**1,323.1 ft²**

UNIT A.2



MAIN FLOOR PLAN

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

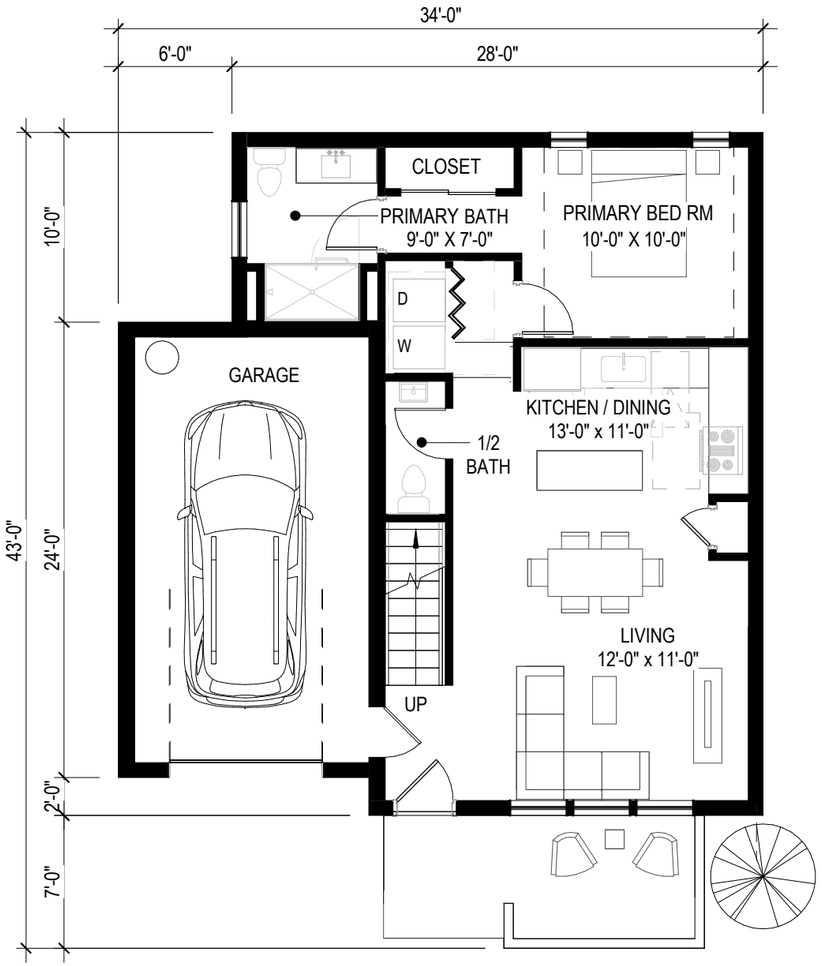


SECOND FLOOR PLAN

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

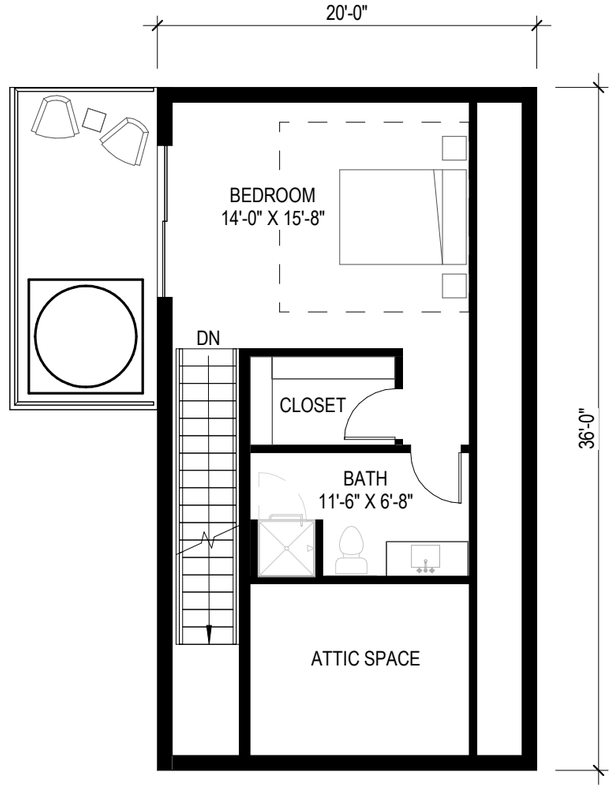
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
1ST FLOOR	864.0	776.6
2ND FLOOR	400.2	346.0
	1,264.2 ft²	**1,122.6 ft²**

UNIT A.2 ALT



MAIN FLOOR PLAN

SCALE 1/8" = 1'-0"

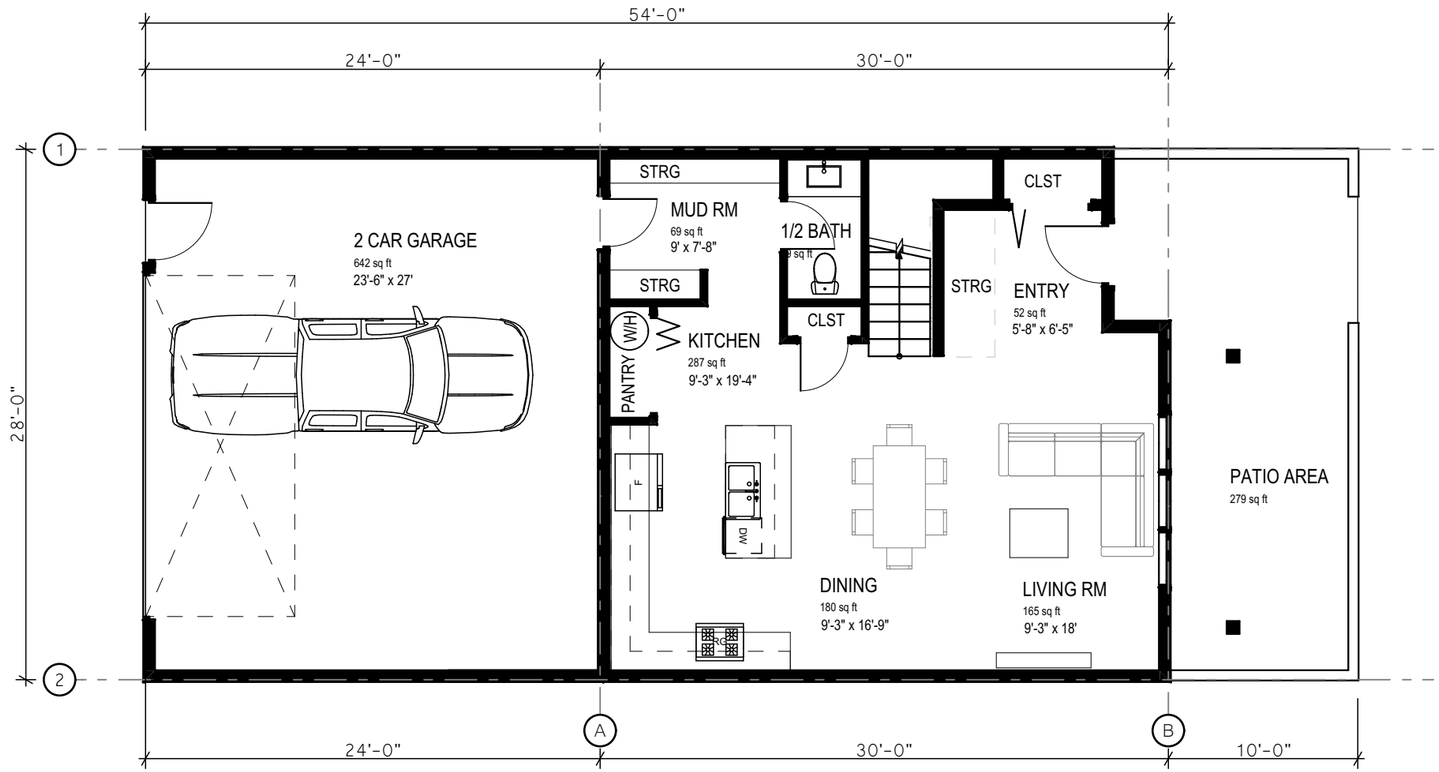


SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

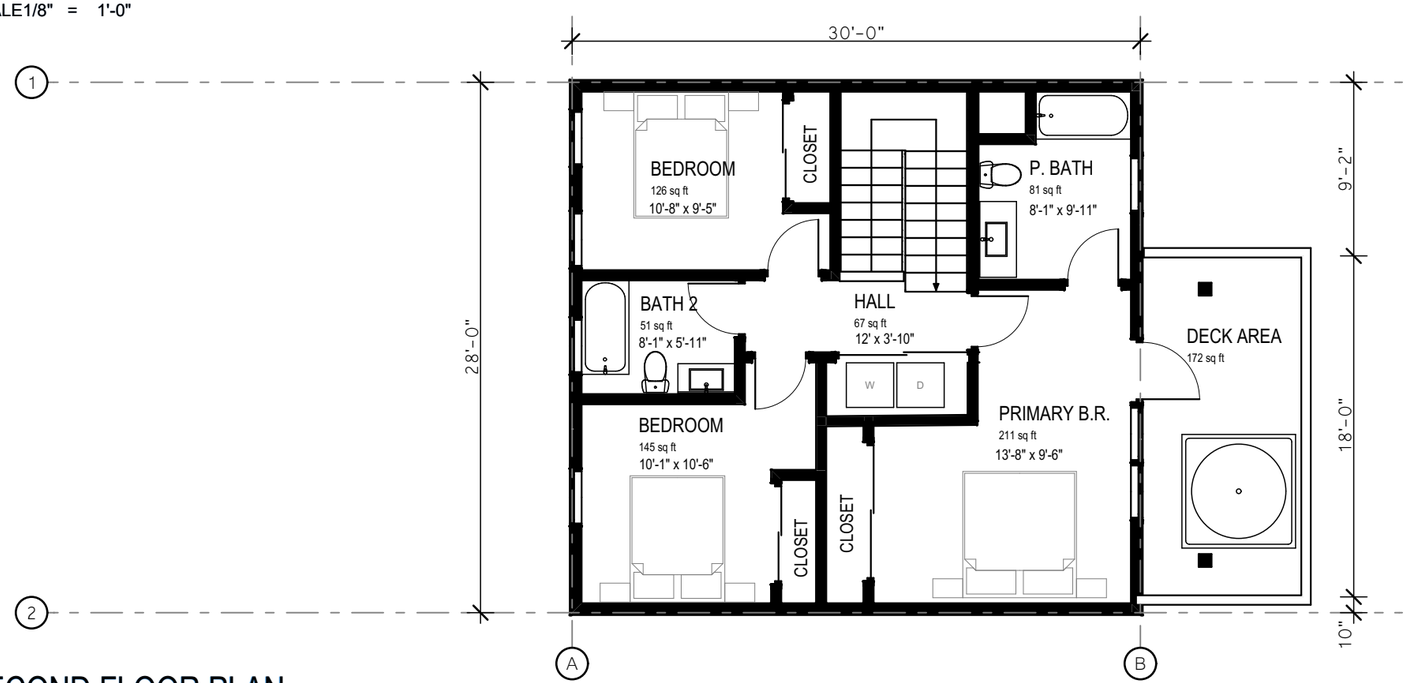
UNIT SQUARE FOOTAGE		
LEVEL	**GSF**	**NSF**
MAIN LEVEL	839	713
SECOND LEVEL	406	353
TOTAL	1,275	1,096

UNIT A.3



MAIN FLOOR PLAN

SCALE1/8" = 1'-0"

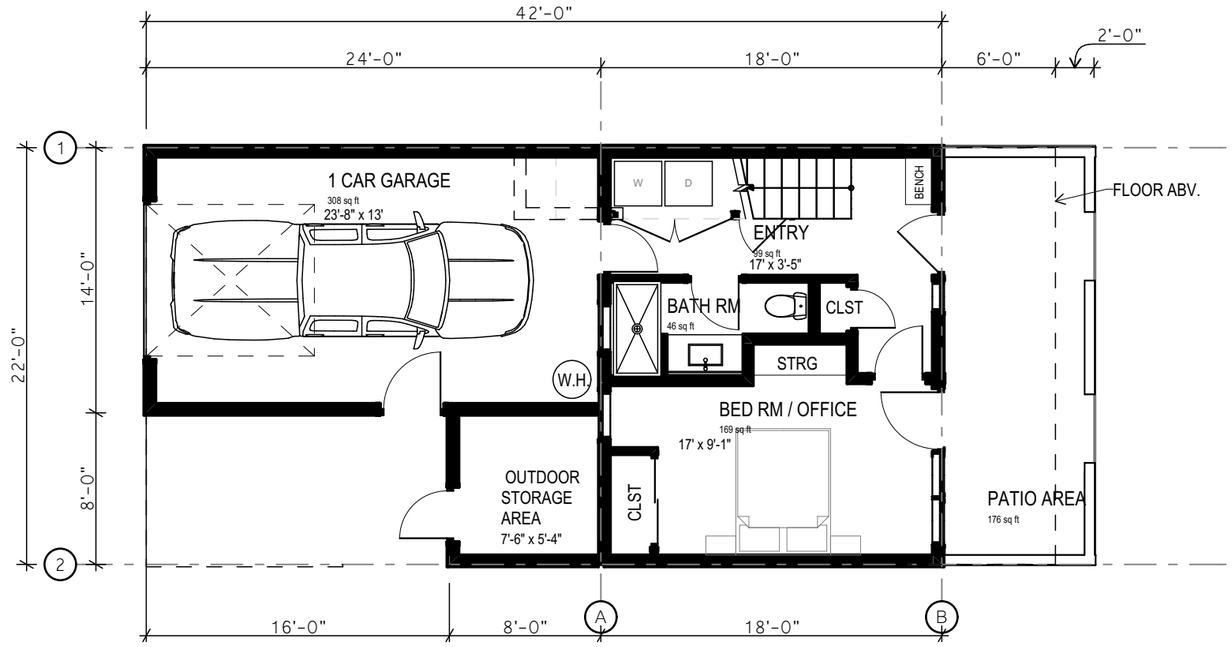


SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

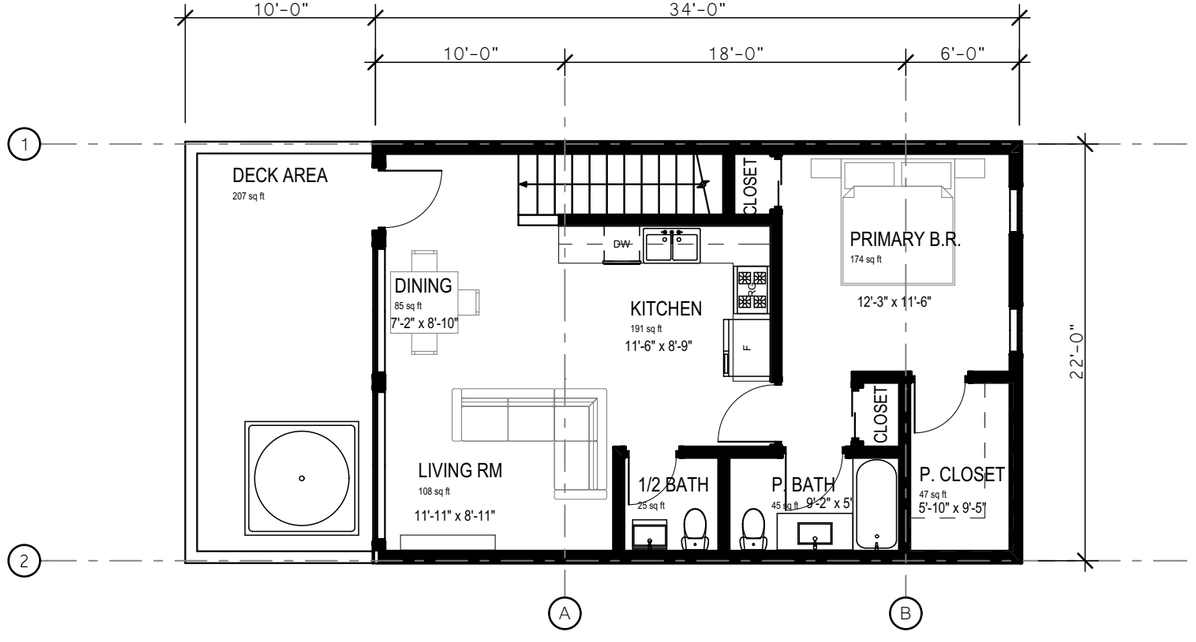
UNIT B

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"



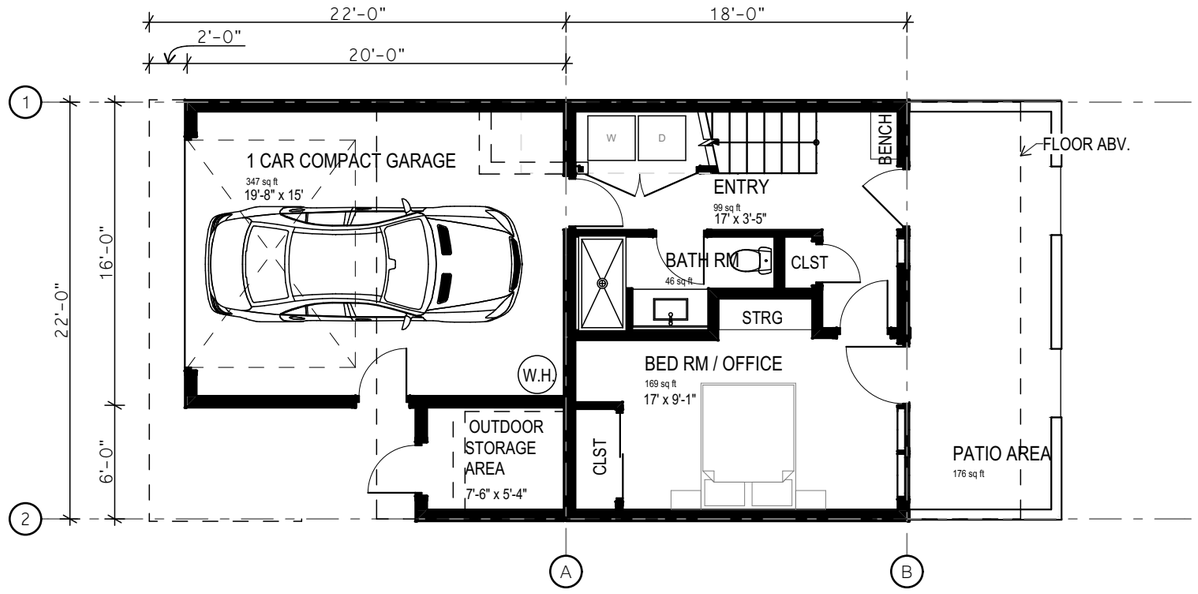
SECOND FLOOR PLAN

SCALE1/8" = 1'-0"

UNIT SQUARE FOOTAGE

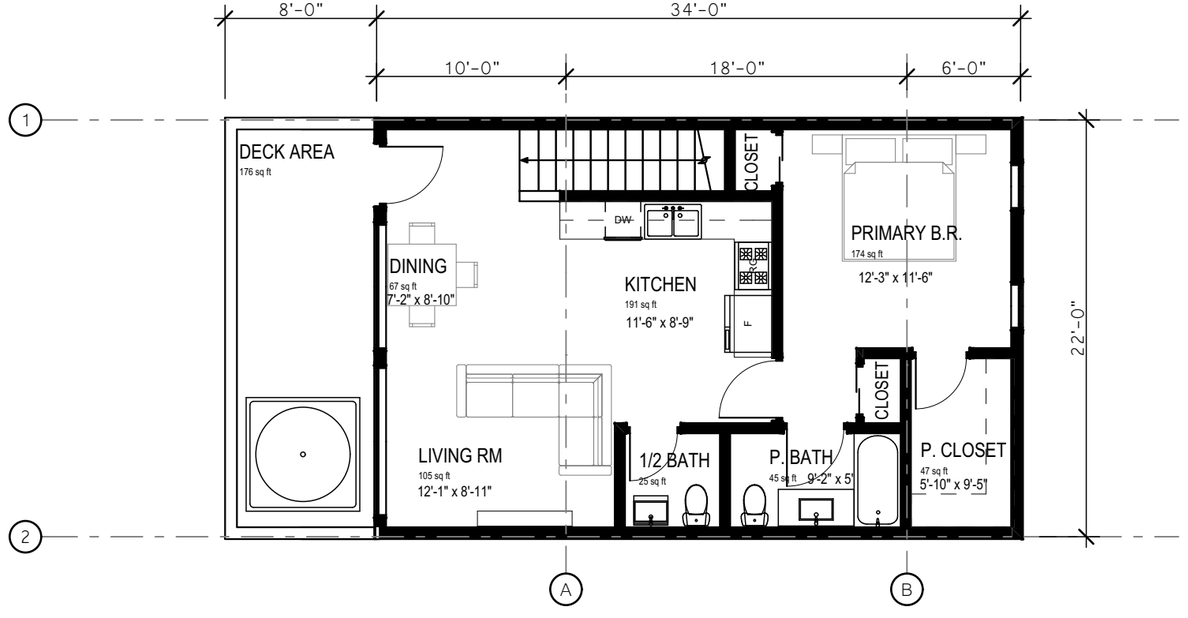
LEVEL	GSF	NSF
1ST FLOOR	395.6	330.8
2ND FLOOR	708.2	626.8
	1,103.8 ft²	**957.6 ft²**

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



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



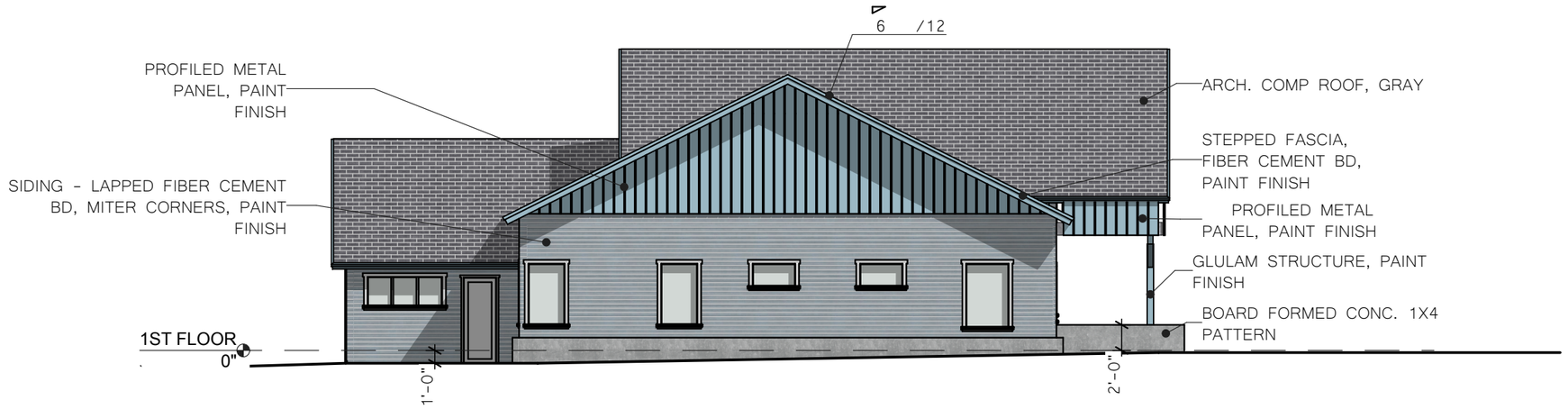
COHESIVE COLOR PER BUILDING



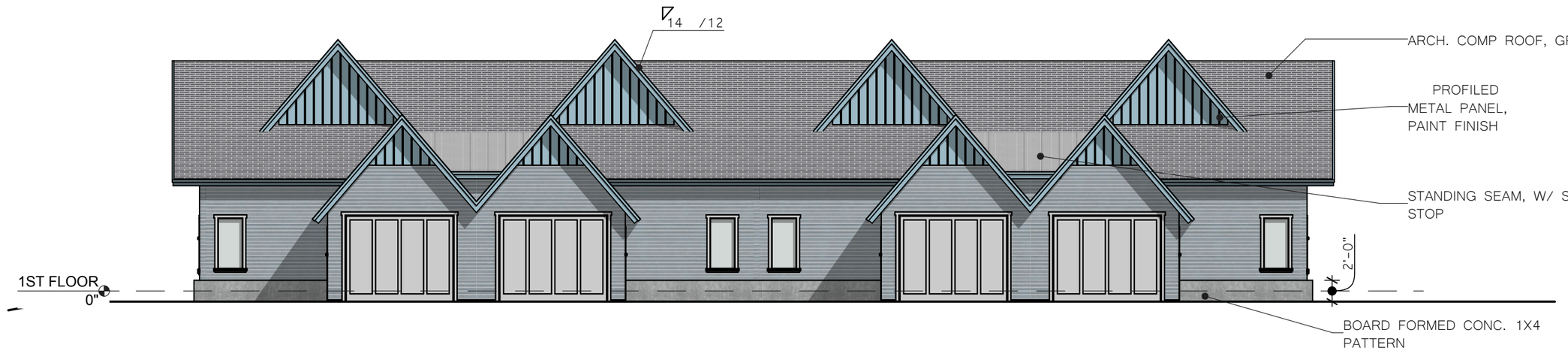


PATTERNED GUARDRAILS & GABLE FINISH OR METAL PROFILED PANELS

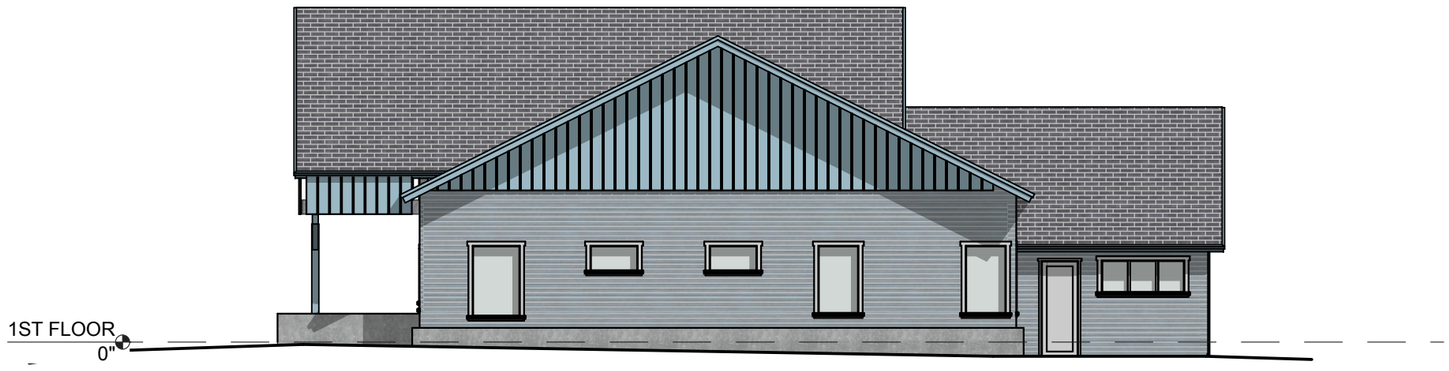




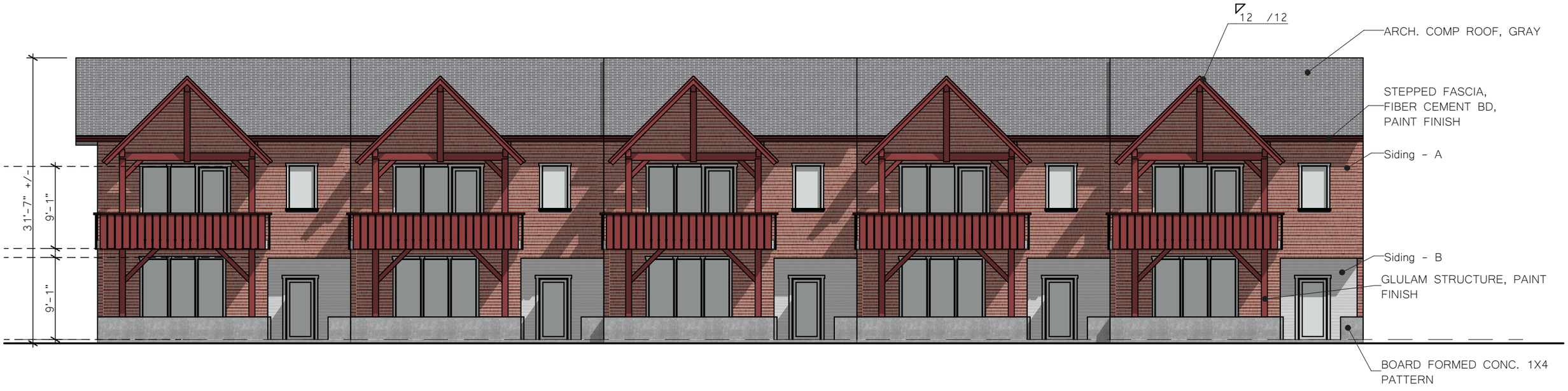
1 UNIT A1 - SIDE 1
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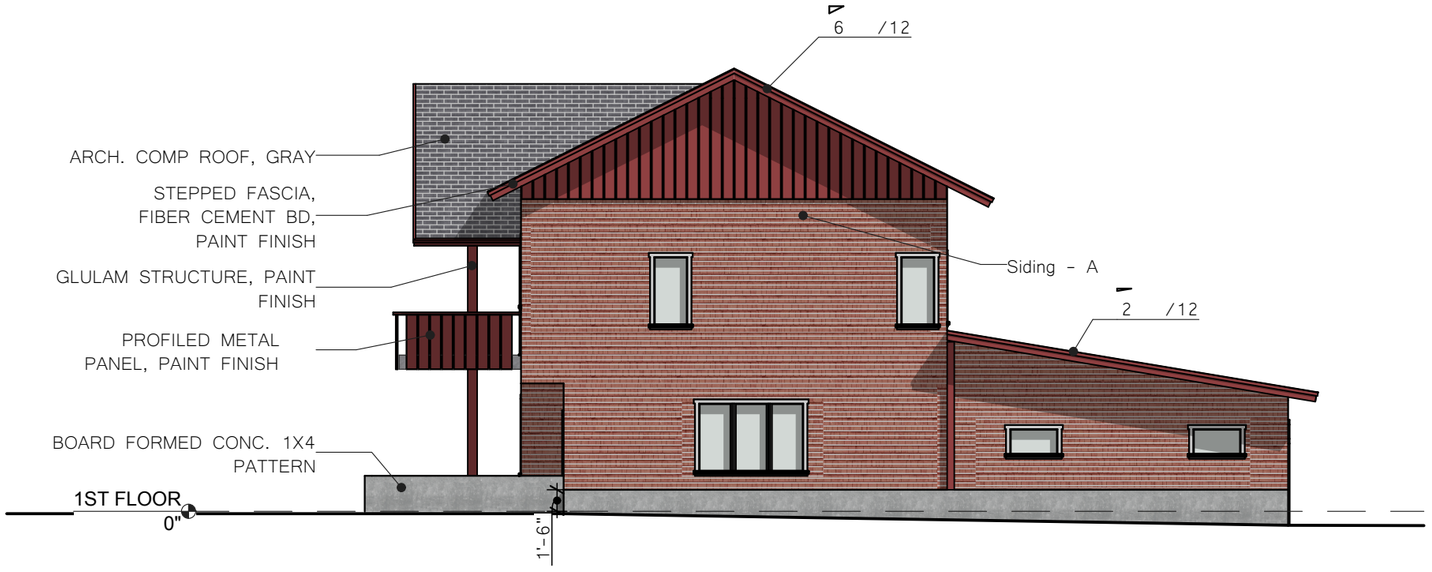
2 UNIT A1 - BACK
SCALE: 3/32" = 1'-0"



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



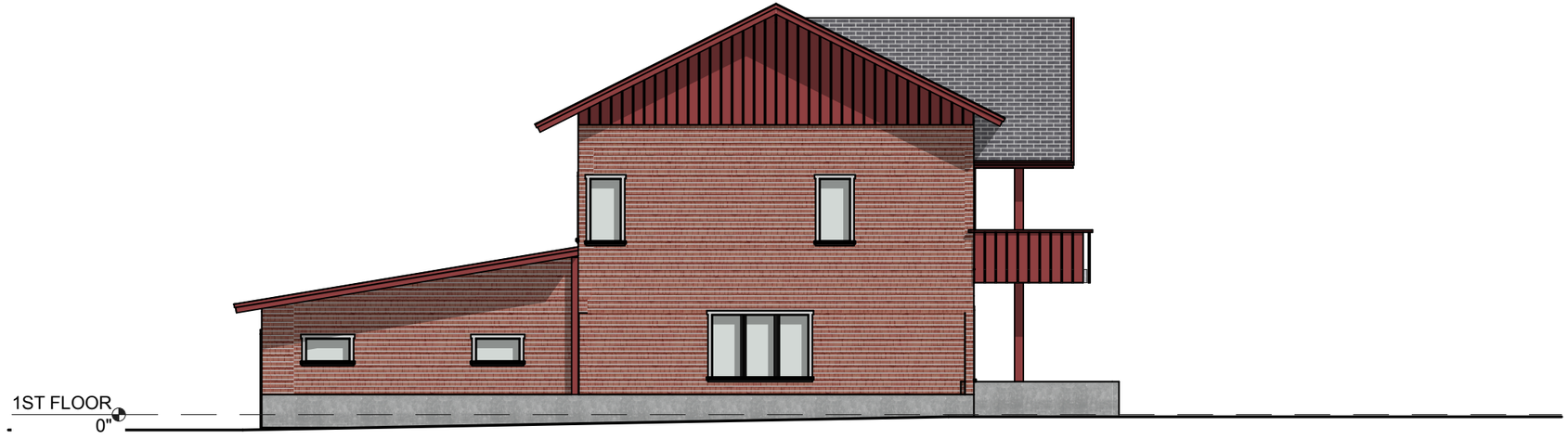
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2 UNIT B - SIDE 1
SCALE: 3/32" = 1'-0"



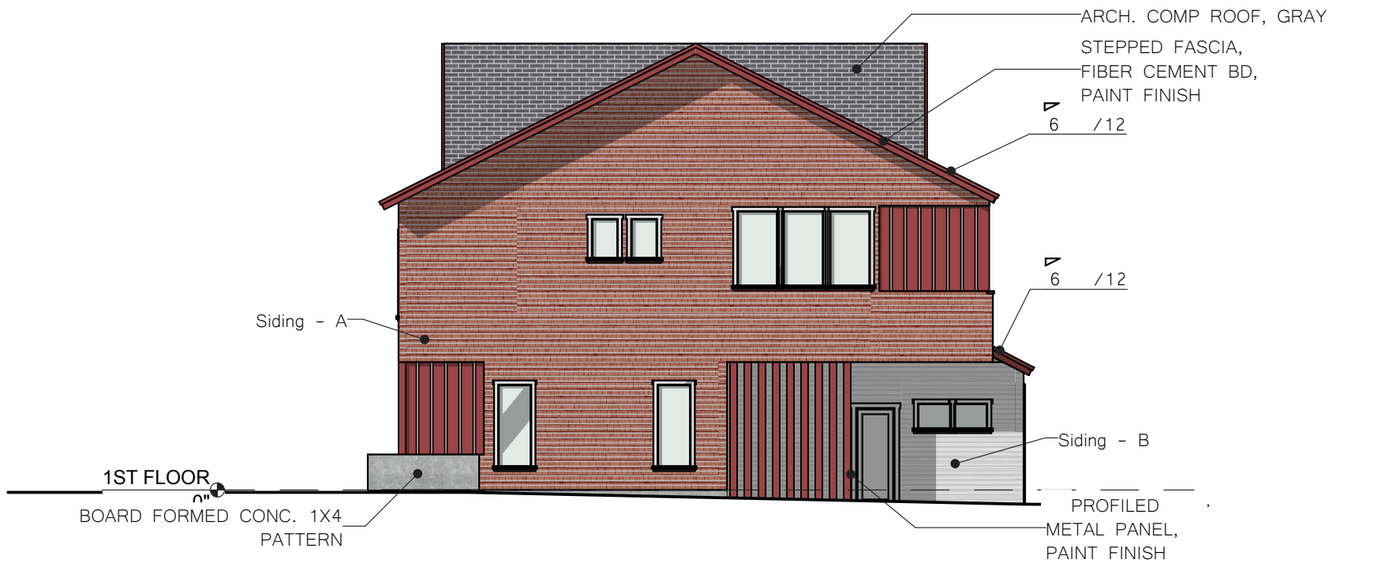
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1 UNIT B - SIDE 2
SCALE: 3/32" = 1'-0"



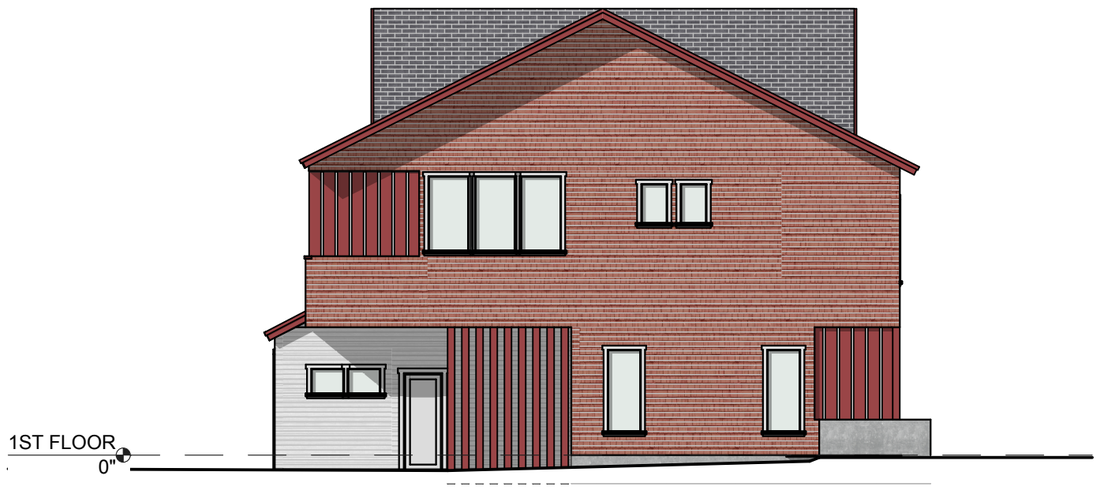
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2 UNIT C2 - SIDE 1
SCALE: 3/32" = 1'-0"



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



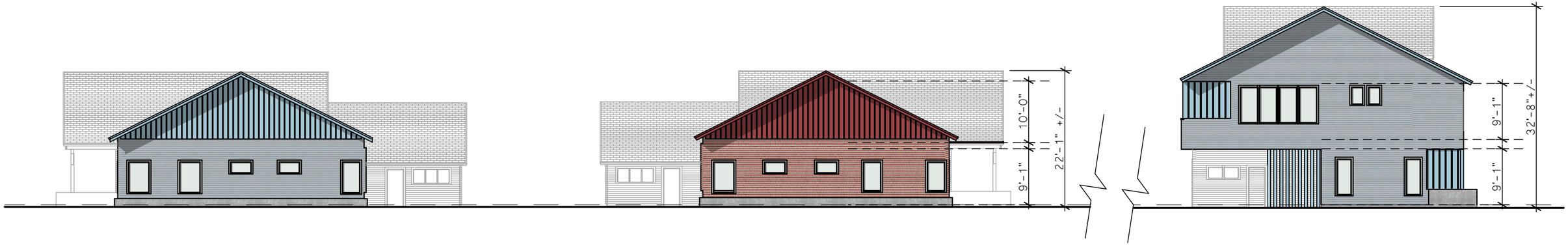
2 UNIT C2 - SIDE 2
SCALE: 3/32" = 1'-0"



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"

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

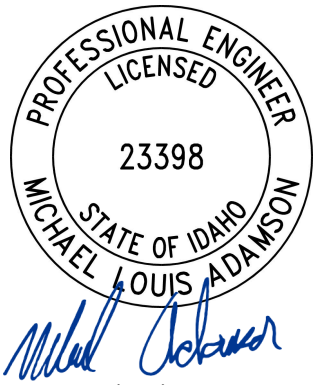
500ft length and 12ft wide. Rounded sum of 50-foot storage length plus a 105-foot deceleration length and an 80-foot shifting taper, multiplying by 2 j
1ft deep
same widened roadway length and 1 lane (12ft)
2" depth
southeast corner for ADA compliance
shared-use path removal on north side of the street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

Ridley Village Court

Traffic Impact Analysis

Prepared for:
Affinity Real Estate



02/23/2026

Updated February 2026

UT24-2495

FEHR PEERS

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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

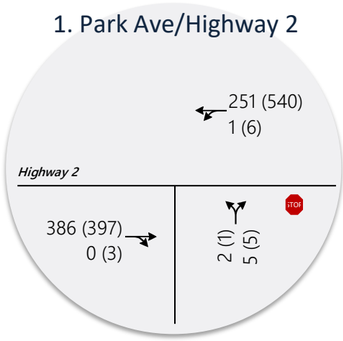
All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period. Fehr & Peers processed the turning movement counts to establish a baseline of existing conditions and operations for the area. As part of post processing, Fehr & Peers added the estimated trips 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**.

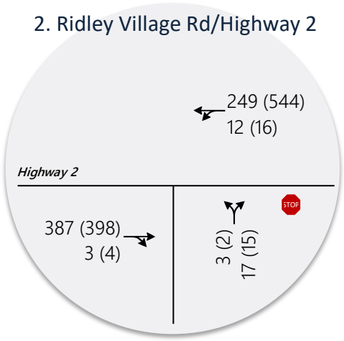
Figure 2 shows existing background weekday AM and PM peak hour volumes.



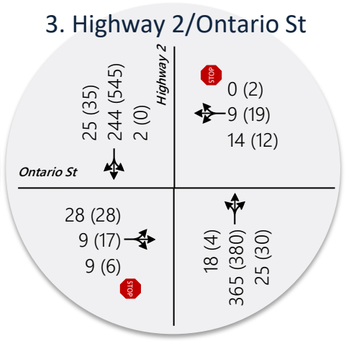
1. Park Ave/Highway 2



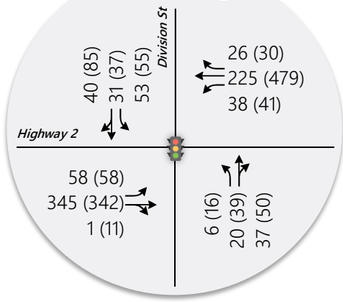
2. Ridley Village Rd/Highway 2



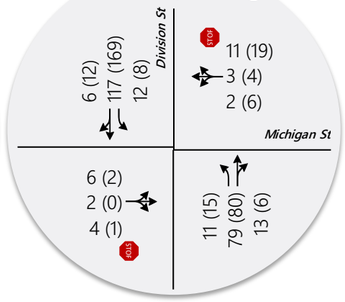
3. Highway 2/Ontario St



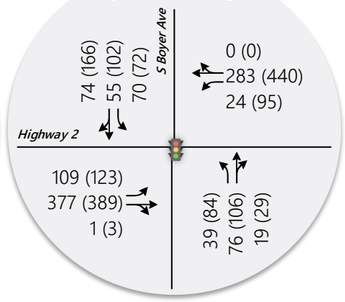
4. Division St/Highway 2



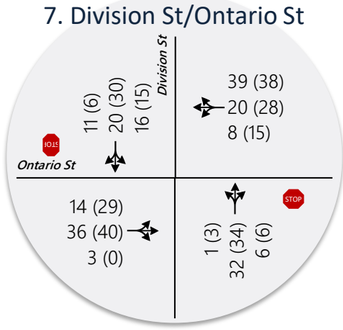
5. Division St/Michigan St



6. S Boyer Ave/Highway 2



7. Division St/Ontario St



LEGEND

STOP *Stop Sign* *Signalized*

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

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.

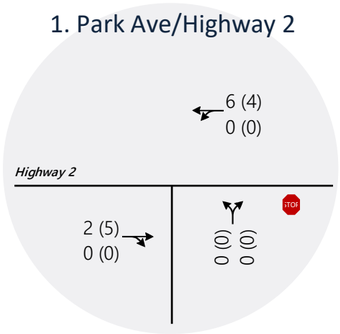
Fehr & Peers distributed the project-generated trips to and from the study intersections in the project conditions analyses in the following percentages:

- 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%

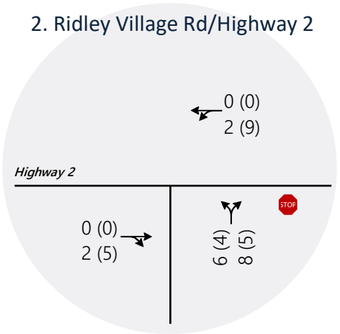
Figure 3 outlines the distributed trip generation for the Ridley Village Court development.



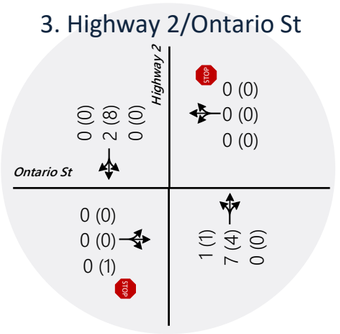
1. Park Ave/Highway 2



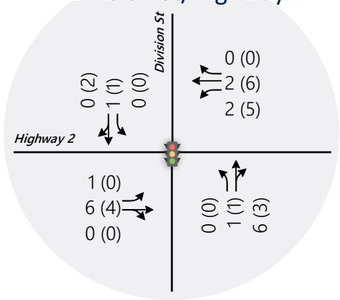
2. Ridley Village Rd/Highway 2



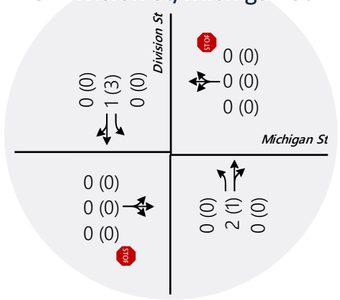
3. Highway 2/Ontario St



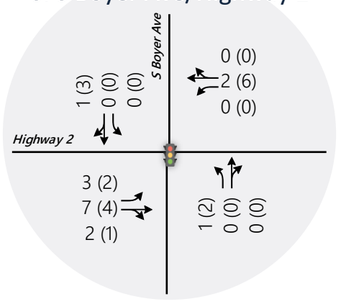
4. Division St/Highway 2



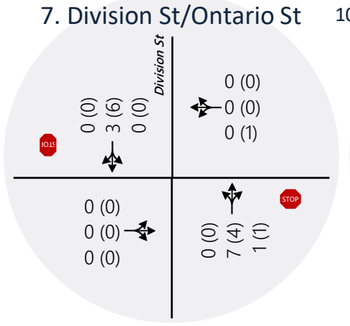
5. Division St/Michigan St



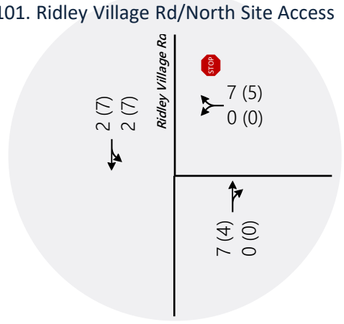
6. S Boyer Ave/Highway 2



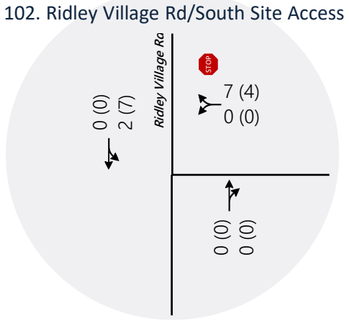
7. Division St/Ontario St



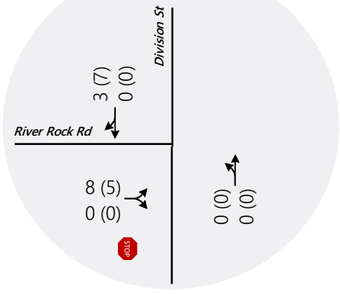
101. Ridley Village Rd/North Site Access



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

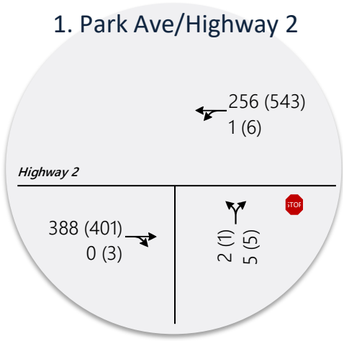
Fehr & Peers added the project-generated traffic to the background existing volumes to yield existing Plus Project weekday peak hour volumes as shown in **Figure 4.**

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.

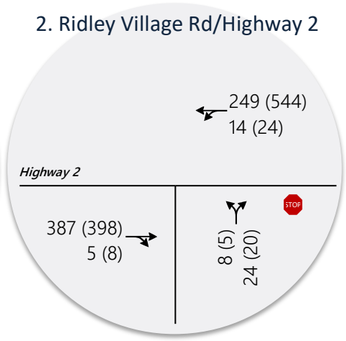
It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.



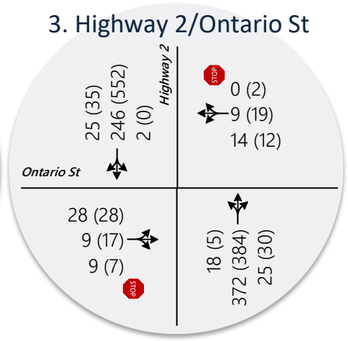
1. Park Ave/Highway 2



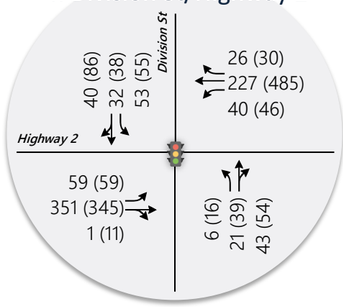
2. Ridley Village Rd/Highway 2



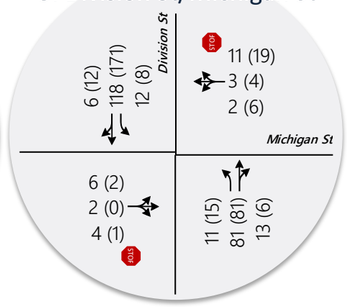
3. Highway 2/Ontario St



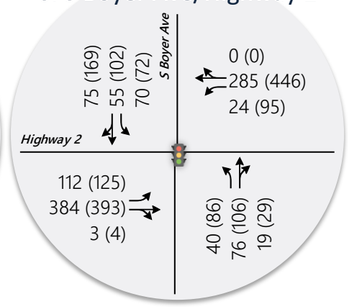
4. Division St/Highway 2



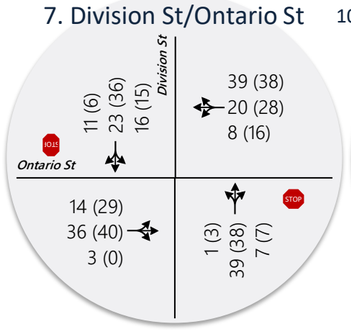
5. Division St/Michigan St



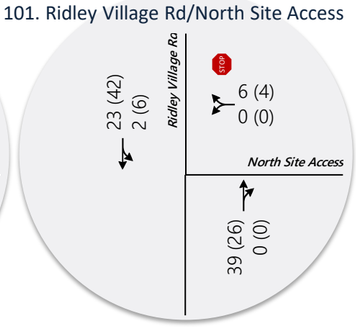
6. S Boyer Ave/Highway 2



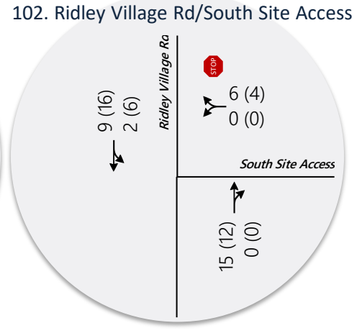
7. Division St/Ontario St



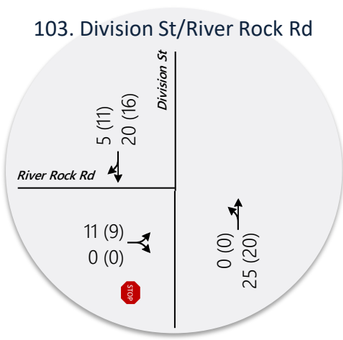
101. Ridley Village Rd/North Site Access



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

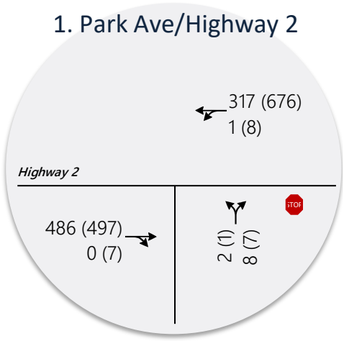
The future 2032 background analysis evaluates the study intersections during the peak travel periods of the day under projected ten-year horizon traffic volumes. This analysis provides a baseline condition for the year 2032, which can be used to determine future project impacts.

6.2 Traffic Volumes

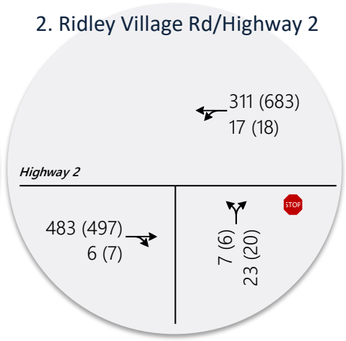
As recommended by Sandpoint city staff as part of the Homestead Village TIA completed in 2023, a flat 2.5% annual growth rate (25% total over 10 years to 2032) was applied to the 2022 counts to estimate 2032 background volumes. In the case of the Division Avenue & Ontario Street counts (which were collected 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.



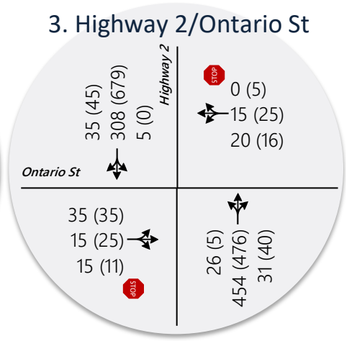
1. Park Ave/Highway 2



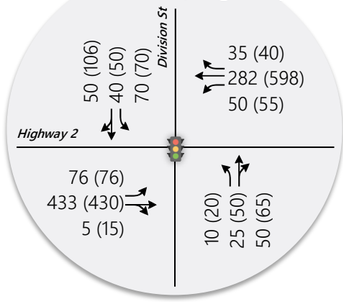
2. Ridley Village Rd/Highway 2



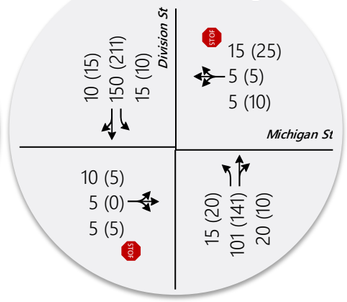
3. Highway 2/Ontario St



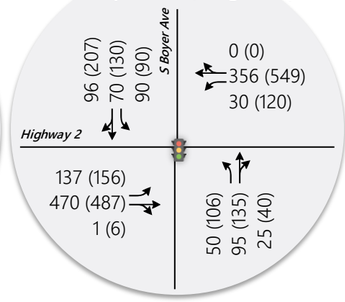
4. Division St/Highway 2



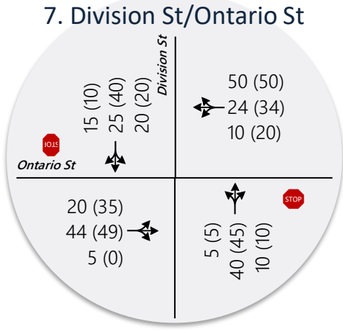
5. Division St/Michigan St



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

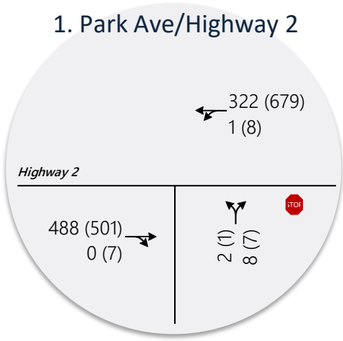
Fehr & Peers added the project-generated traffic (**Figure 3**) to the future 2032 background volumes (**Figure 5**) to yield "future 2032 Plus Project" weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 6**.

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.

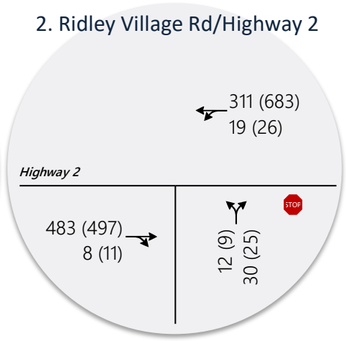
It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.



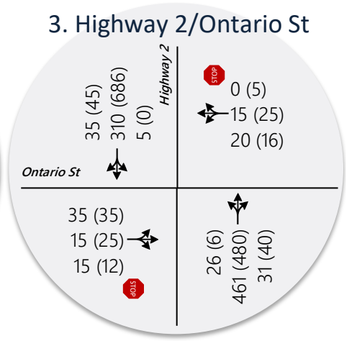
1. Park Ave/Highway 2



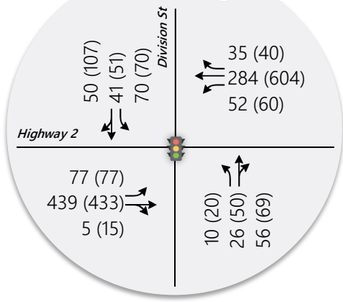
2. Ridley Village Rd/Highway 2



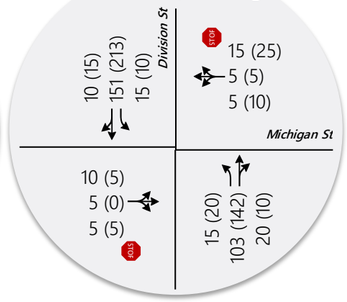
3. Highway 2/Ontario St



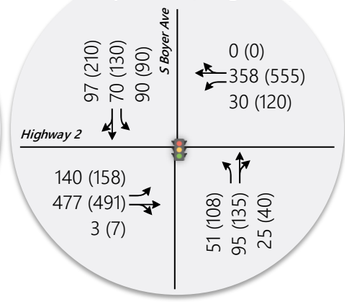
4. Division St/Highway 2



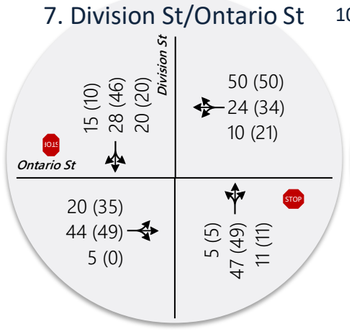
5. Division St/Michigan St



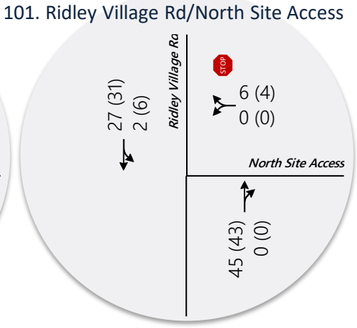
6. S Boyer Ave/Highway 2



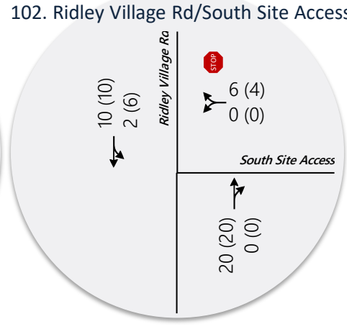
7. Division St/Ontario St



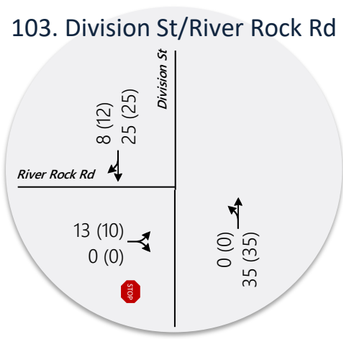
101. Ridley Village Rd/North Site Access



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	-	-

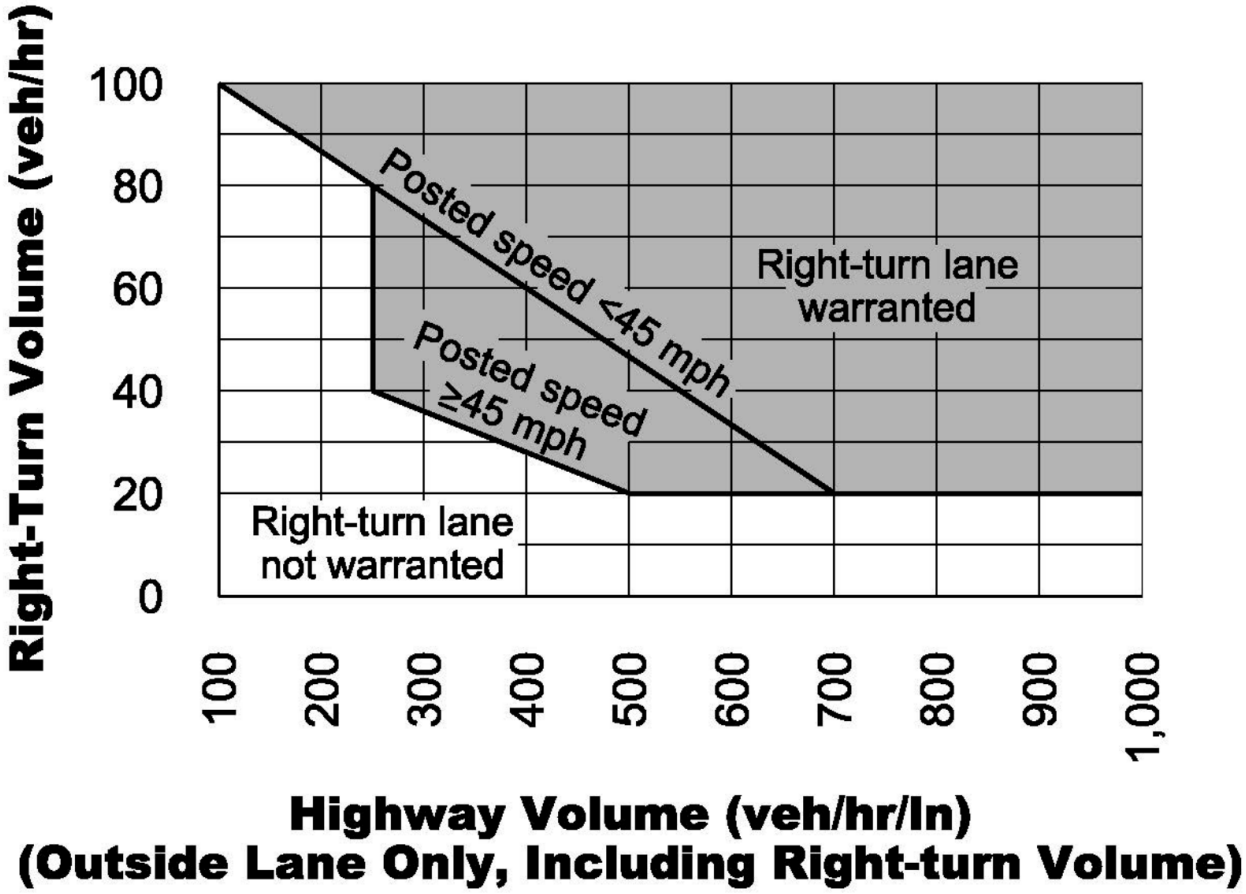
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted 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.

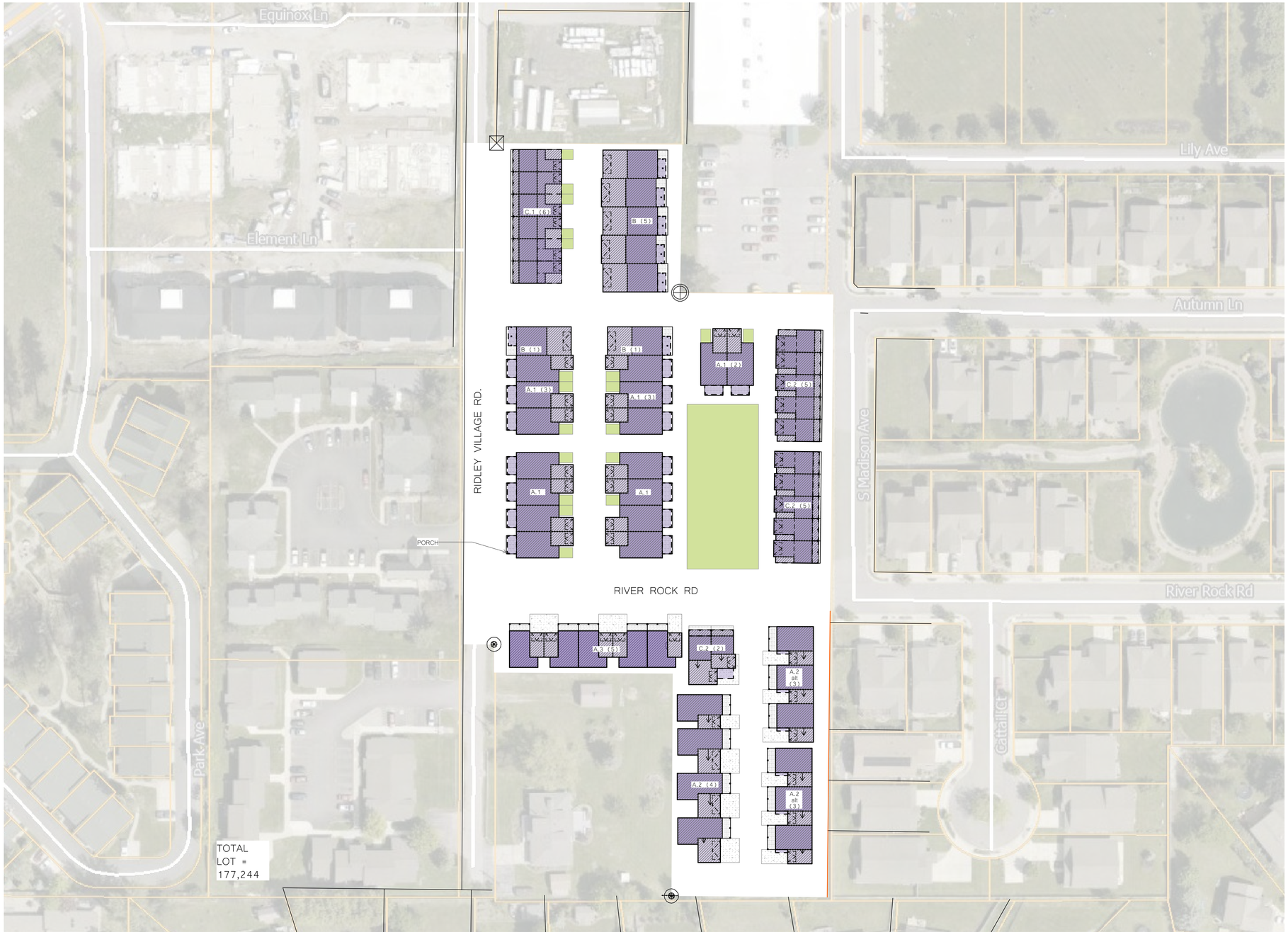
The right- and left-turn lane analyses performed in this study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. Ridley Village Court generated trips are anticipated to only contribute between 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

Item # 3.

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

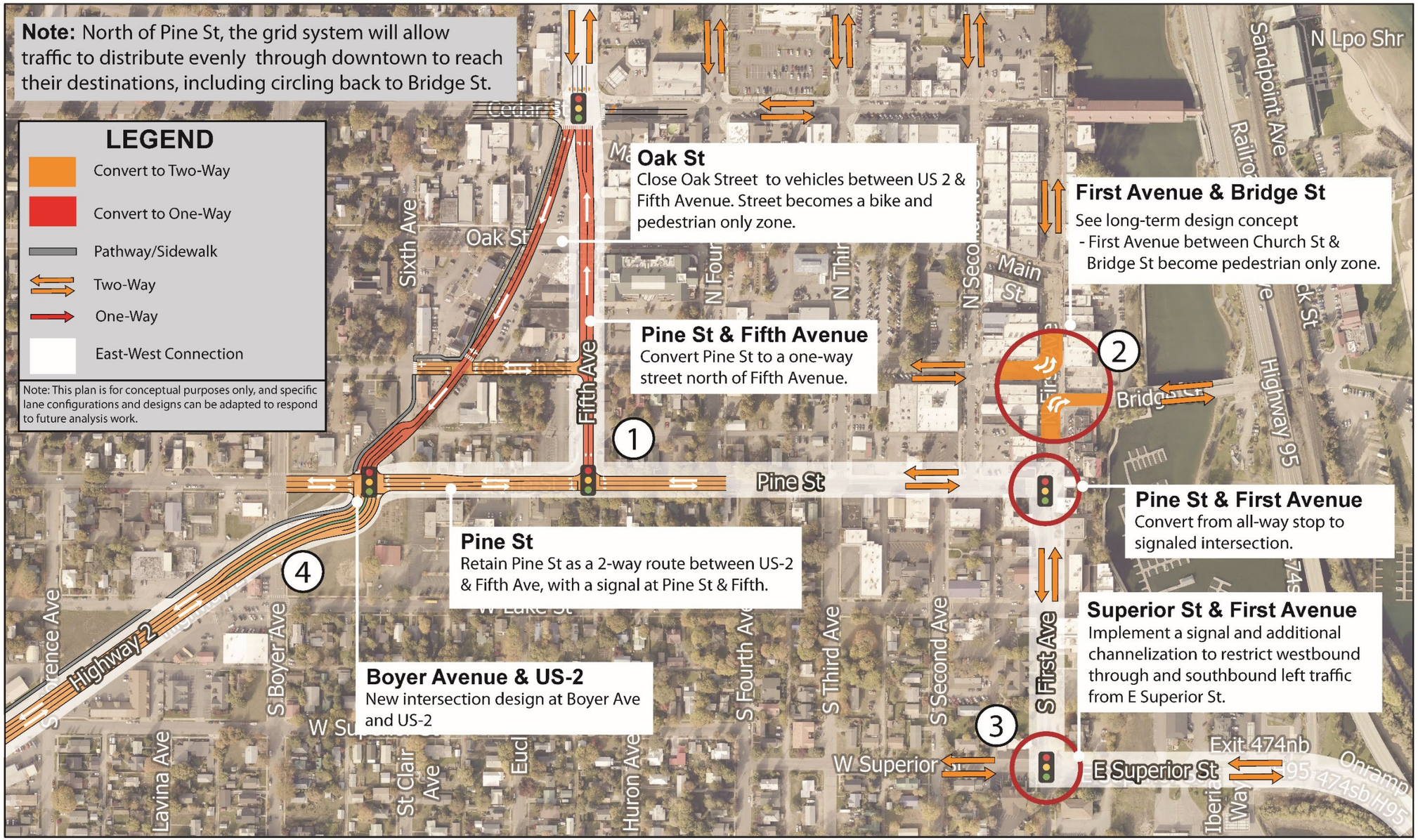
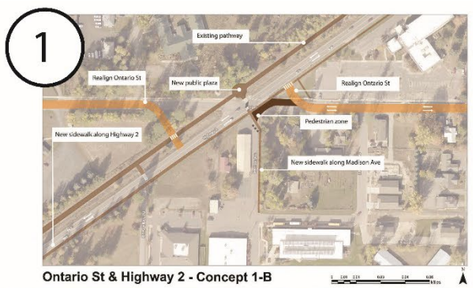


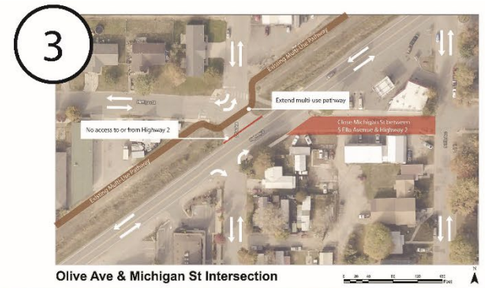
Figure 23 East-West Connection – Long Term Plan



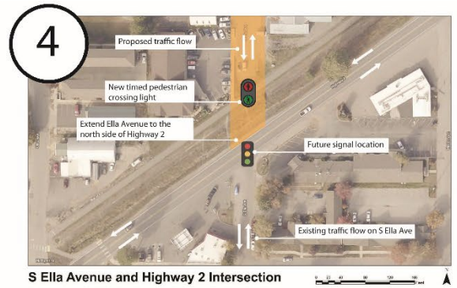
Ontario St & Highway 2 - Concept 1-B



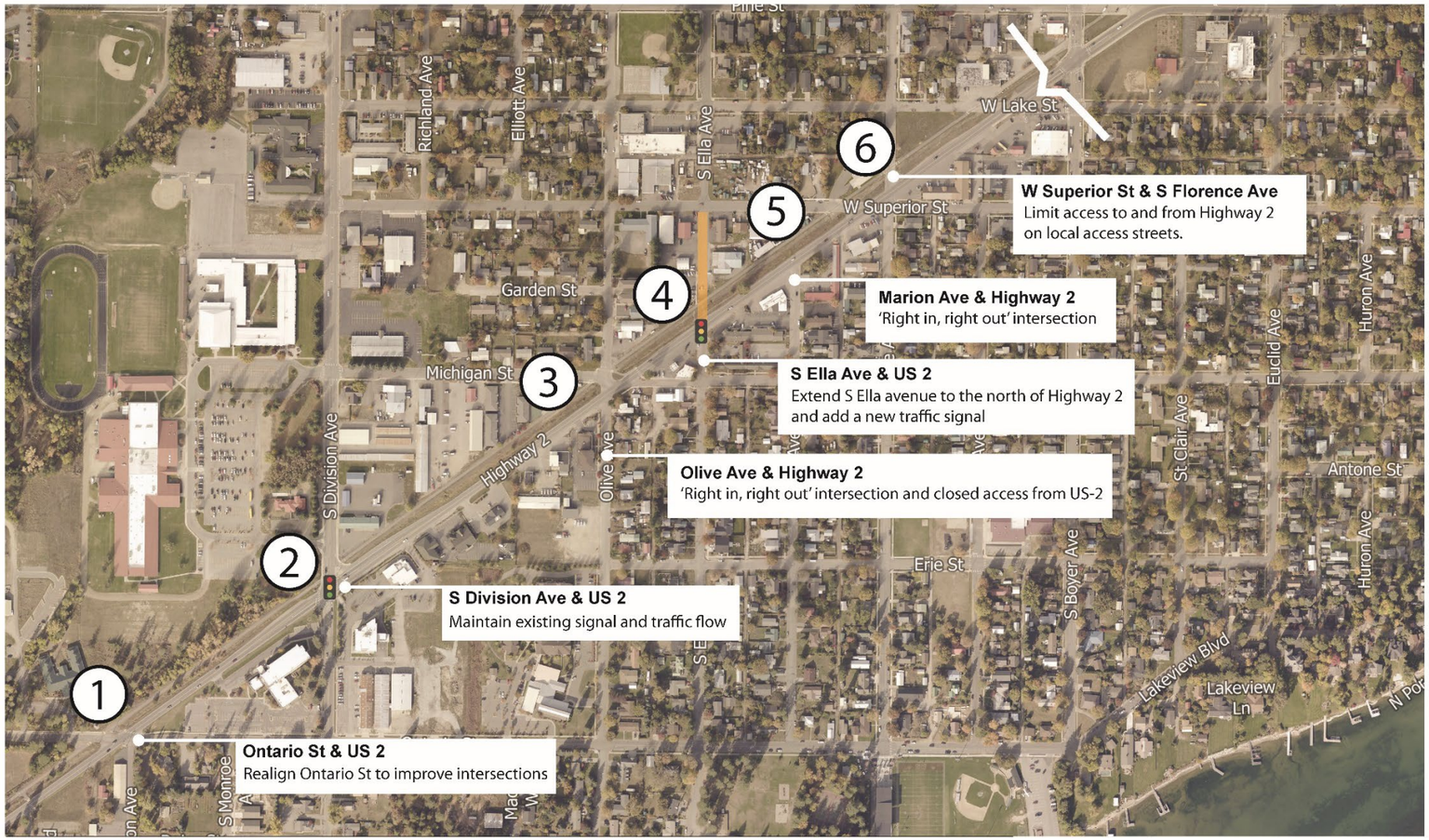
S Division Ave & HighwaConcept 1-Bon



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

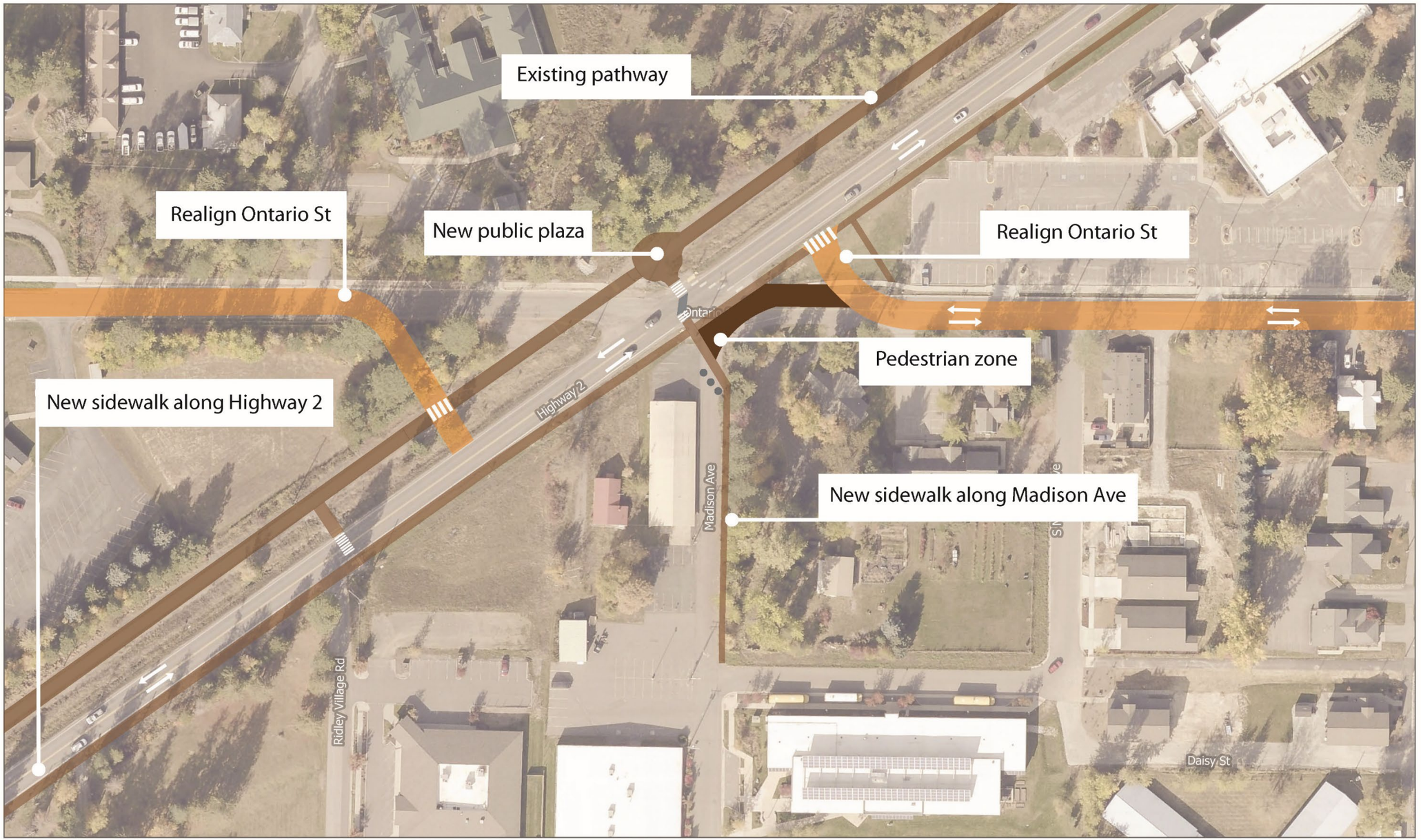


Figure 28 Ontario Street/Highway 2 (US-2) Concept

Appendix C: Traffic Counts

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

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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.

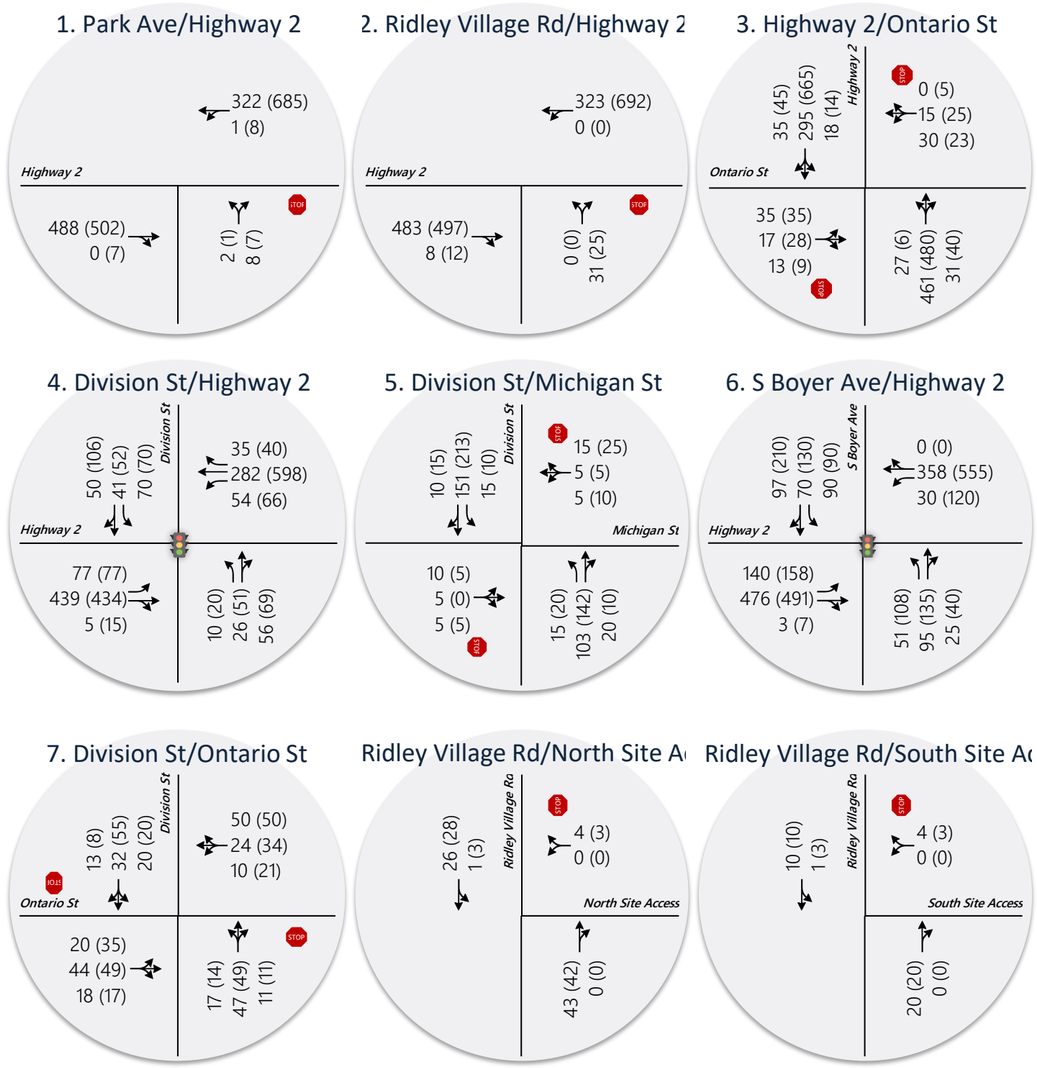
Table 1 reports the results of the weekday level of service (see **Attachment A** for the detailed LOS and queuing reports). Queueing analysis was not included as it was determined that the re-routed conditions would not change queueing at Boyer Avenue & Highway 2, the only intersection where queues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

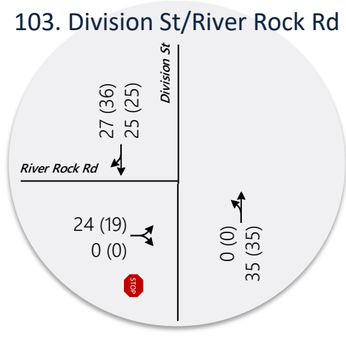
Based on the updated operations analysis, the re-routing would result in negligible increases in delay at some of the study intersections, with the largest delay increase of 3-5 seconds occurring on the minor approaches of Highway 2 & Ontario Street. This increase in delay is largely attributable to 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.

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

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

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:

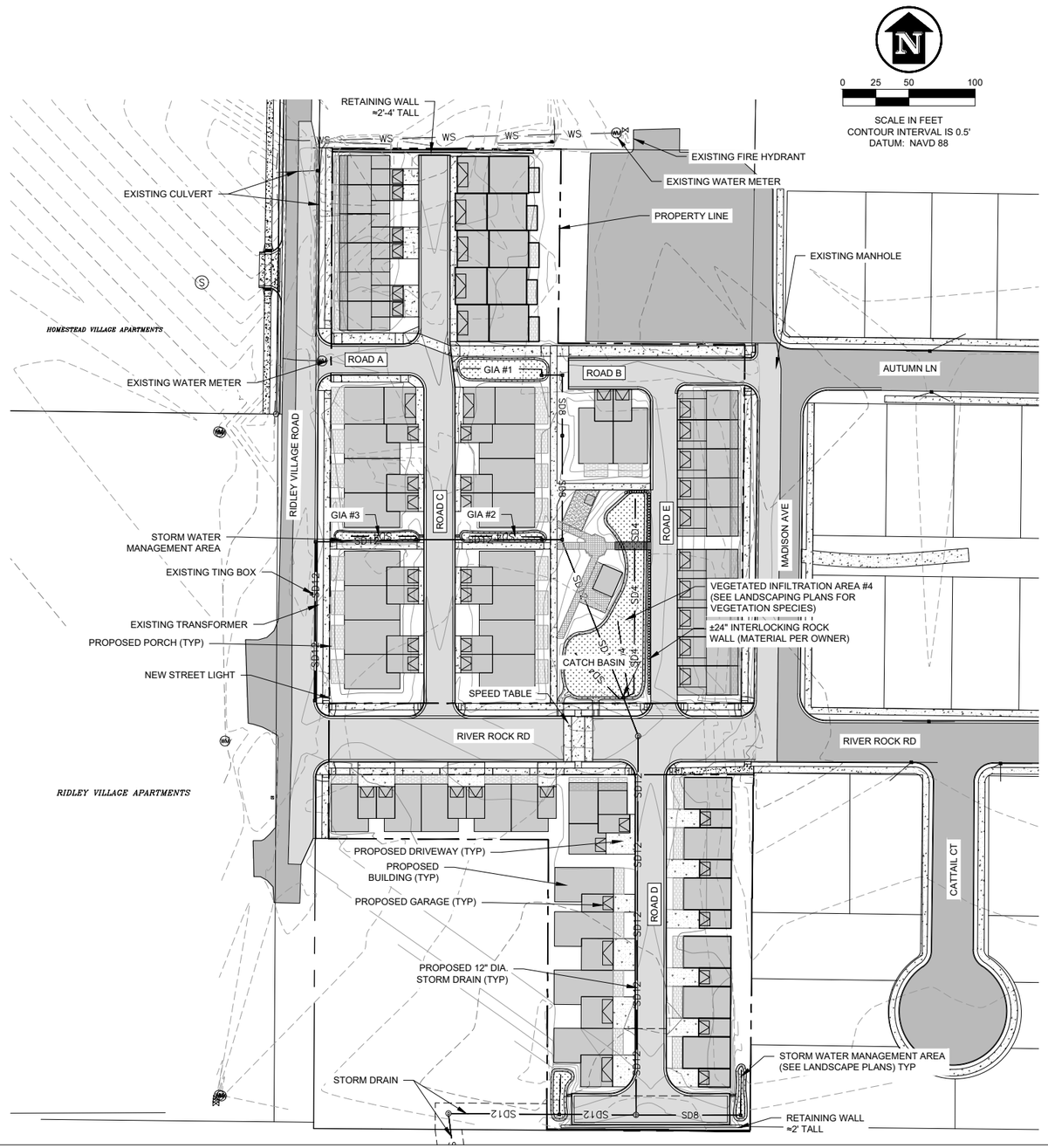
- Complete construction of an additional 5-10 units, including interiors and finishes.
- Complete central amenity area including all signage, final landscaping, and entry kiosk.
- Complete all pathways within development.

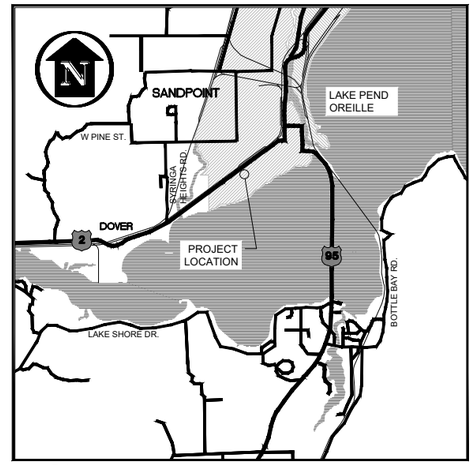
Spring/Summer 2029:

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

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

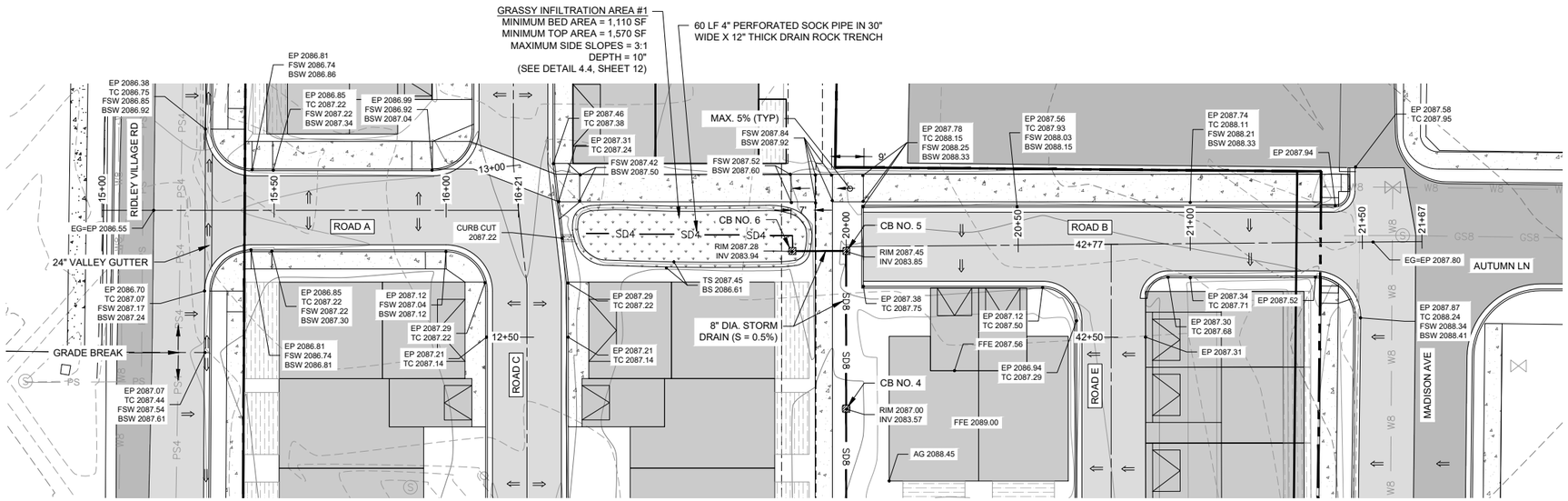
FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

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

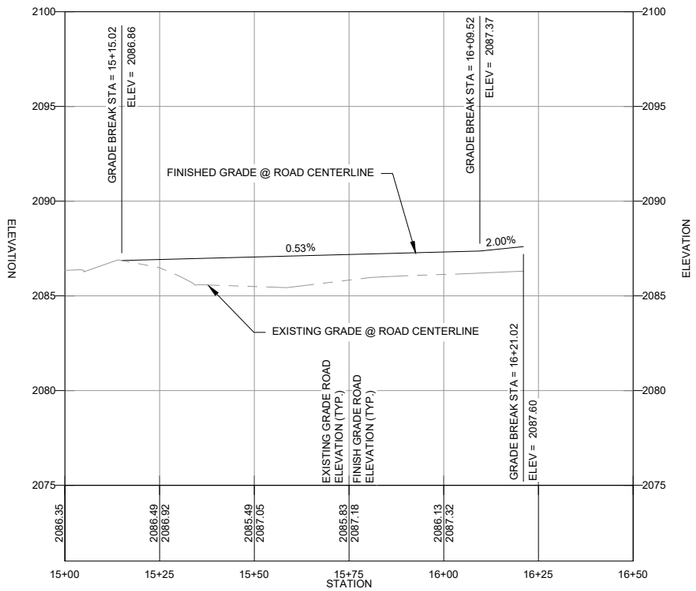
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SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



0 10 20 40

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

ROADS A & B PLAN



0 10 20 40

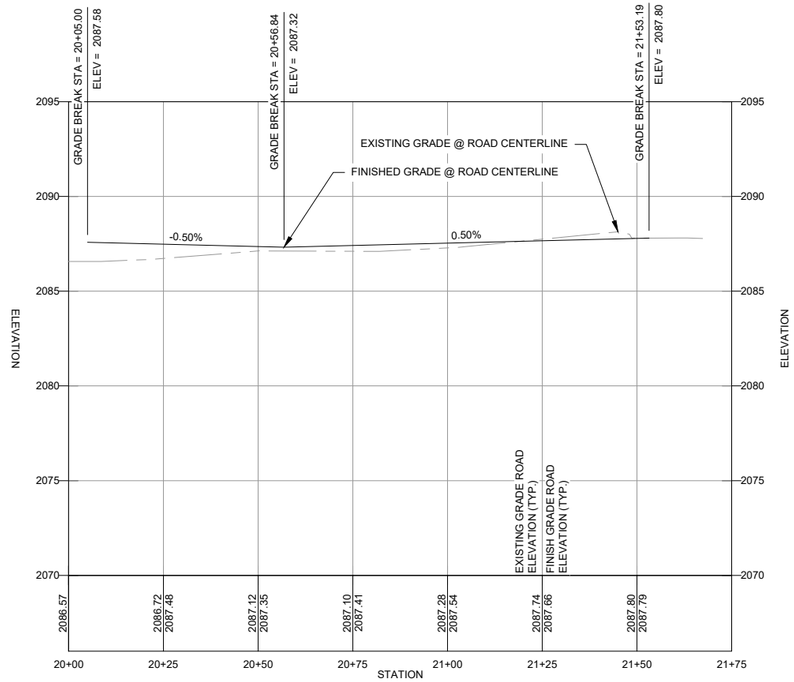
HORIZONTAL SCALE IN FEET

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

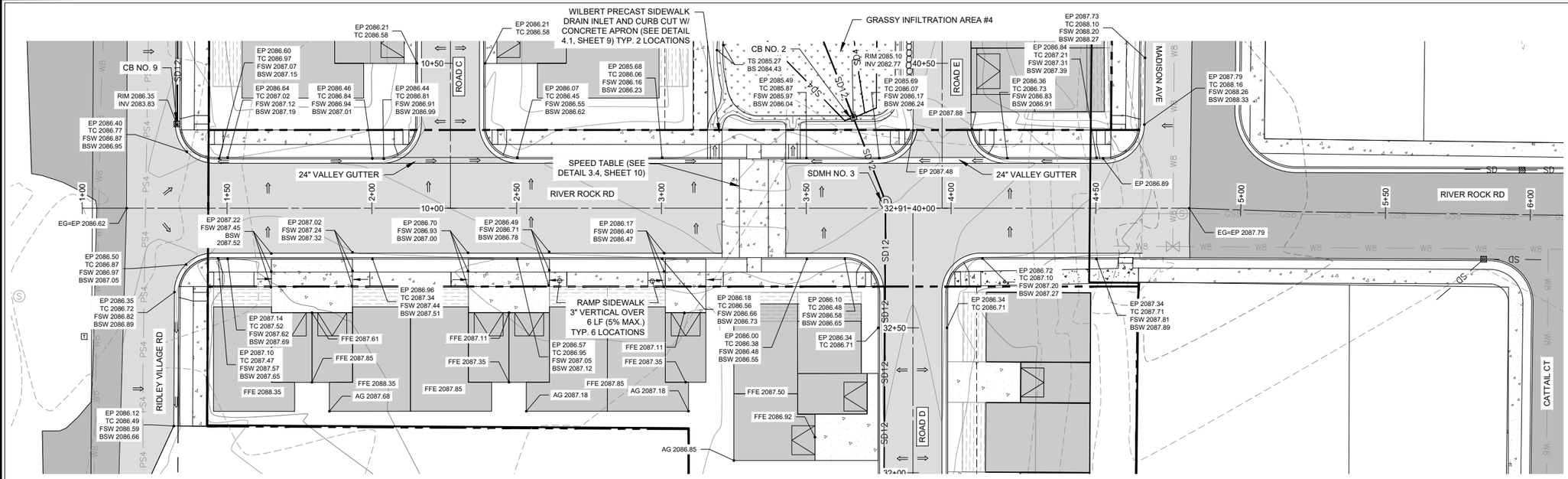
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: ROADS A & B PLAN AND PROFILE

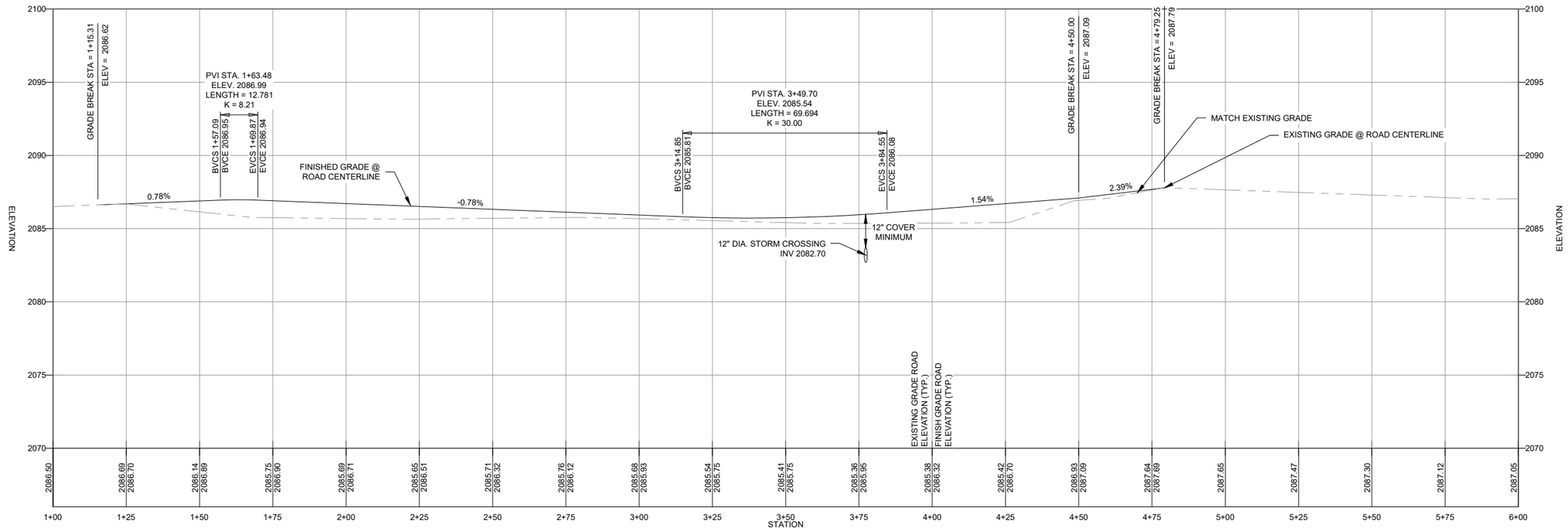
PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

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



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

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

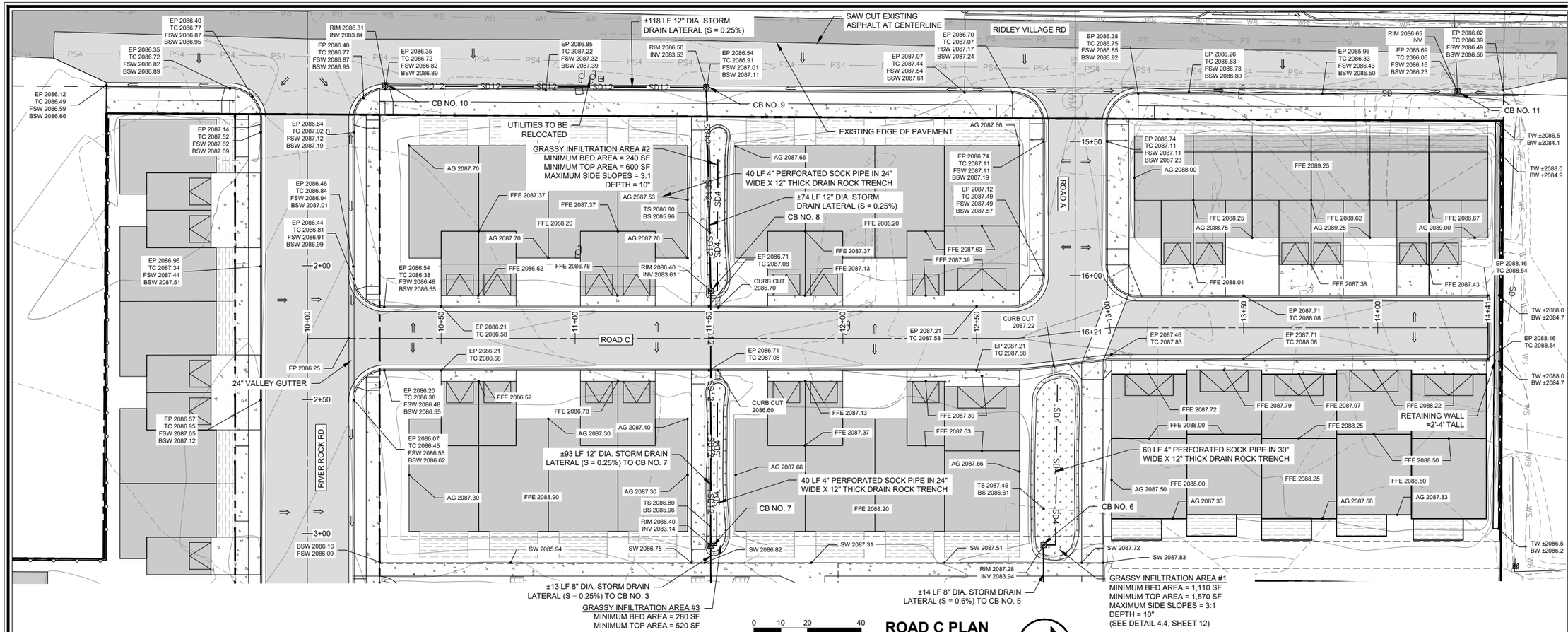
No.	DATE:	REVISION	DRN/CHK

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SANDPOINT, IDAHO 83864
(208) 263-4160

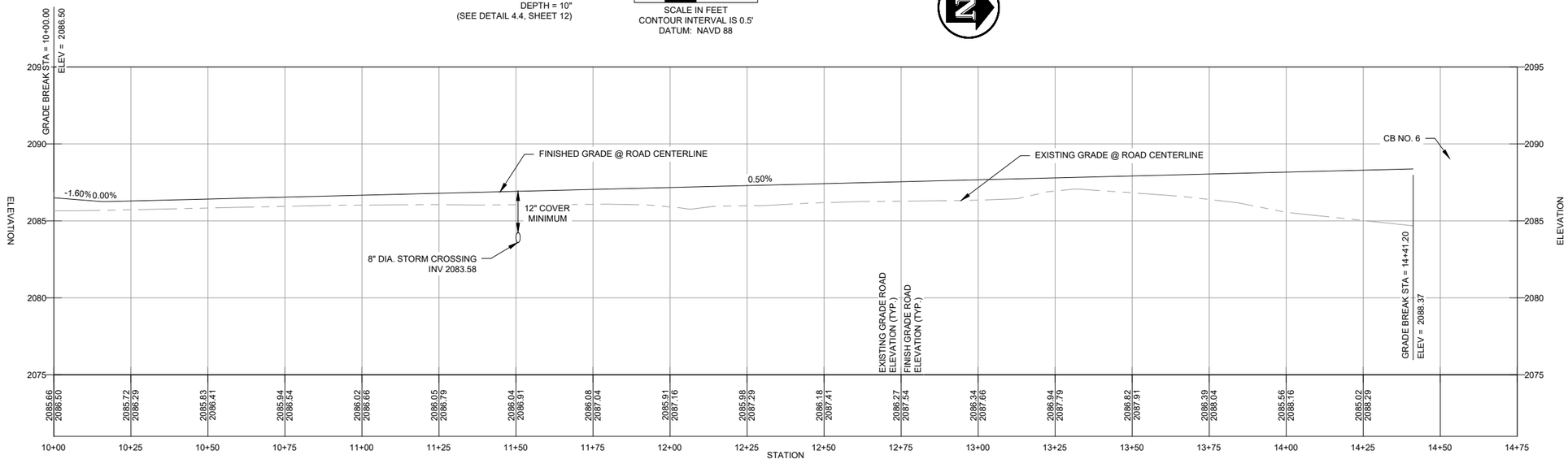
PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

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



0 10 20 40
HORIZONTAL SCALE IN FEET

ROAD C PROFILE

STATION 10+00 TO 14+75

0 2 4 8
VERTICAL SCALE IN FEET

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

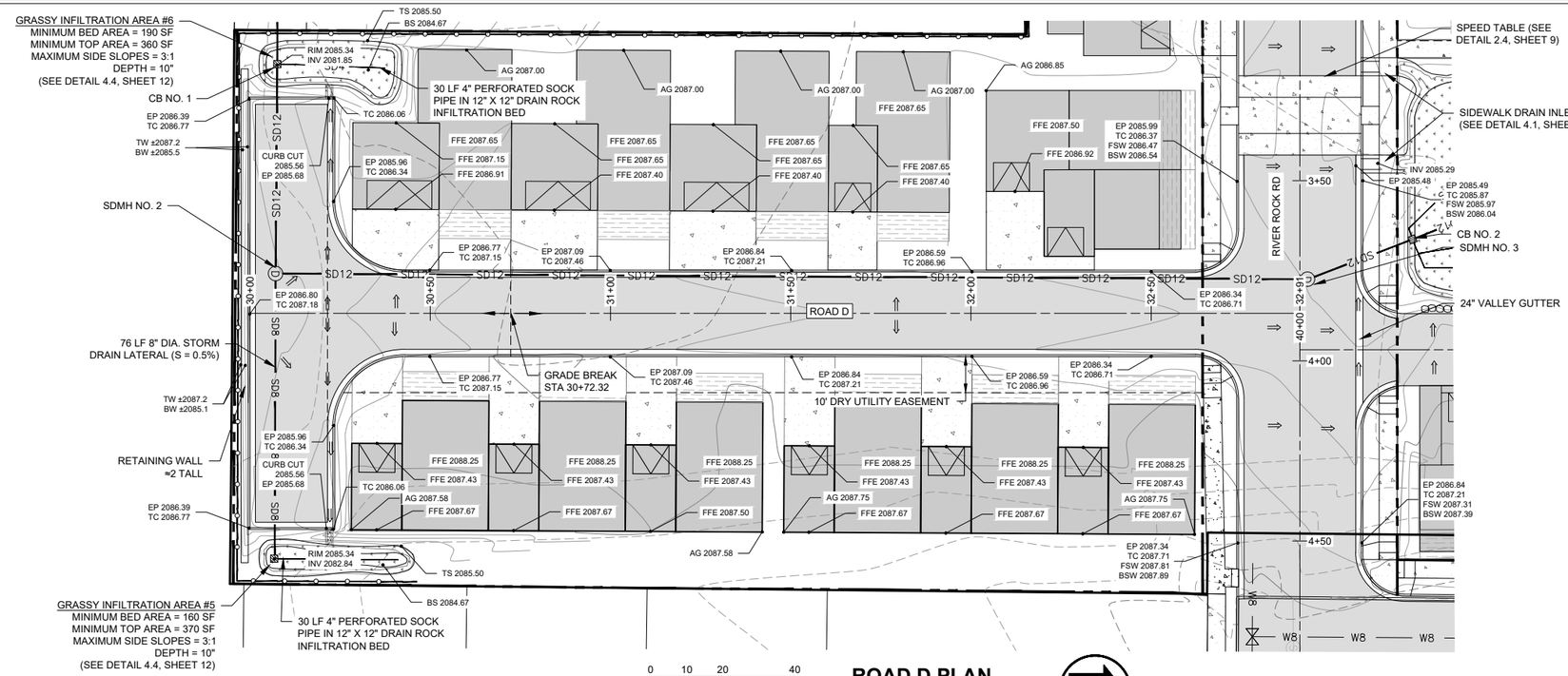
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SANDPOINT, IDAHO 83864
(208) 263-4160

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

SHEET TITLE: ROAD C PLAN AND PROFILE

PROJECT: RIDLEY CT. RIDLEY VILLAGE ROAD SANDPOINT, IDAHO

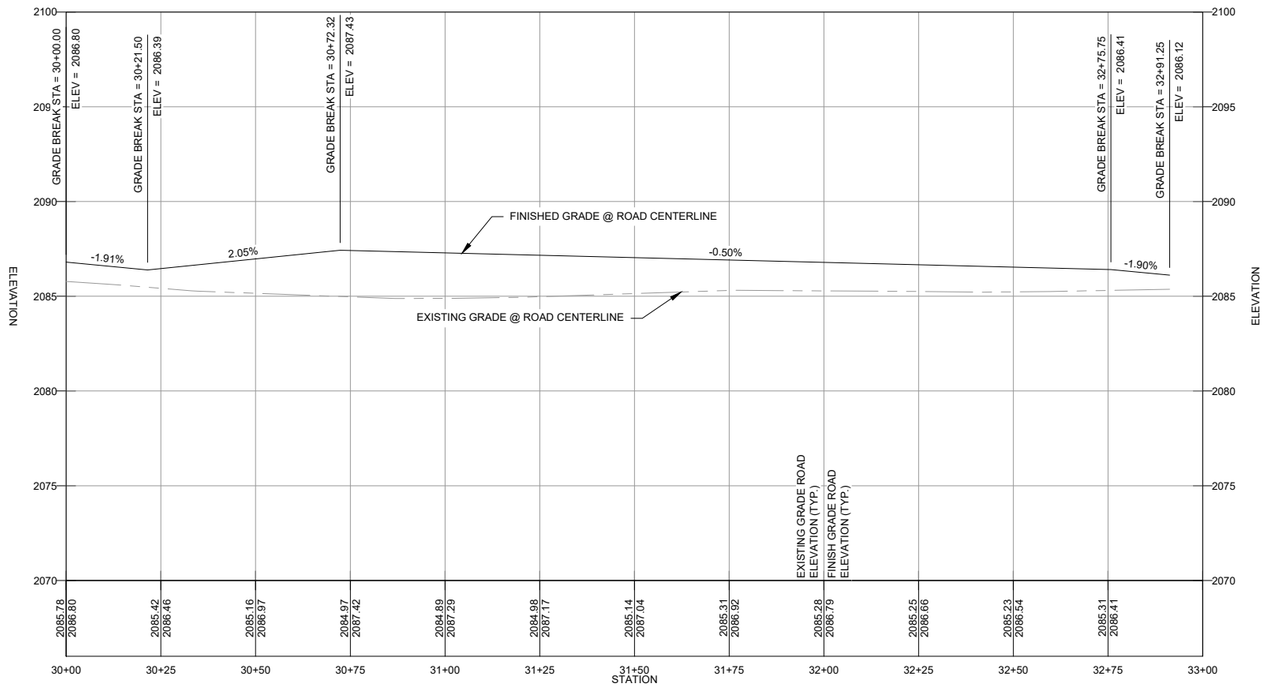
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



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

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

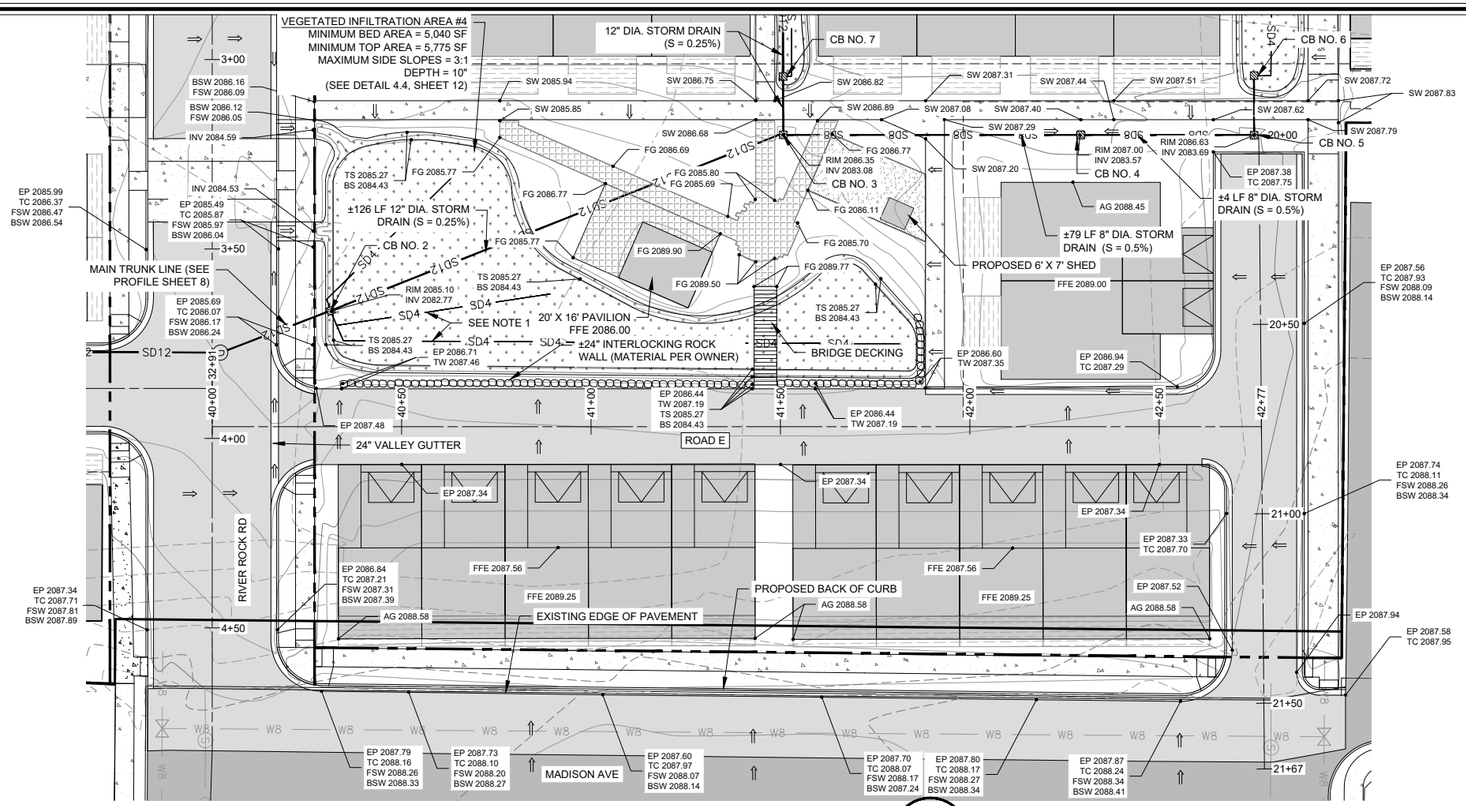
PROJECT: **RIDLEY CT.**
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

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

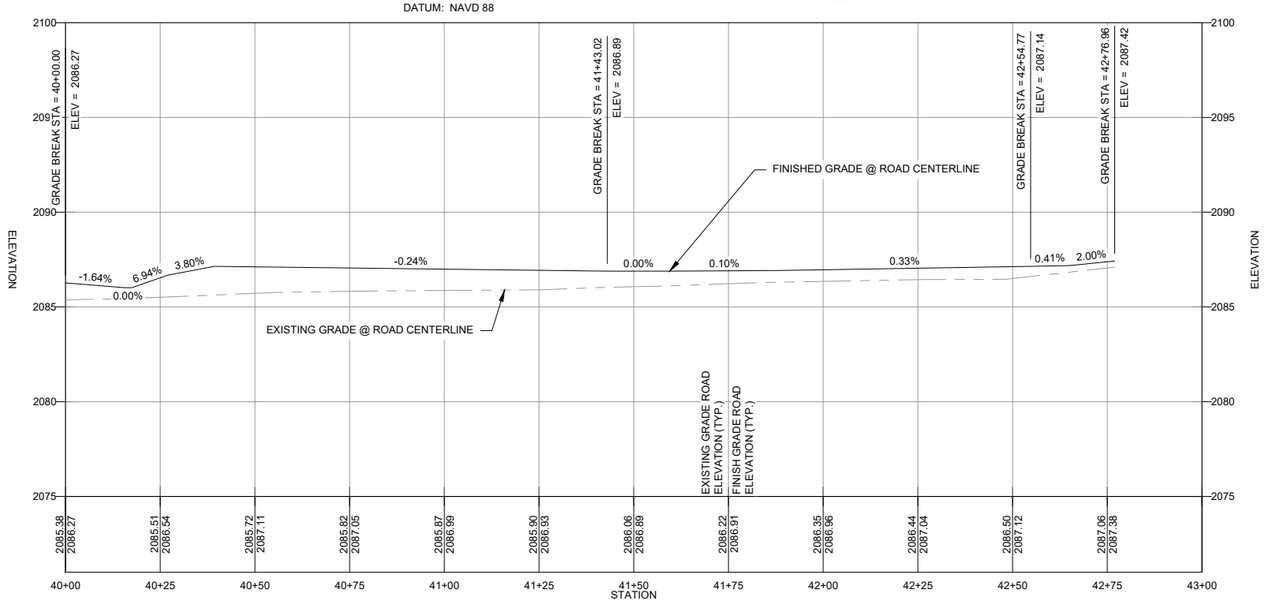
1. INSTALL 3 EA 4" PERFORATED SOCK PIPES IN 30" WIDE X 12" THICK DRAIN ROCK TRENCH. COMBINED LENGTH SHALL BE MINIMUM 256 LF.
2. INFILTRATION SWALE SHALL BE PLANTED WITH VEGETATION AS SPECIFIED BY LANDSCAPE ARCHITECT.



0 10 20 40

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

ROAD E PLAN



ROAD E PROFILE

STATION 30+00 TO 35+50

0 10 20 40
HORIZONTAL SCALE IN FEET

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

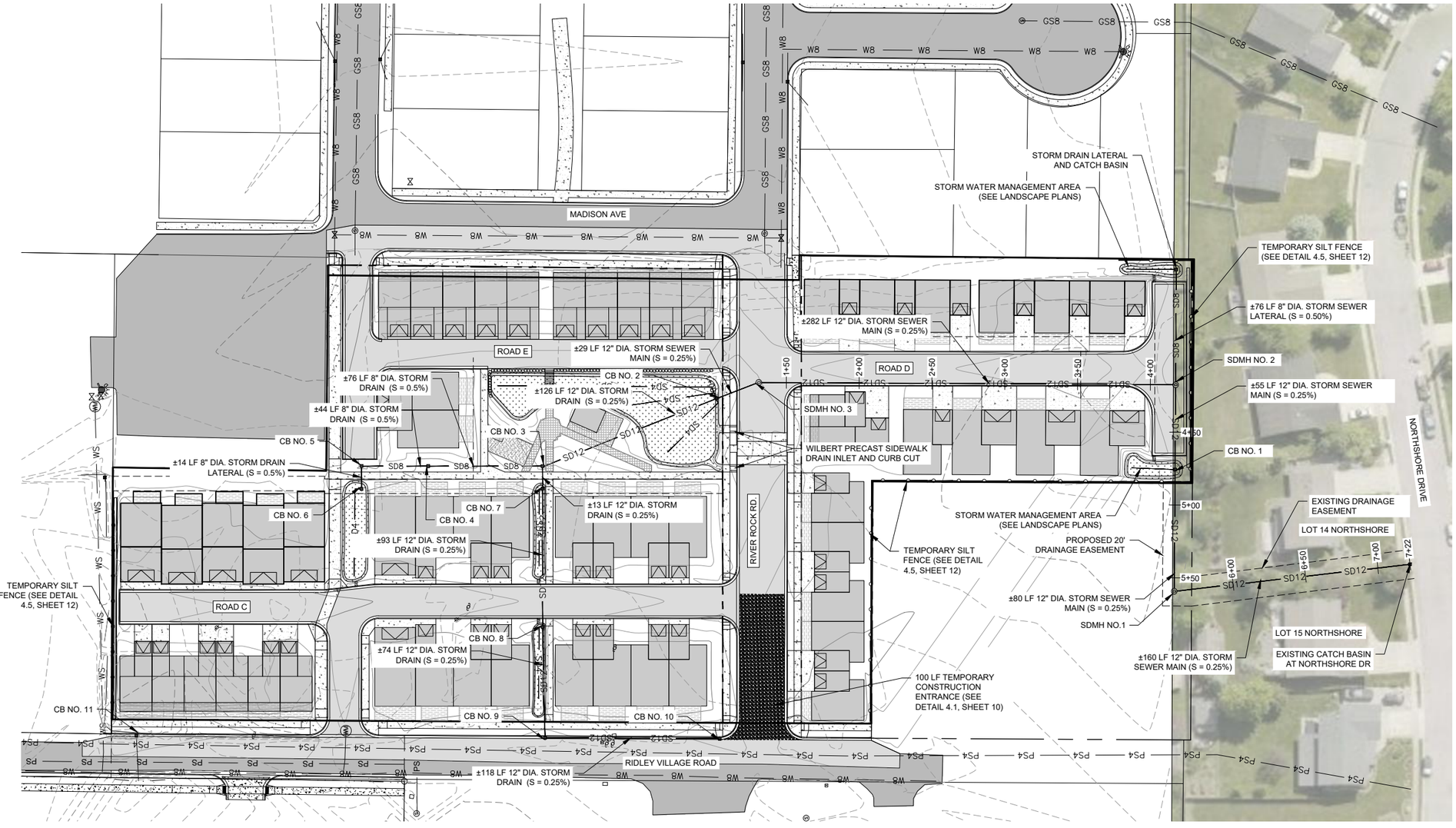
No.	DATE:	REVISION	DRN/CHK

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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



0 10 20 40

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

STORM SEWER MAIN PLAN

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

No.	DATE:	REVISION	DRN/CHK

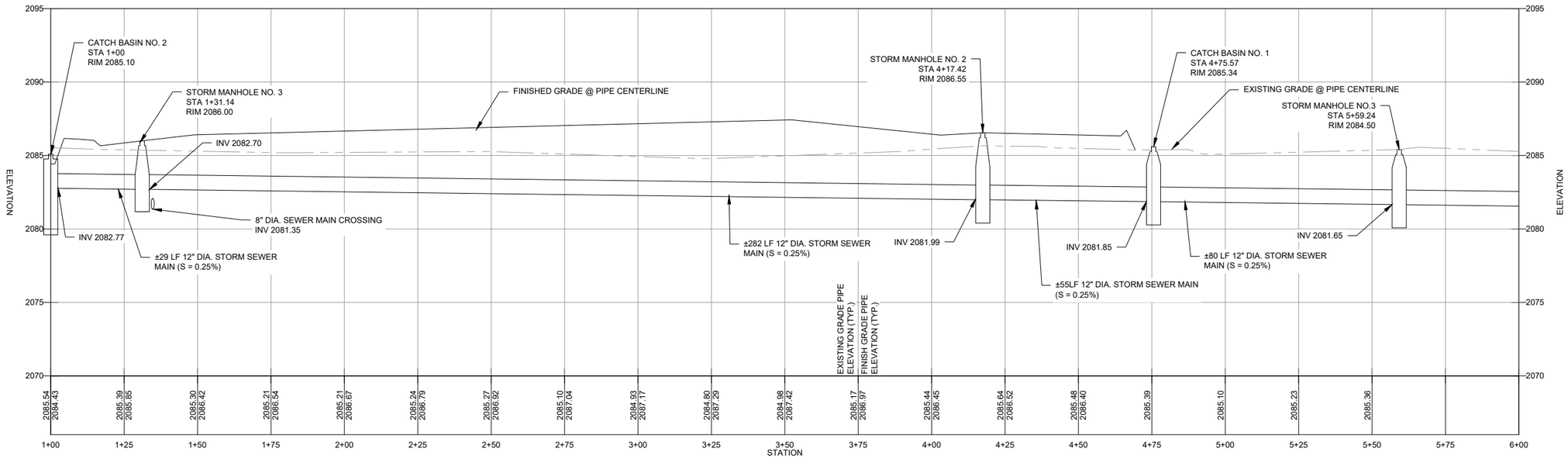
PROFESSIONAL ENGINEER REGISTERED 8607 10/15/2025 STATE OF IDAHO B. SCOTT BROWN

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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

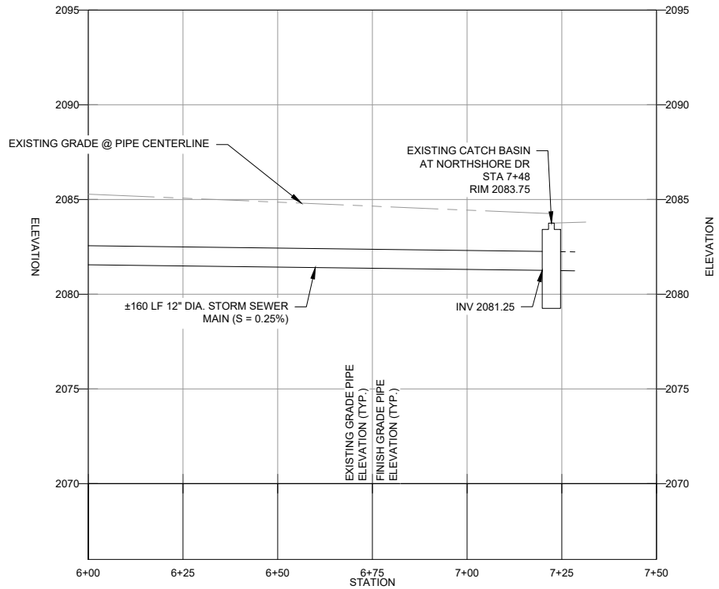


0 10 20 40
HORIZONTAL SCALE IN FEET

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

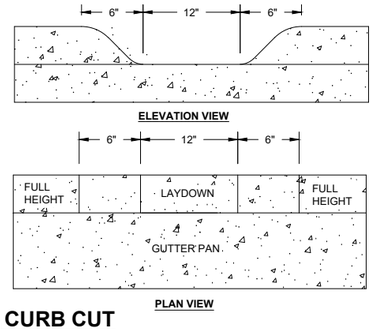
No.	DATE:	REVISION	DRN/CHK

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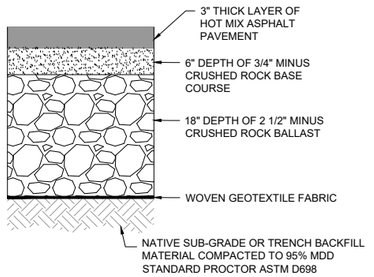
SHEET TITLE:
STORM SEWER MAIN PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

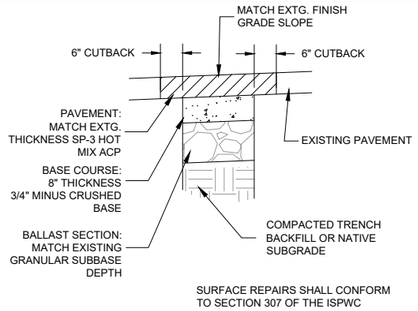
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SCALE:	AS SHOWN
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CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



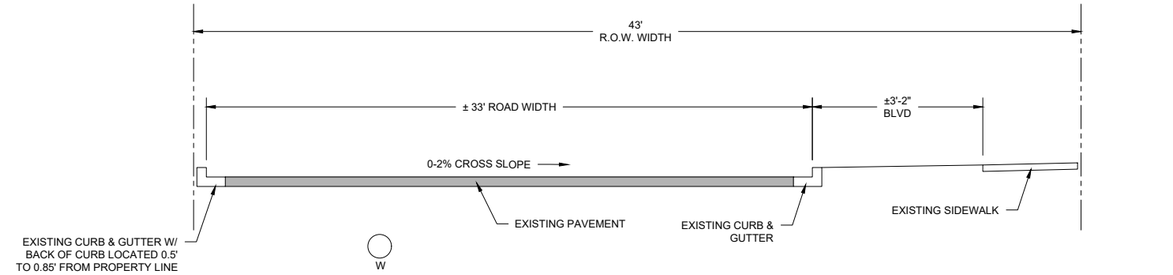
1.1 CURB CUT
NOT TO SCALE



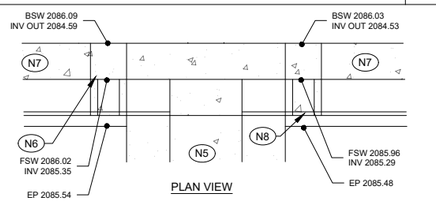
2.1 ROADWAY PAVEMENT SECTION
NOT TO SCALE



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

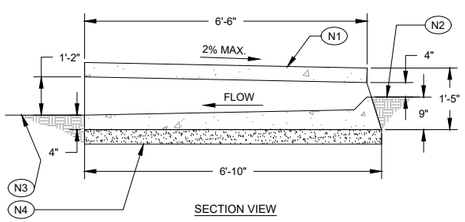


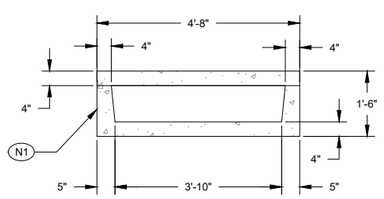
2.1 TYPICAL SECTION (MADISON AVE.)
NOT TO SCALE

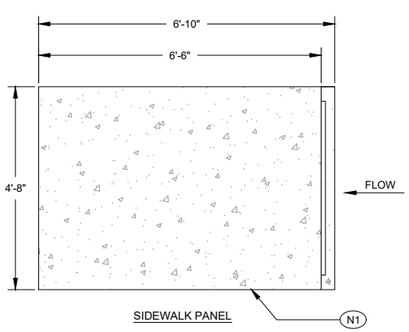


(N1) SPECIAL CURB INLET TYPE 2
(N2) UPSTREAM FINISHED GRADE
(N3) DOWNSTREAM FINISHED GRADE
(N4) 4" LAYER OF 3/4" CRUSHED GRAVEL COMPACTED TO 95% OF MDD
(N5) CONCRETE SPEED TABLE (SEE DETAIL 3.4, SHEET 10)
(N6) SIDEWALK DRAIN INLET
(N7) 5' WIDE SIDEWALK (SEE DETAIL 1.4, SHEET 10)
(N8) CURB CUT AND CONCRETE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

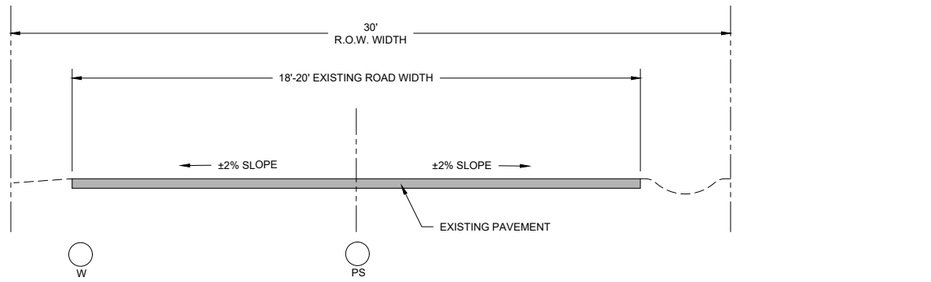
NOTES:
1. SPECIAL CURB INLET TYPE 2 IS PRODUCT #1840 AS MANUFACTURED BY WILBERT PRECAST IN SPOKANE, WA.
2. CURB INLETS SHALL BE INSTALLED SIDE BY SIDE DOWNSTREAM OF GIA OUTLET TO PROVIDE WATER CONVEYANCE BENEATH WALKWAY
3. NEW PAVED PATHWAY SHALL BE INSTALLED FLUSH TO SURFACE OF CURB INLET FOR PATH CONTINUITY.







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

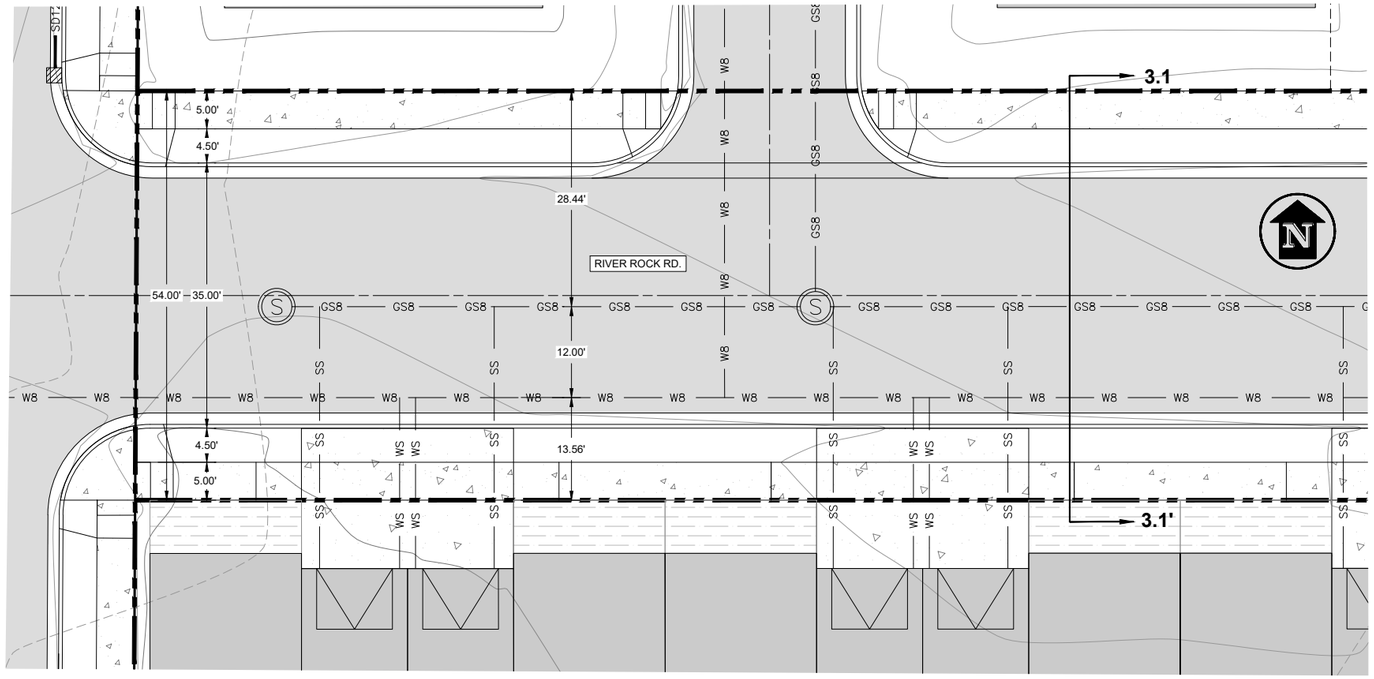
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

PROJECT: RIDLEY CT. RIDLEY VILLAGE ROAD SANDPOINT, IDAHO

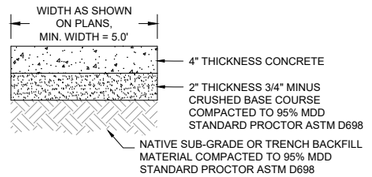
DATE:	10-14-2025
SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
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PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY

SHEET 9 OF 14



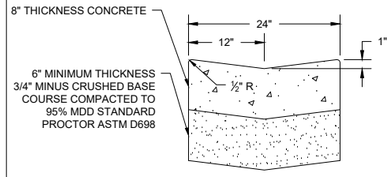
2.1 PLAN VIEW (RIVER ROCK RD.)
AS NOTED

0 5 10 20

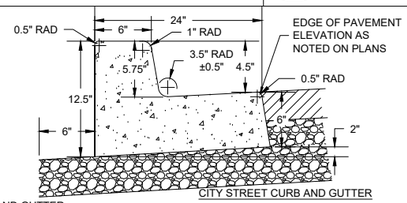


NOTES:
1. CROSS SLOPE OF SIDEWALK PERPENDICULAR TO PATH OF TRAVEL NOT TO EXCEED 2%
2. SCORE SIDEWALK AT INTERVALS NOT TO EXCEED 5 FEET
3. INSTALL EXPANSION JOINTS WITH 1/2" PREFORMED BITUMINOUS JOINT AT 20' INTERVALS, AT PC/PT OF ALL CURVES, AND WHEREVER SIDEWALK IS PLACED NEXT TO PERMANENT FOUNDATION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

1.4 SIDEWALK SECTION
SCALE: N.T.S.

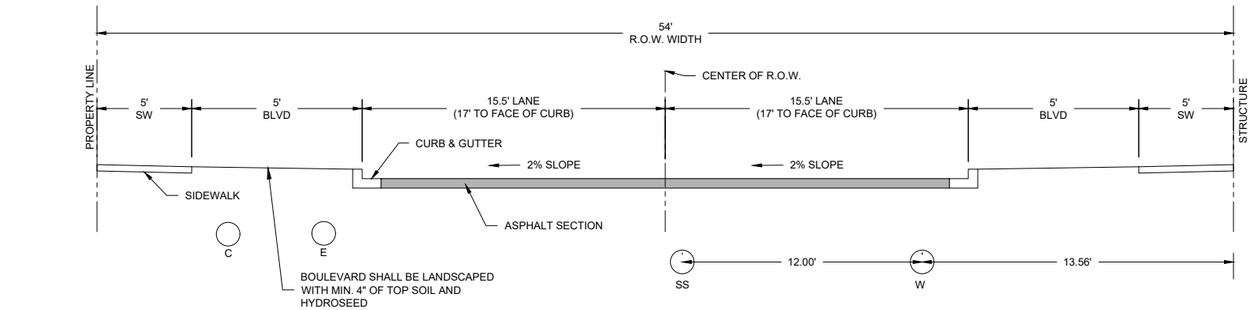


1.5 24" VALLEY GUTTER SECTION
SCALE: N.T.S.



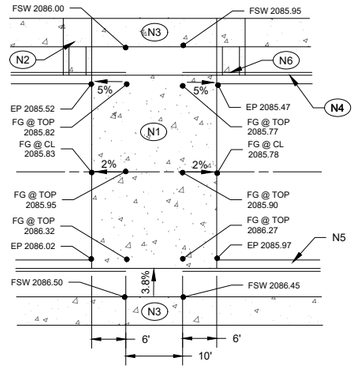
NOTES FOR ALL CURB AND GUTTER :
1. GRADE AND ALIGNMENT SHALL BE PER GRADING PLANS.
2. BASE : 6" OF 3/4 MINUS CRUSHED AGGREGATE COMPACTED TO 95% OF STANDARD PROCTOR (SEE ROAD SECTION DETAIL).
3. BASE SHALL BE A MIN. WIDTH OF 3' TO GRADE PRIOR TO SETTING FORMS.
4. 1/2" PREFORMED EXPANSION JOINT MATERIAL (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.

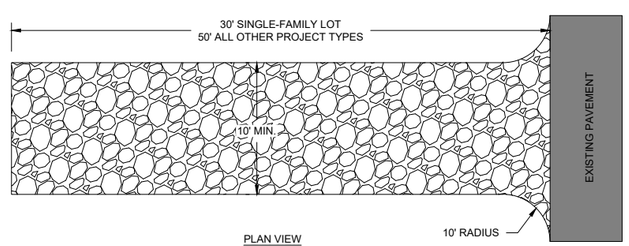


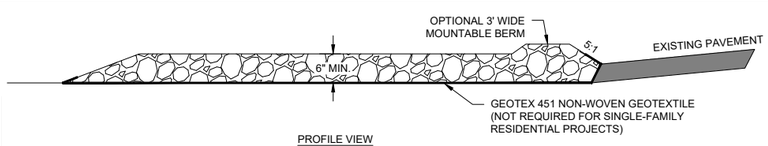
3.1 CROSS SECTION (RIVER ROCK RD.)
NOT TO SCALE

- (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

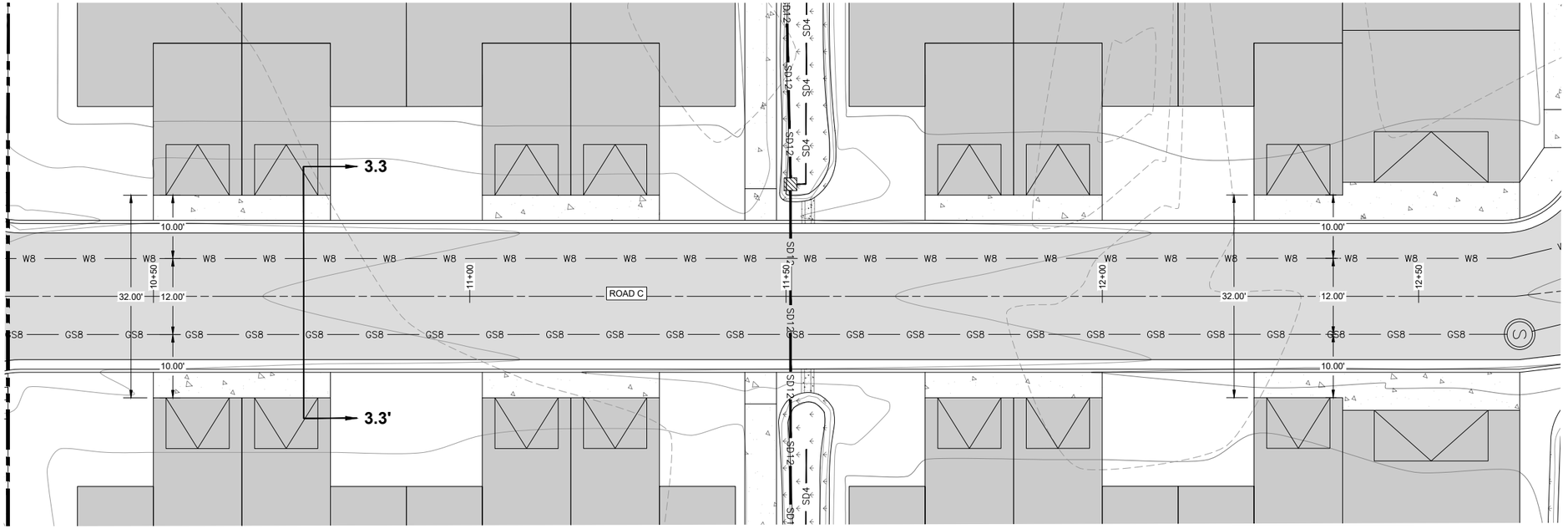
No.	DATE:	REVISION	DRN/CHK

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

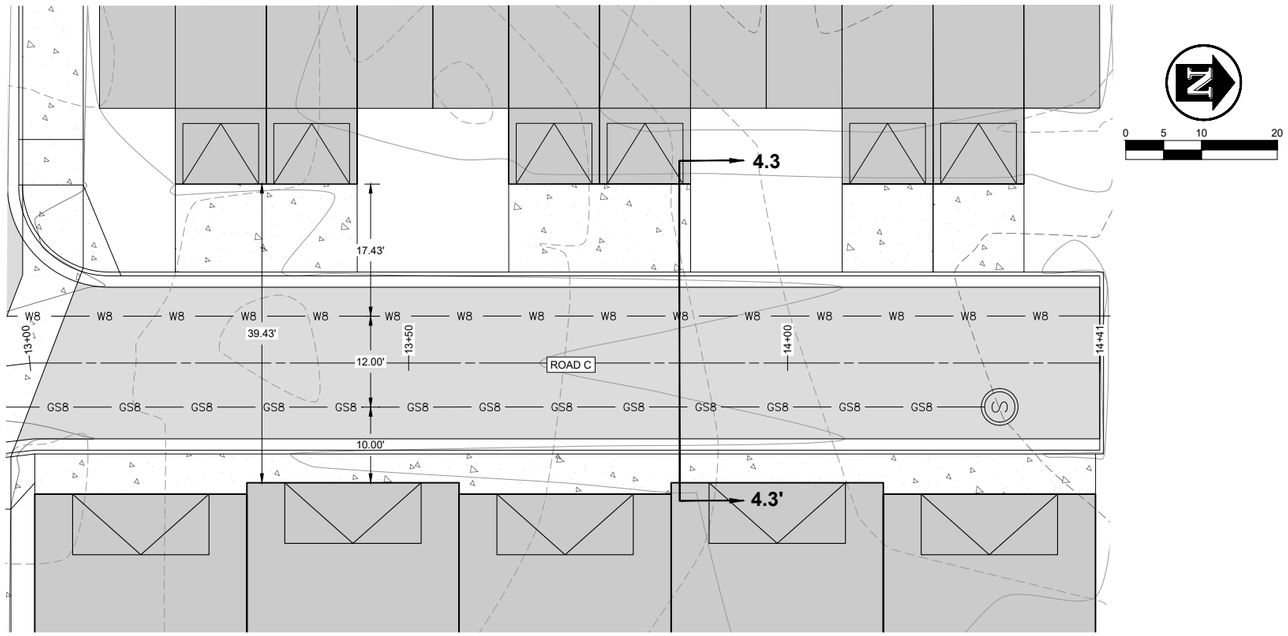
SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

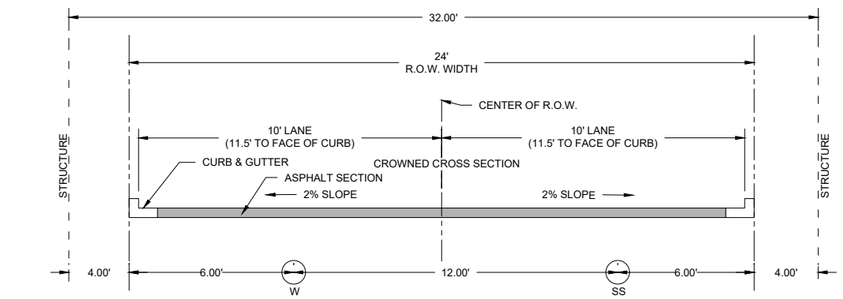
DATE:	10-14-2025
SCALE:	AS SHOWN
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DRAWN:	NCF
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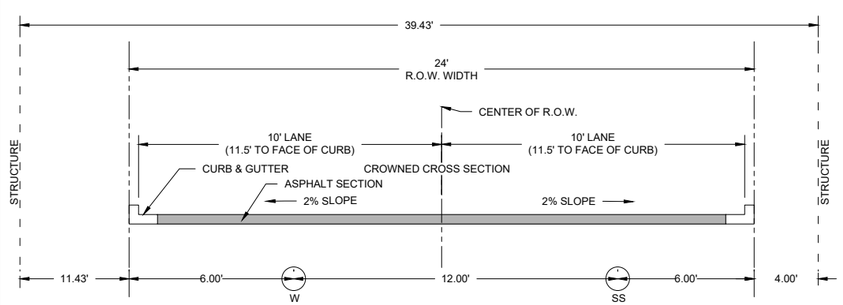
2.1 PLAN VIEW (ROAD C STA 10+00 TO 12+75)
AS NOTED



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

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

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

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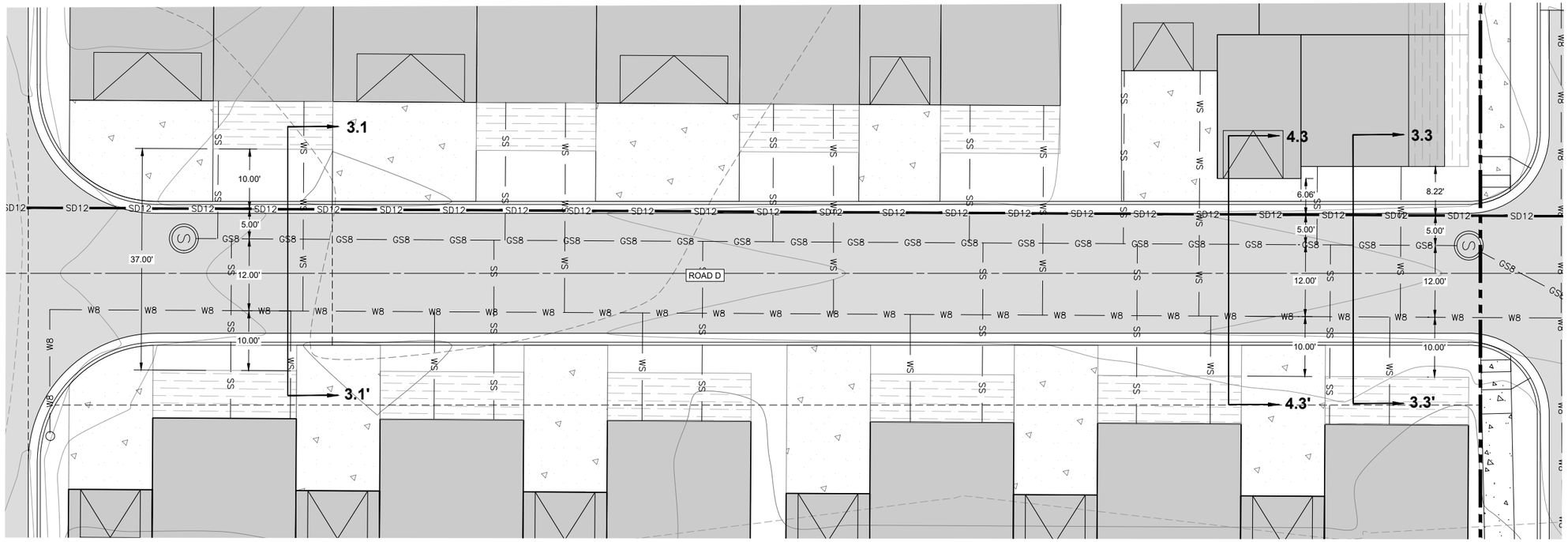
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SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

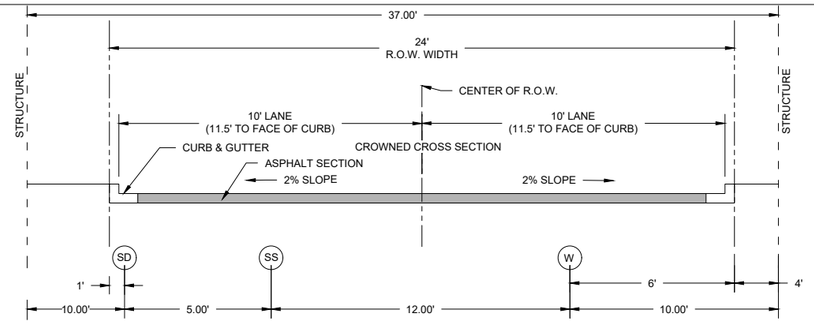
PROJECT: RIDLEY CT.
RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

DATE:	10-14-2025
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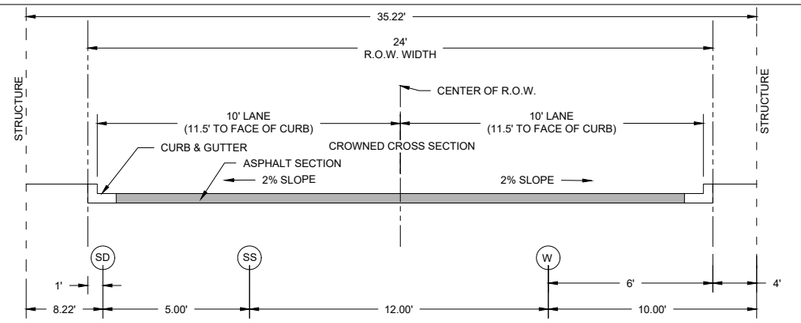
SHEET 11 OF 14



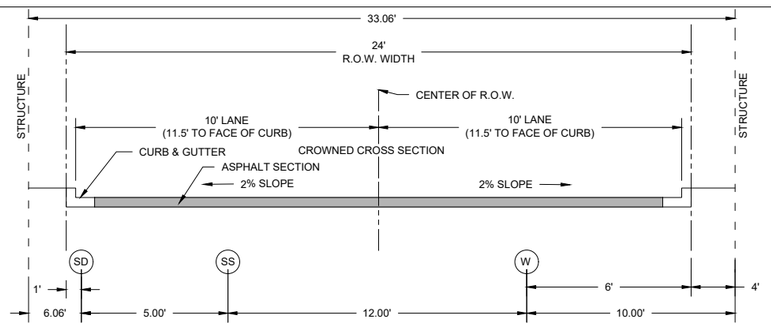
2.1 PLAN VIEW (ROAD D)
AS NOTED



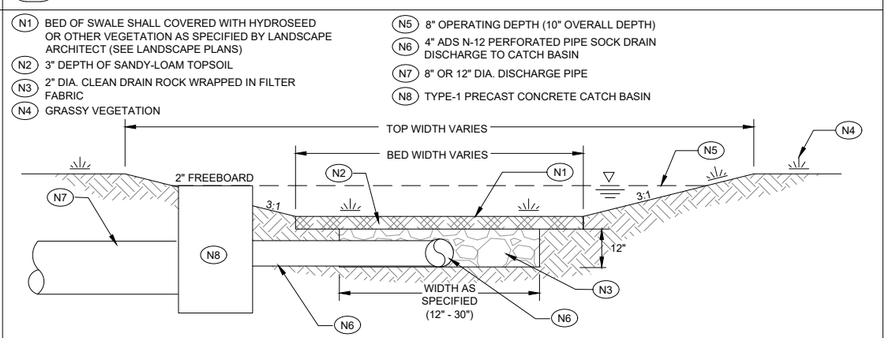
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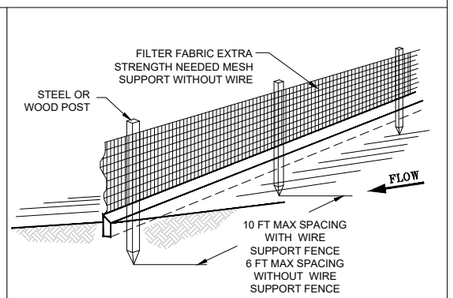
3.3 CROSS SECTION (ROAD D)
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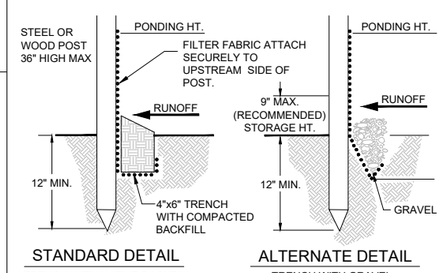


4.3 CROSS SECTION (ROAD D)
NOT TO SCALE



4.4 GRASSY INFILTRATION AREA (GIA)
SCALE: 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

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FINAL DESIGN DRAWINGS
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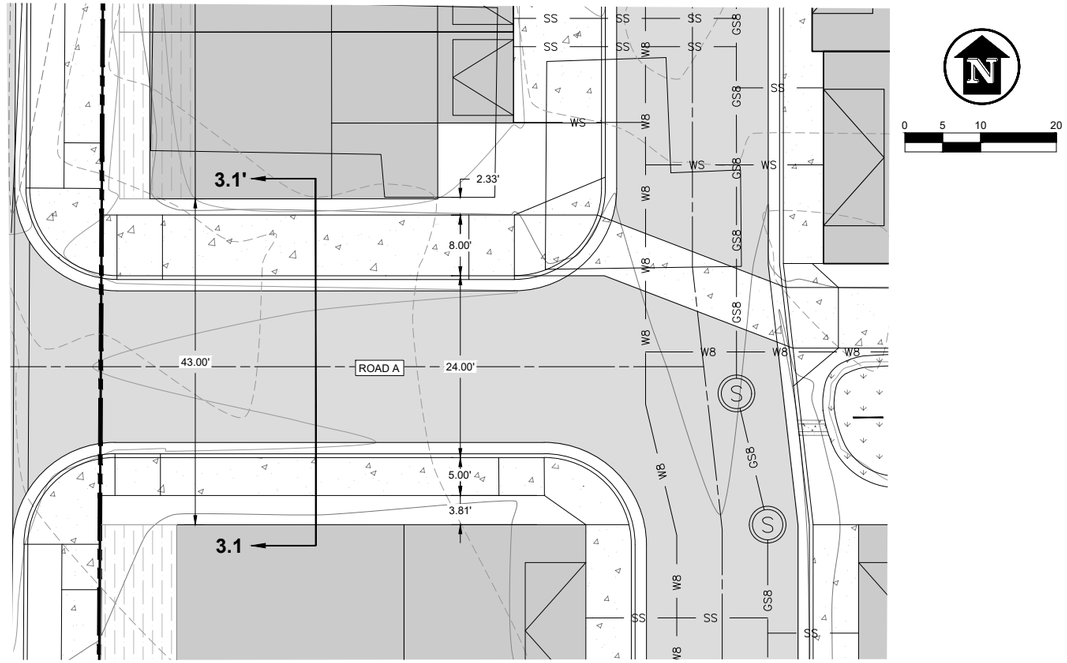
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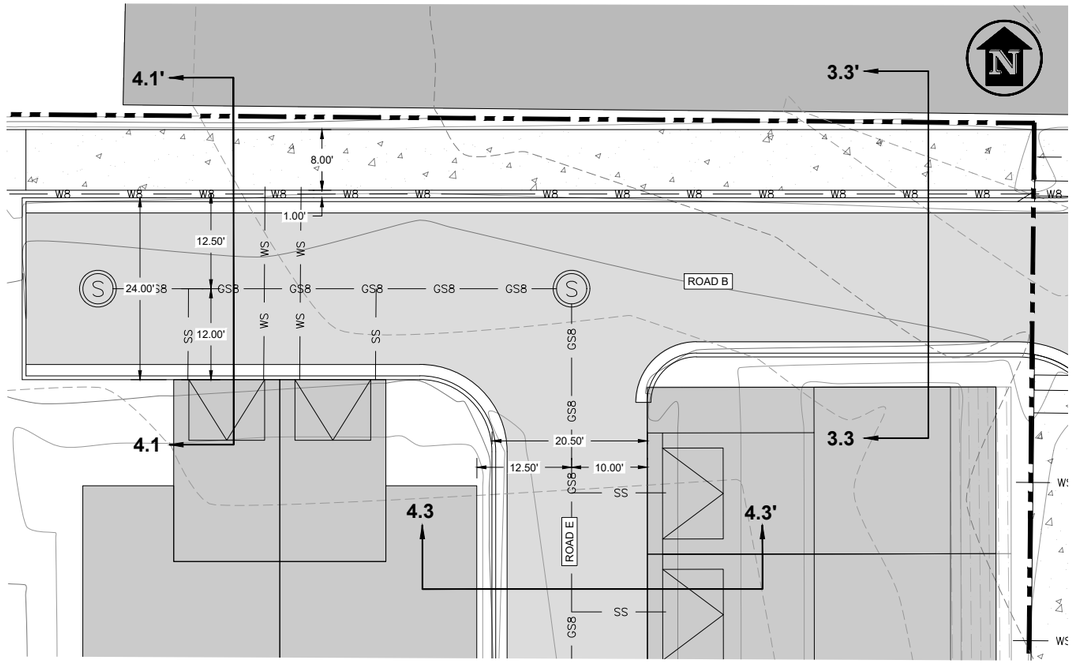
SHEET TITLE: DETAILS

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RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

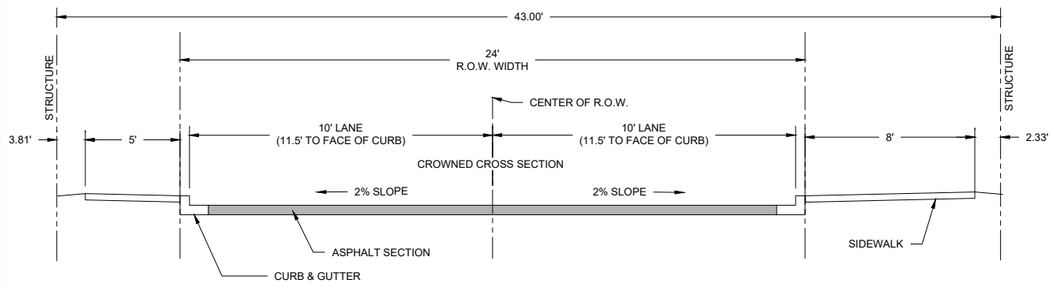
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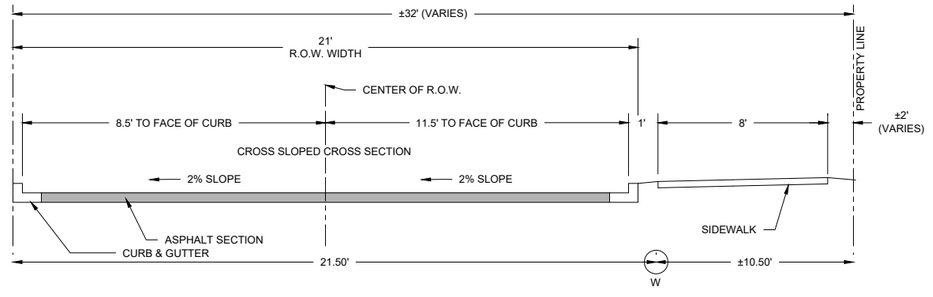
2.1 PLAN VIEW (ROAD A)
AS NOTED



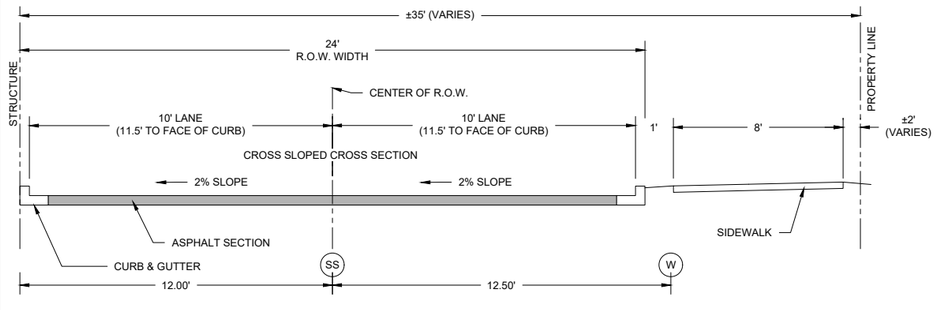
2.3 PLAN VIEW (ROAD B AND E)
AS NOTED



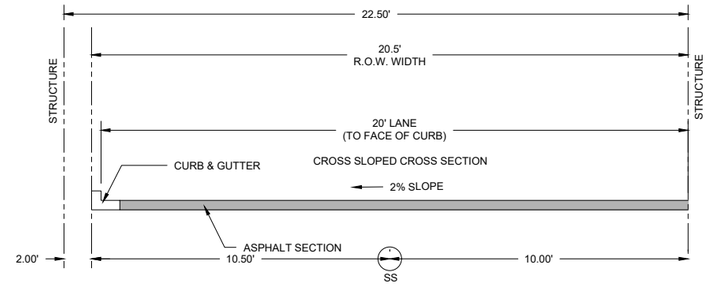
3.1 CROSS SECTION (ROAD A)
NOT TO SCALE



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

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RIDLEY VILLAGE ROAD
SANDPOINT, IDAHO

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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.)

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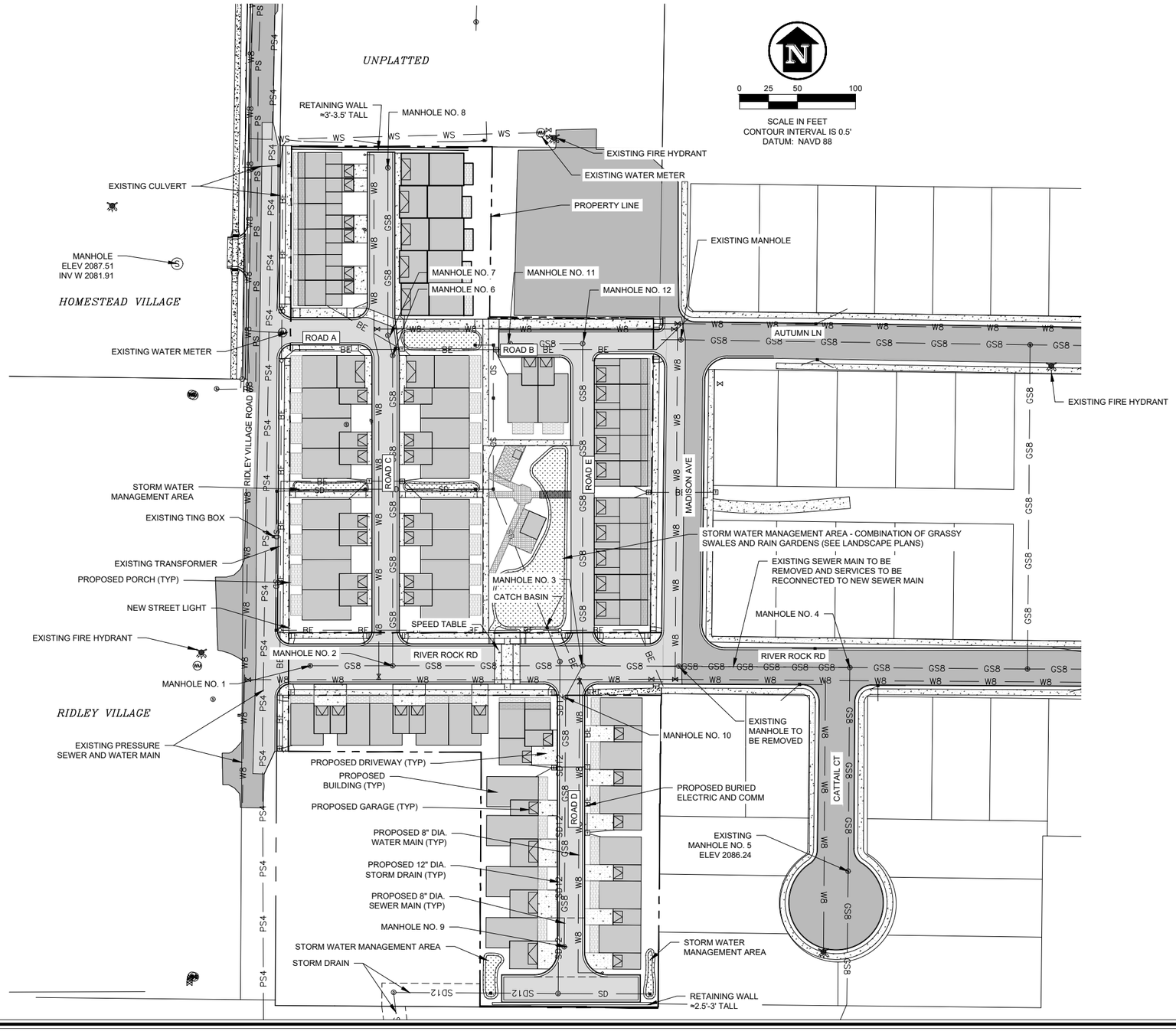
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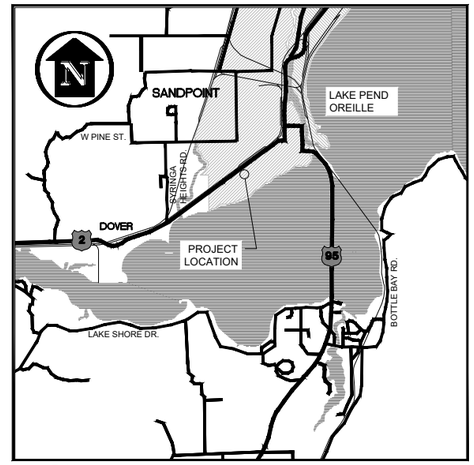
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RIDLEY COURT - WATER AND SEWER PLANS

(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

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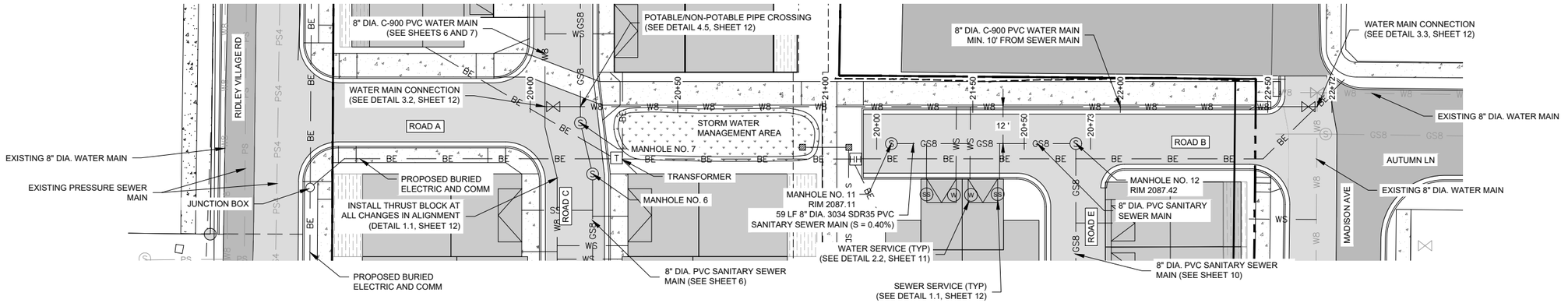
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RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

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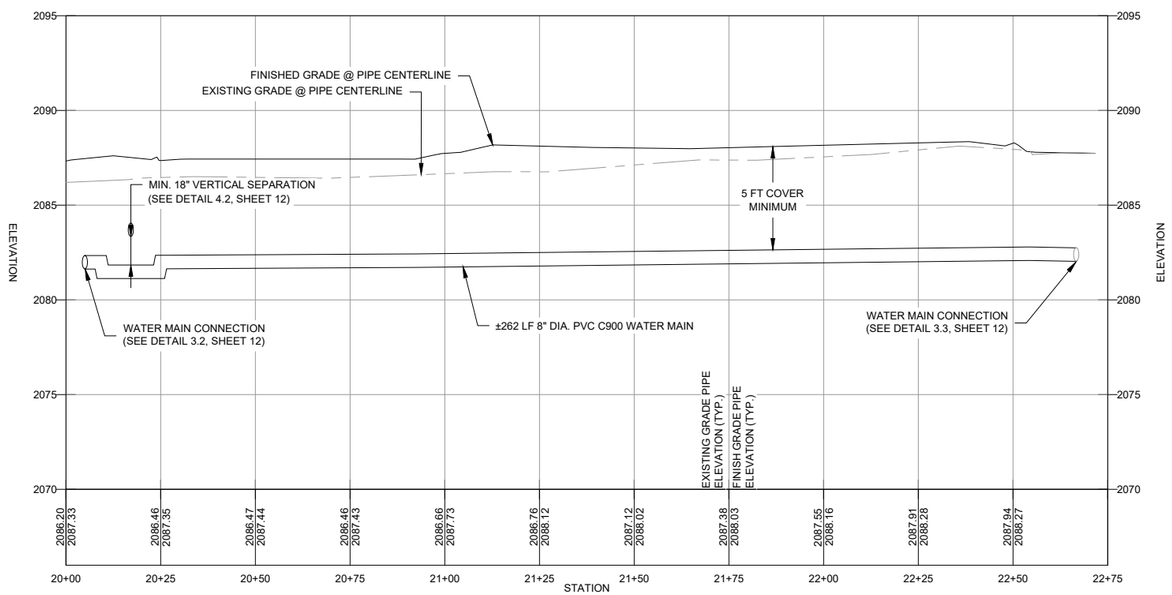
SHEET 1 OF 13



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

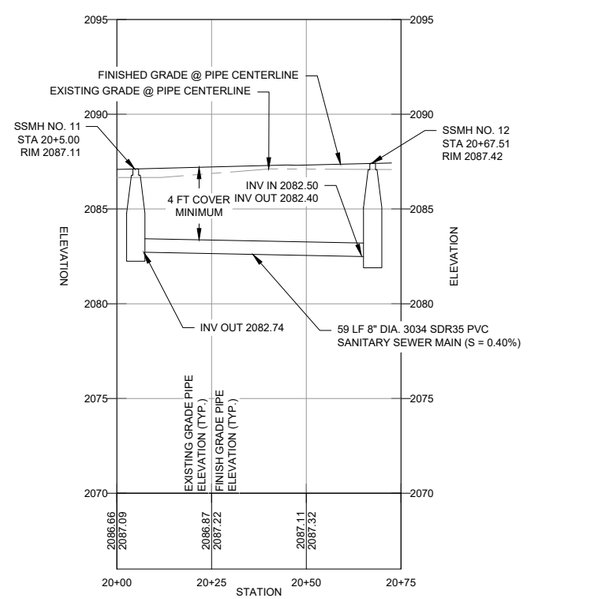
HORIZONTAL SCALE IN FEET

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

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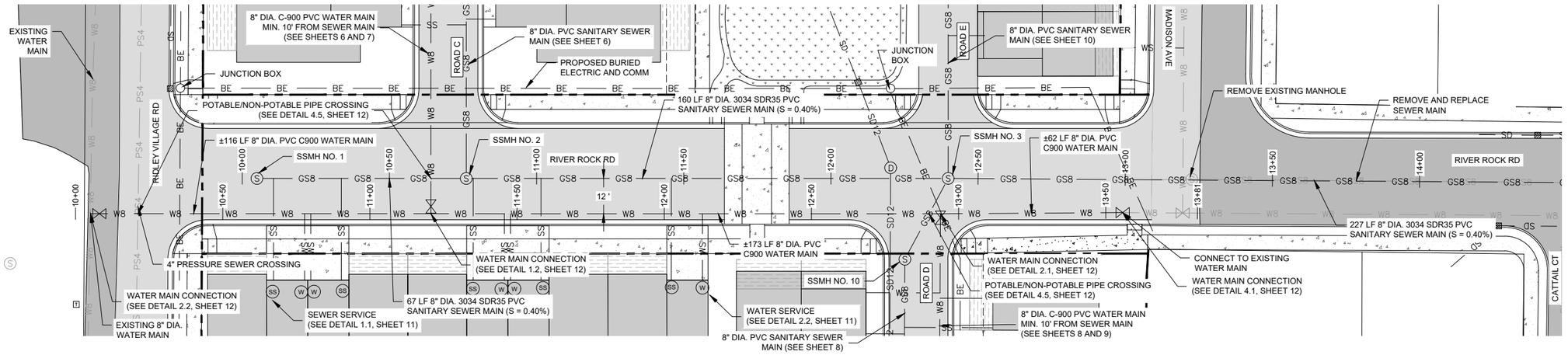
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SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROADS B WATER AND SEWER MAIN PLAN AND PROFILES

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

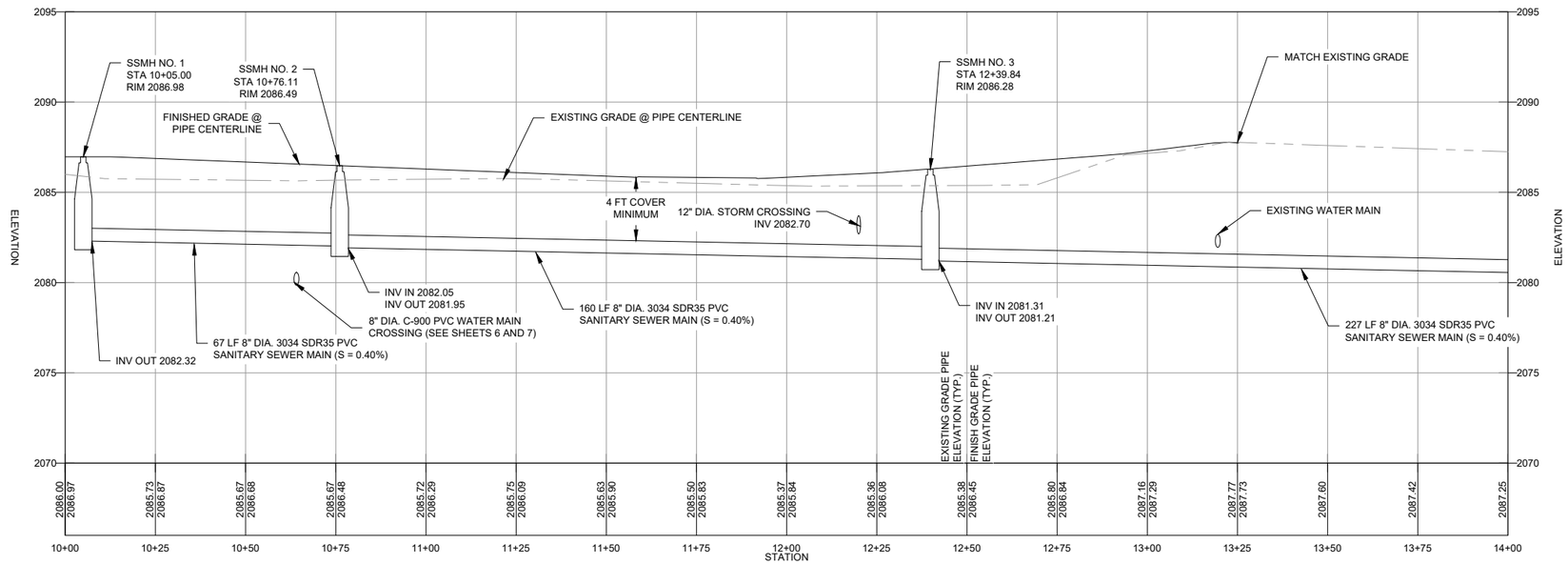
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SCALE:	AS SHOWN
DESIGNED:	BSB
DRAWN:	NCF
CHECKED:	BSB
PROJ NO.:	01210-24-002
CAD FILE:	E-AFFINITY



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

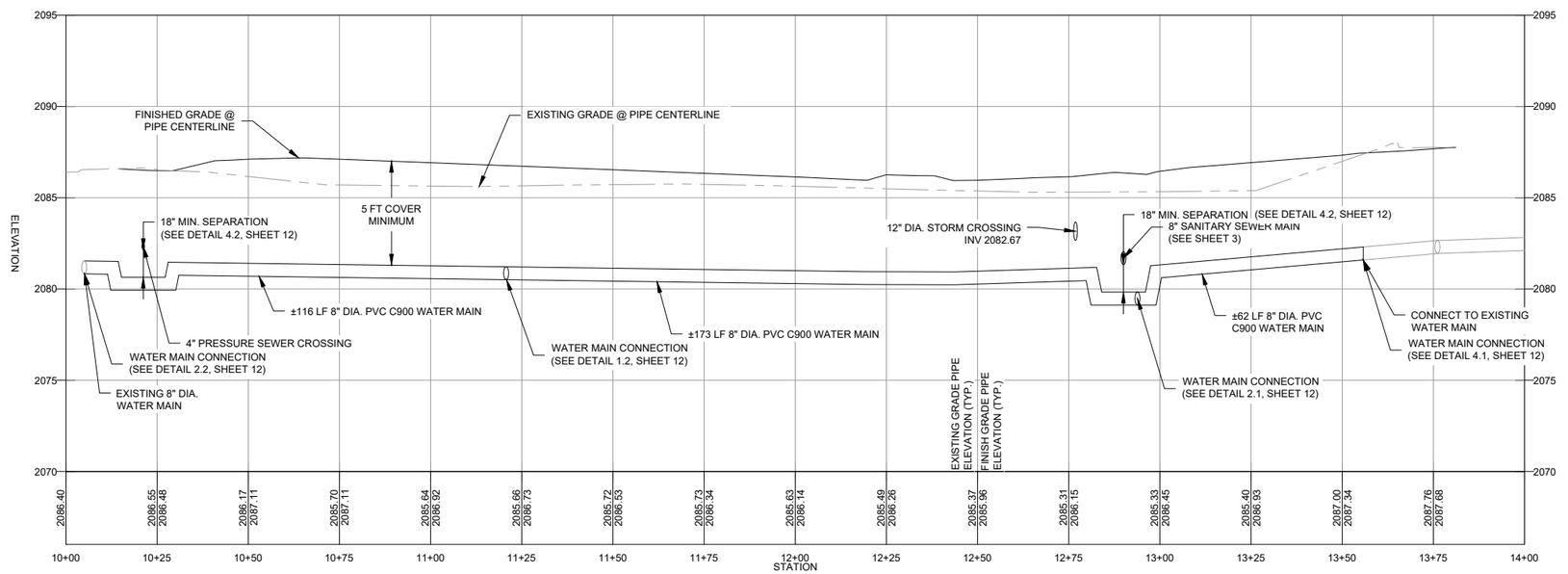
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

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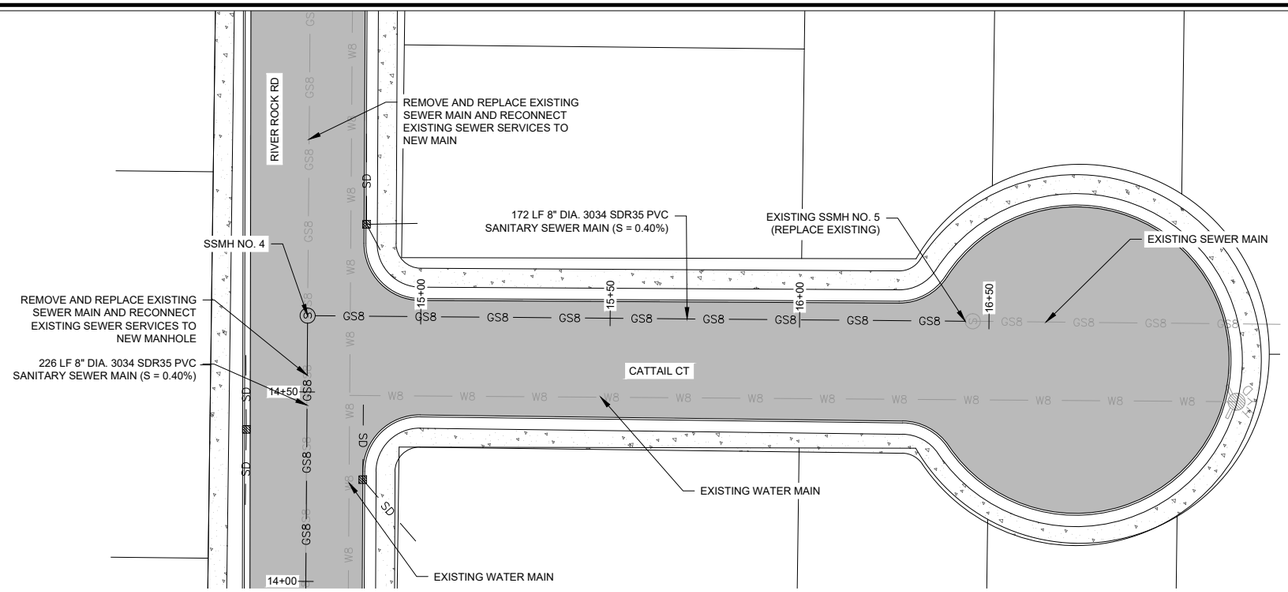
PROFESSIONAL ENGINEER REGISTERED
8607
10/15/2025
STATE OF IDAHO
B. SCOTT BROWN

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

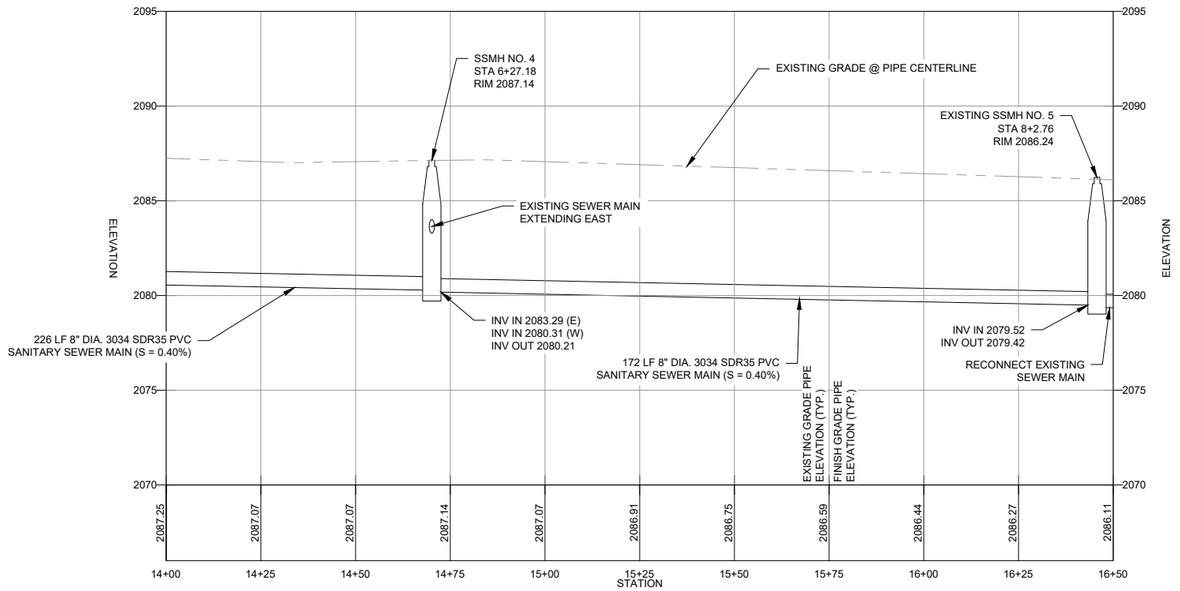
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0 10 20 40

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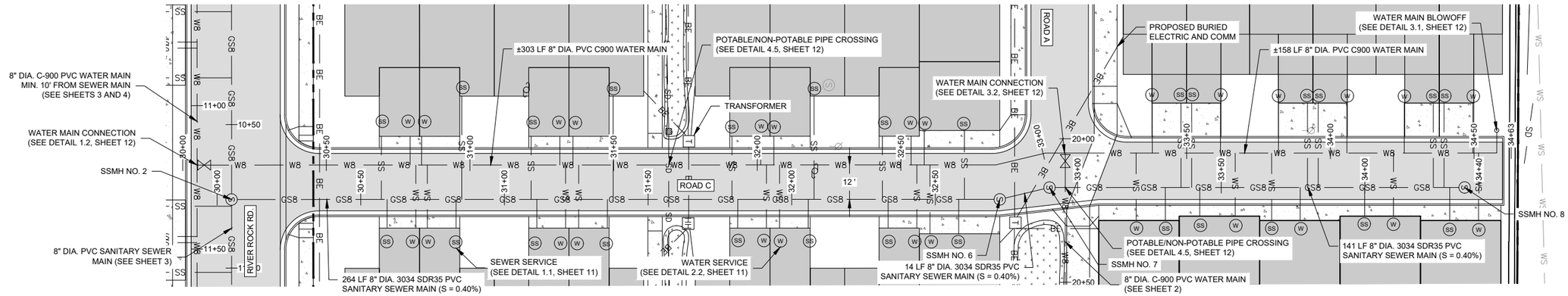
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James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: **RIVER ROCK SEWER MAIN PLAN AND PROFILE**

PROJECT: **RIDLEY CT.**
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

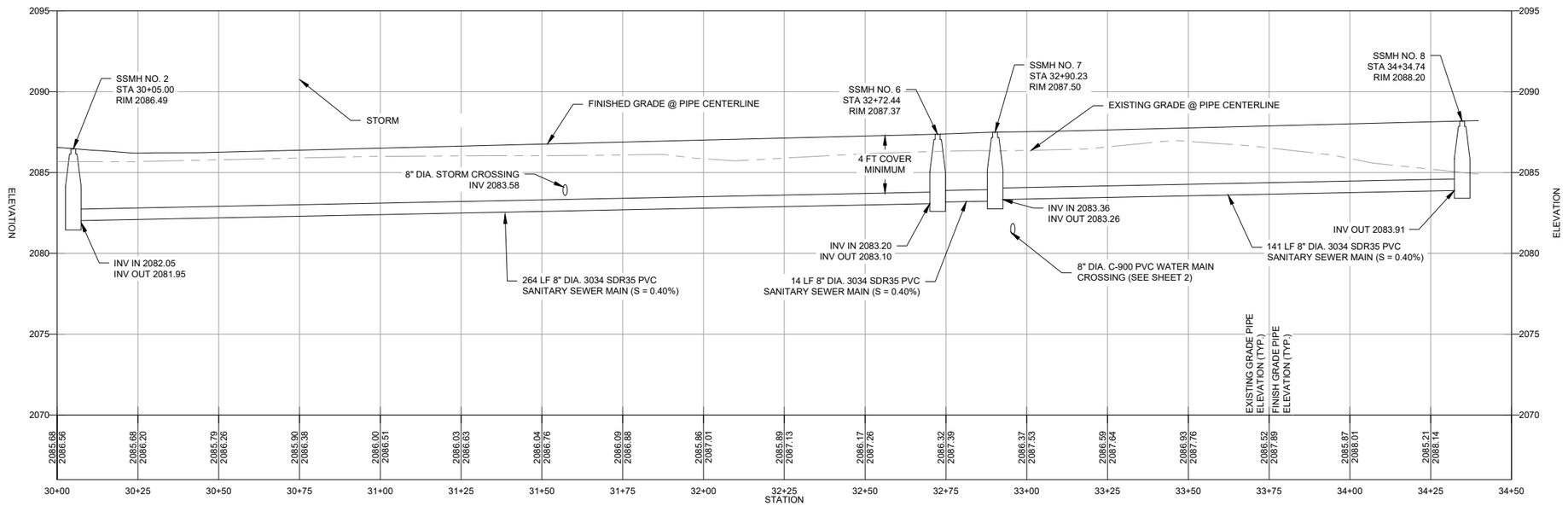
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SCALE IN FEET
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DATUM: NAVD 88

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

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

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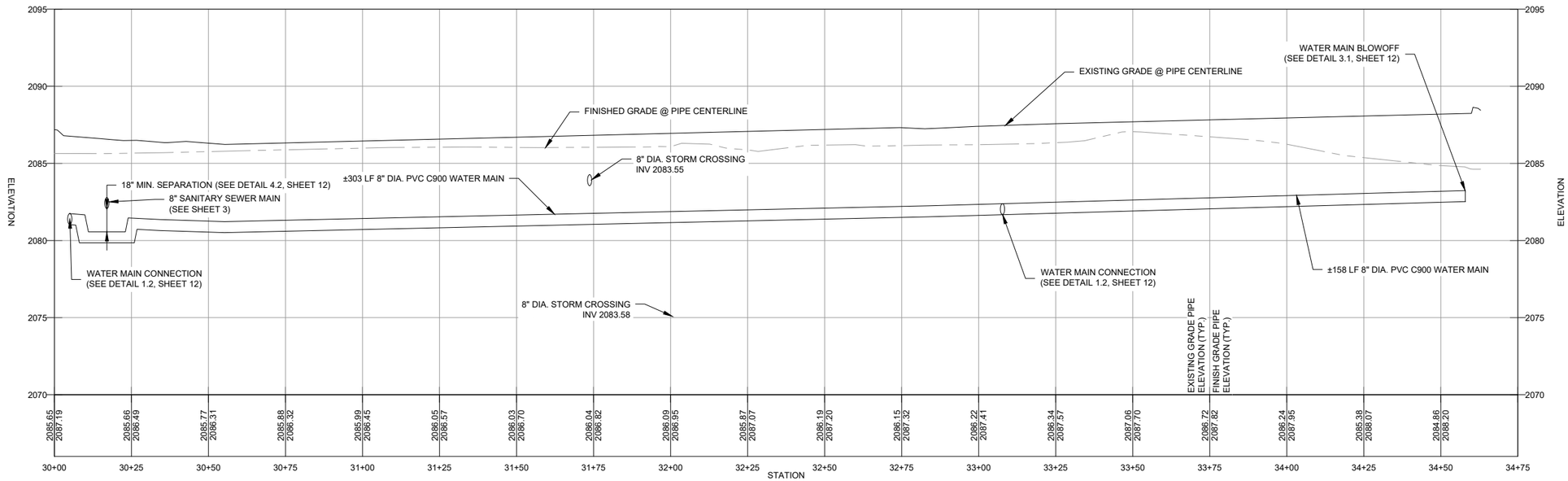
James A. Sewell and Associates, LLC
1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

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
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SHEET 6 OF 13



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

FINAL DESIGN DRAWINGS
NOT APPROVED FOR CONSTRUCTION

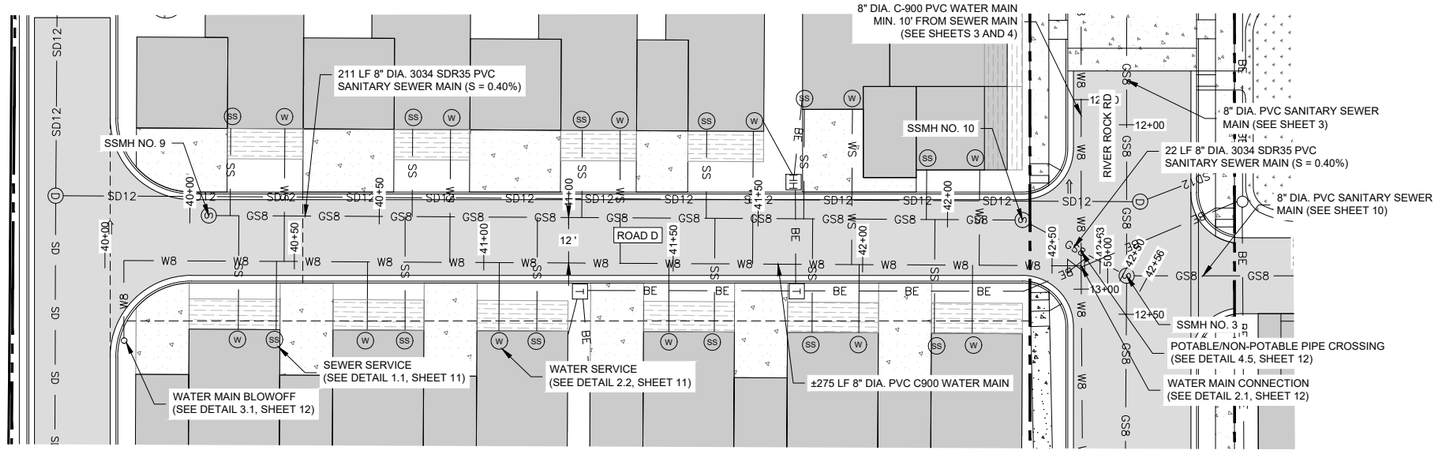
No.	DATE:	REVISION	DRN/CHK

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

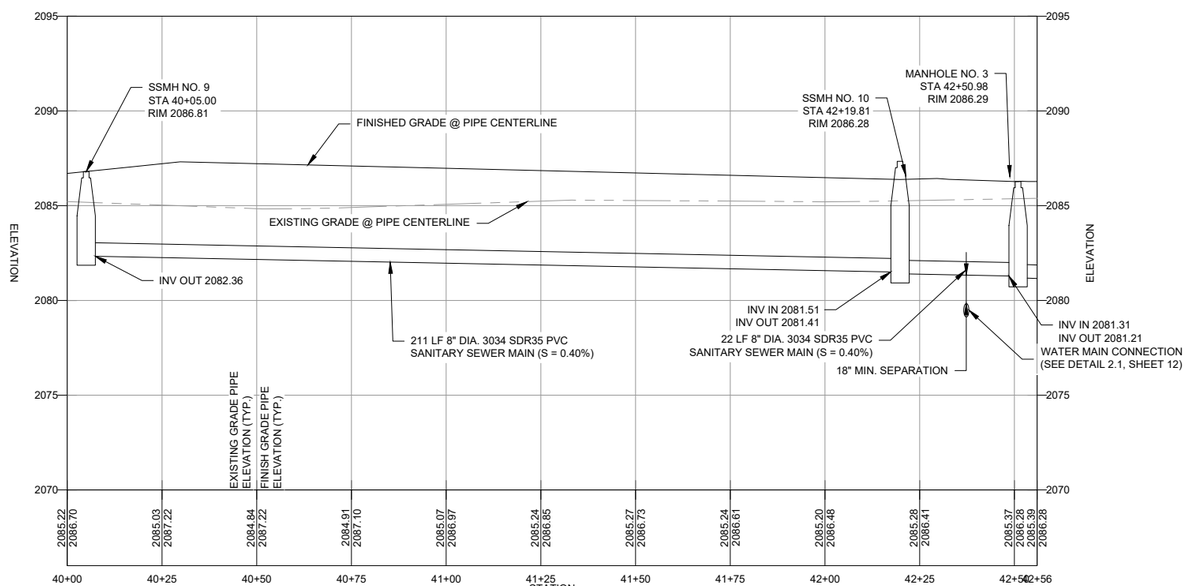
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CAD FILE:	E-AFFINITY



0 10 20 40

SCALE IN FEET
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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

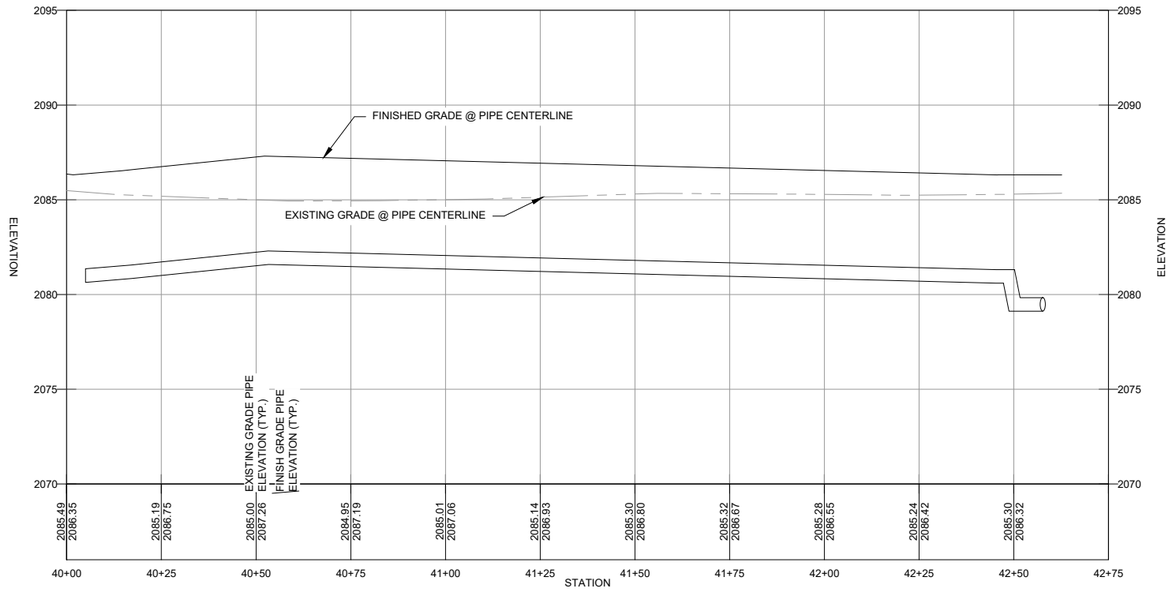
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(208) 263-4160

SHEET TITLE:
ROAD D WATER AND SEWER MAIN PLAN AND SEWER PROFILE

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SANDPOINT, IDAHO

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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

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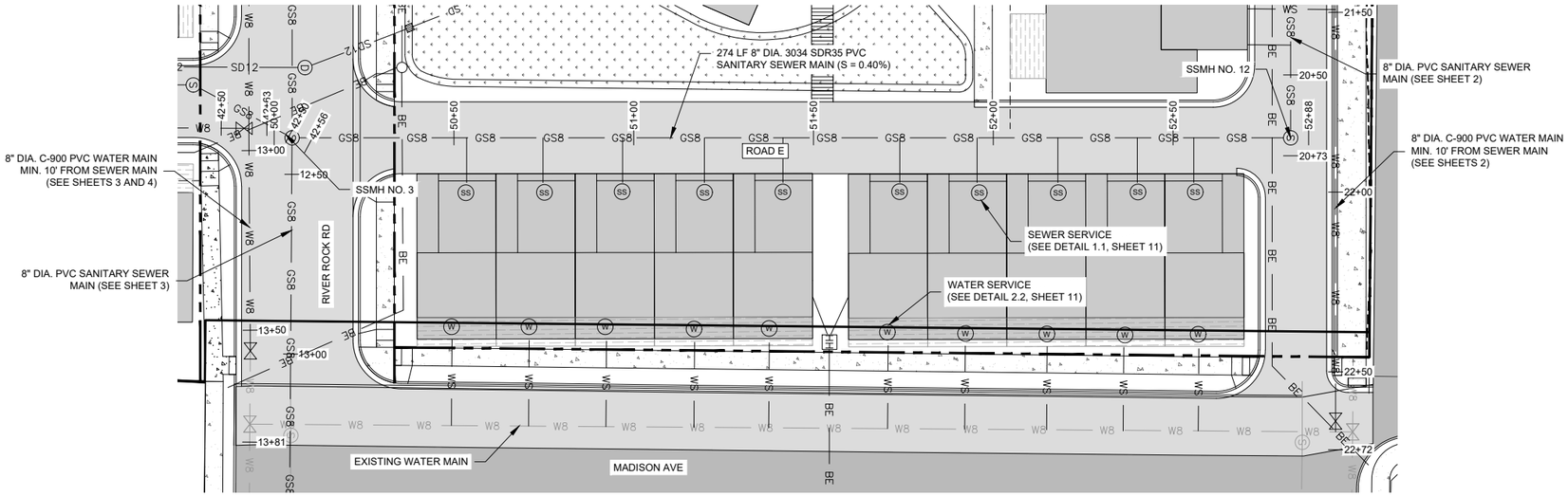
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1319 NORTH DIVISION AVENUE
SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE:
ROADS E & F PLAN AND PROFILE

PROJECT:
RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

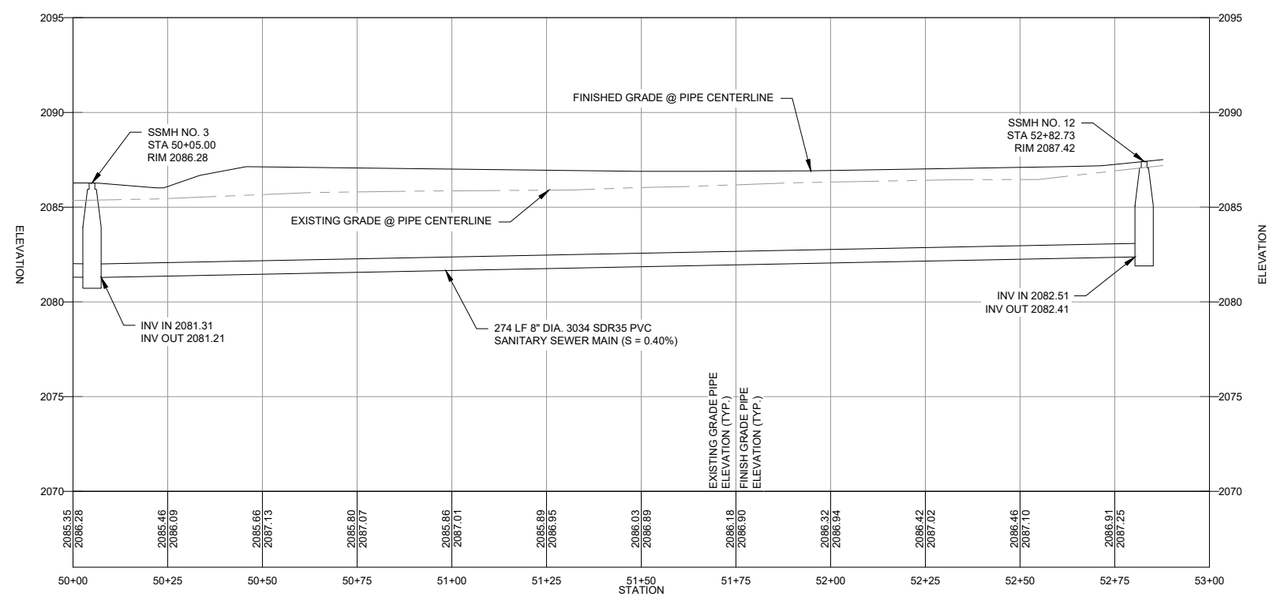
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0 10 20 40

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

ROAD E WATER AND SEWER MAIN PLAN



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

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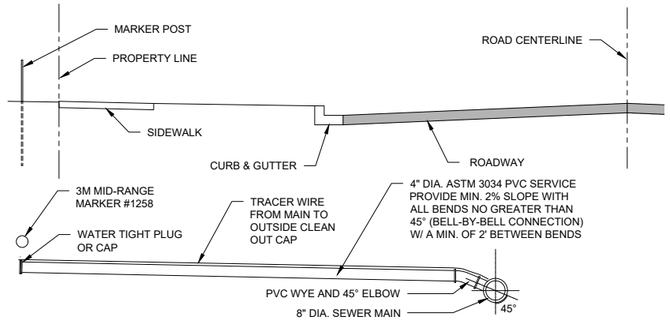
James A. Sewell and Associates, LLC
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(208) 263-4160

SHEET TITLE:
ROAD E WATER AND SEWER MAIN PLAN AND SEWER MAIN PROFILE

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RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

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SHEET 10 OF 13



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

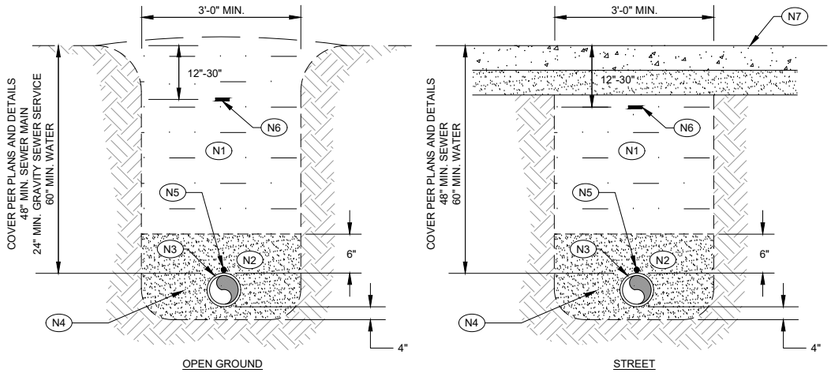
(N4) AREA WITHIN 4" BELOW PIPE AND 6" ABOVE SHALL BE BEDDED WITH 3/4" MINUS CRUSHED AGGREGATE AND COMPACTED TO 95% STD. PROCTOR. ALSO SEE SPECIFICATIONS, SHEET 19.

(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

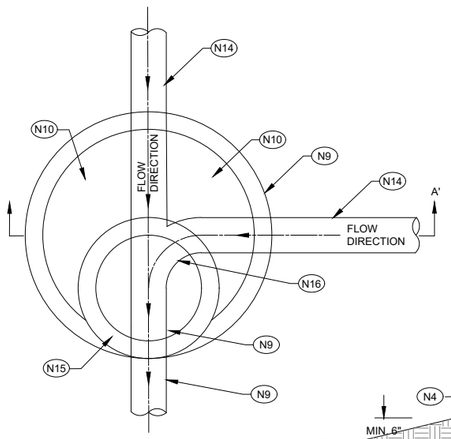
(N7) PAVEMENT SECTION SURFACE REPAIR (SEE DETAIL 6.5 FOR GRAVEL AND ACP THICKNESS)

NOTE: TRENCH SIDE WALLS SHALL BE SLOPED AND/OR BRACED TO PROTECT WORKERS, ADJACENT PROPERTY, AND THE WORK.



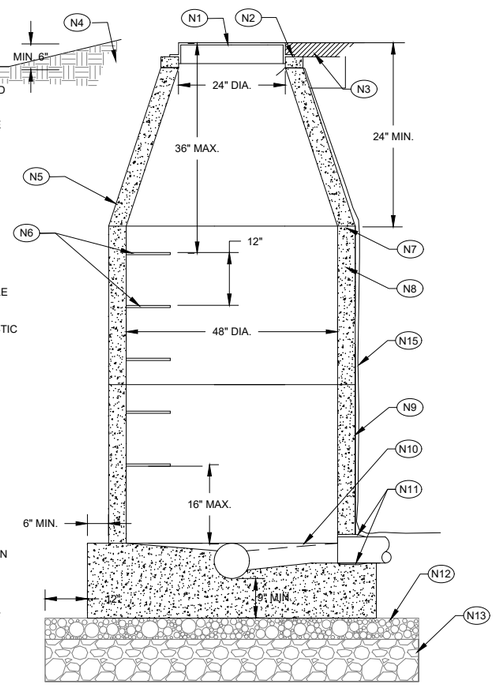
1.2 PIPELINE TRENCHES

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

(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 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 3/4 BUSHING

(N16) 1X3/4" PACK JOINT OR 1" PACK WITH 1X3/4" 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

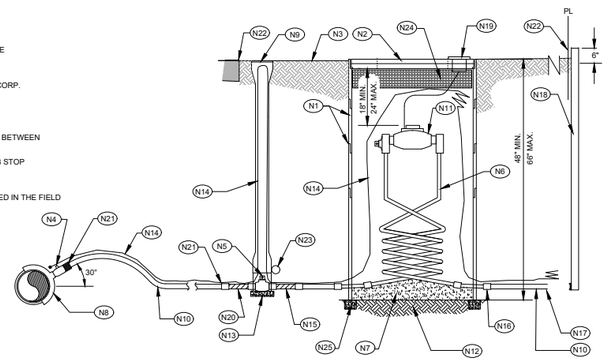
(N22) INSTALL CURB STOP AND METER IN GREEN STRIP BETWEEN ROADWAY AND PROPERTY LINE (NOT IN DITCH)

(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
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No.	DATE:	REVISION	DRN/CHK

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SANDPOINT, IDAHO 83864
(208) 263-4160

SHEET TITLE: DETAILS

PROJECT: RIDLEY CT.
RIDLEY VILLAGE W&S PLANS
SANDPOINT, IDAHO

DATE:	10-14-2025
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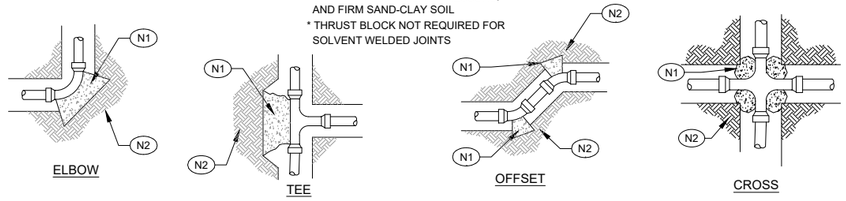
NOTES FOR THRUST BLOCK DETAIL

(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

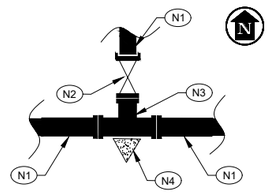
1.1 THRUST BLOCK DETAIL
SCALE: N.T.S.

(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



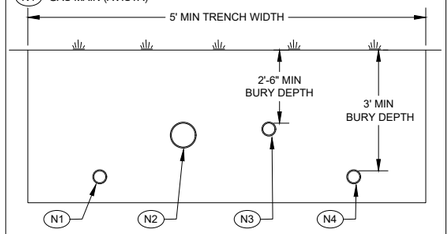
1.2 CONNECTION DETAIL
SCALE: N.T.S.

(N1) POWER - 2" SCH. 40 PVC CONDUIT (AVISTA)

(N2) TELEPHONE - 4" SCH. 40 PVC

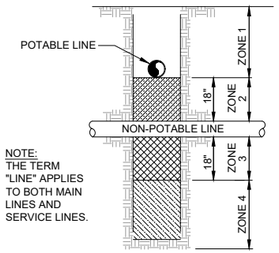
(N3) TELEVISION - 2" SCH. 40 PVC

(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.

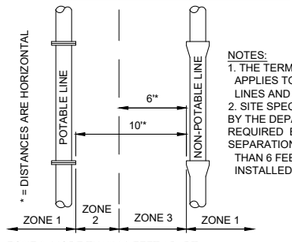
ZONE 2: POTABLE LINE <18" OVER TOP OF NON-POTABLE LINE.

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.

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) 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)

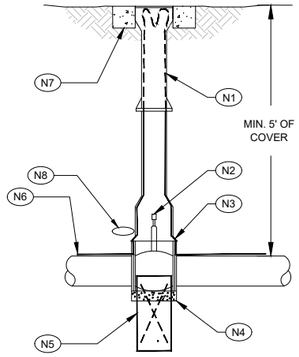
(N5) CONCRETE THRUST BLOCK W/#4 REBAR STRAPS (6" AND LARGER GATE VALVE). THRUST BLOCK TO BE SIZED IN ACCORDANCE W/TEES AND ELBOWS OF THRUST BLOCK TABLE.

(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.

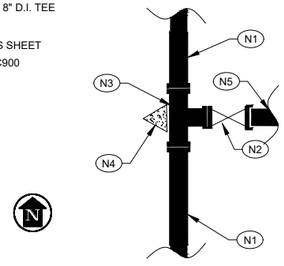
(N1) EXISTING 8" DIA. C900 PVC WATER MAIN

(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



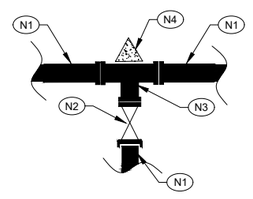
2.2 CONNECTION DETAIL
SCALE: N.T.S.

(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

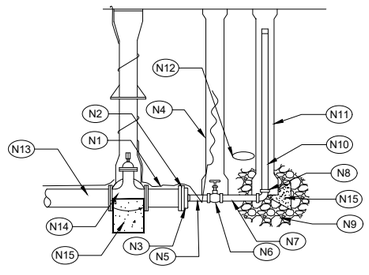
(N2) PROPOSED 8" DIA. D.I. GATE VALVE (FL X MJ)

(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.



(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

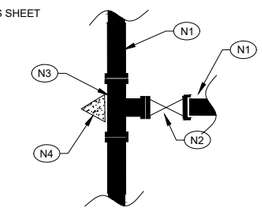
3.1 WATER MAIN BLOWOFF
SCALE: NOT TO SCALE

(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.

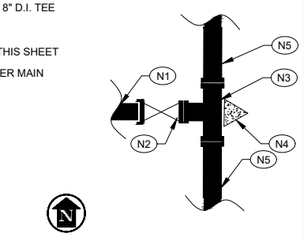
(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(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

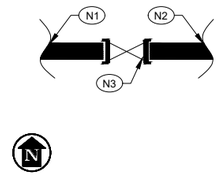


3.3 CONNECTION DETAIL
SCALE: N.T.S.

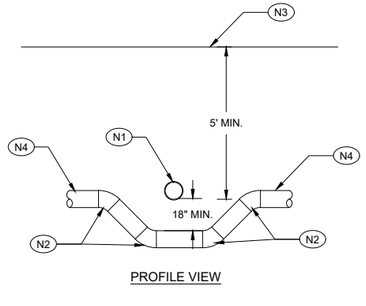
(N1) PROPOSED 8" DIA. C900 PVC WATER MAIN

(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

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: 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

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 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

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

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.

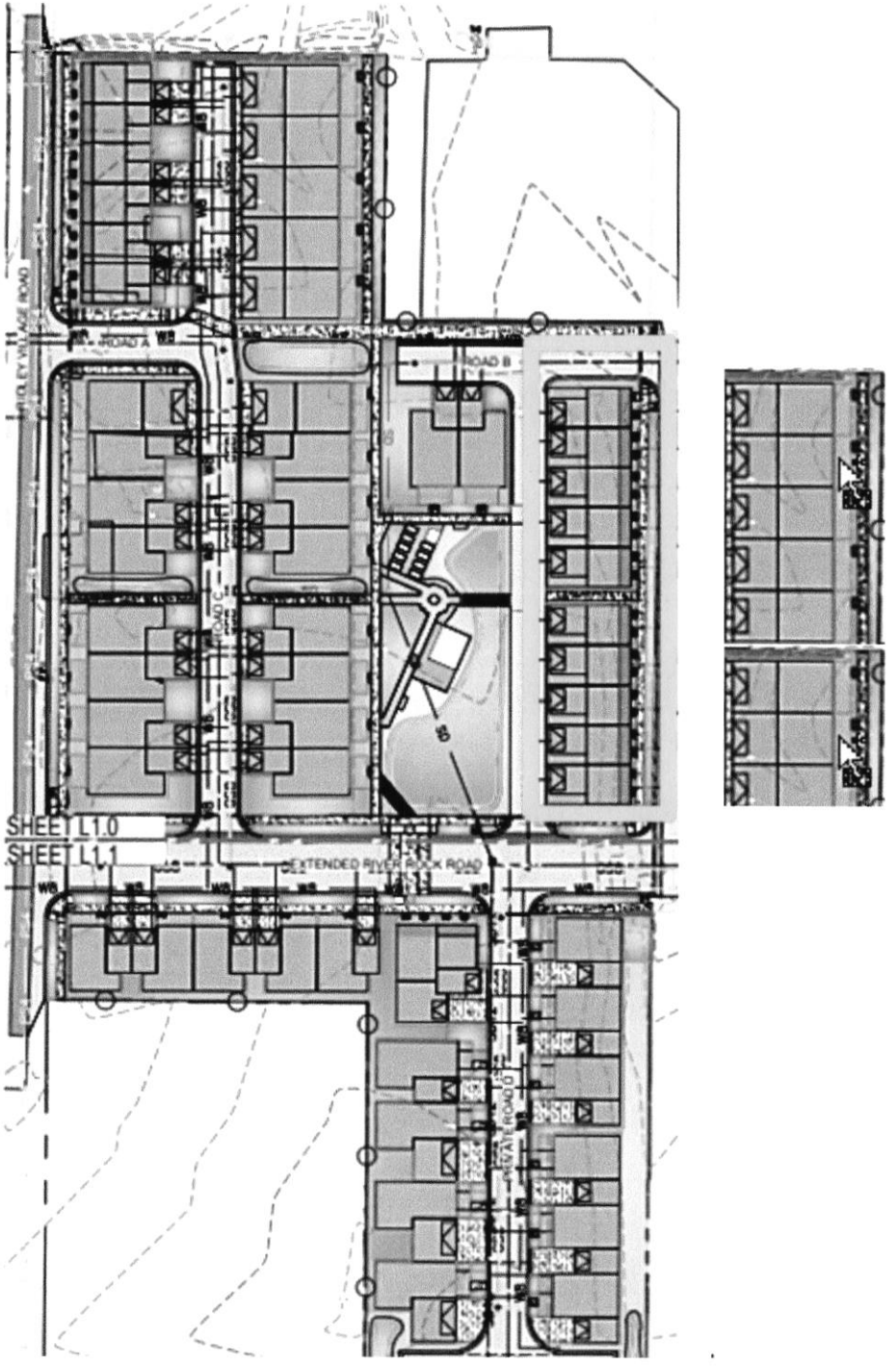
This project should be studied more.

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

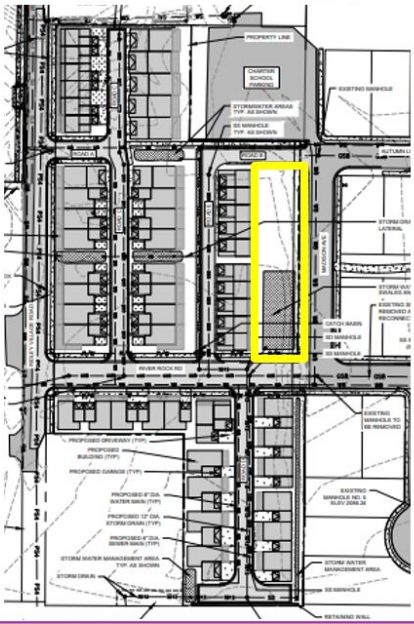
Dear Commissioners,

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.

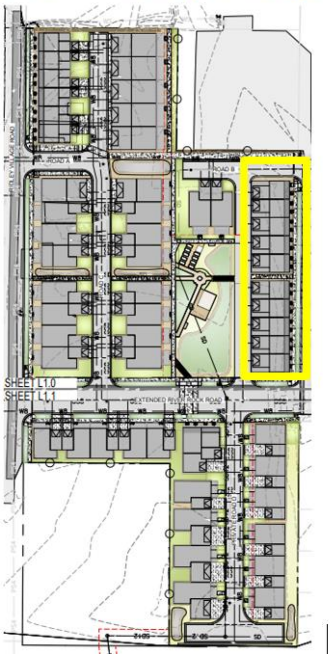
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PPUD24-0002 - Ridley Village Court



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.

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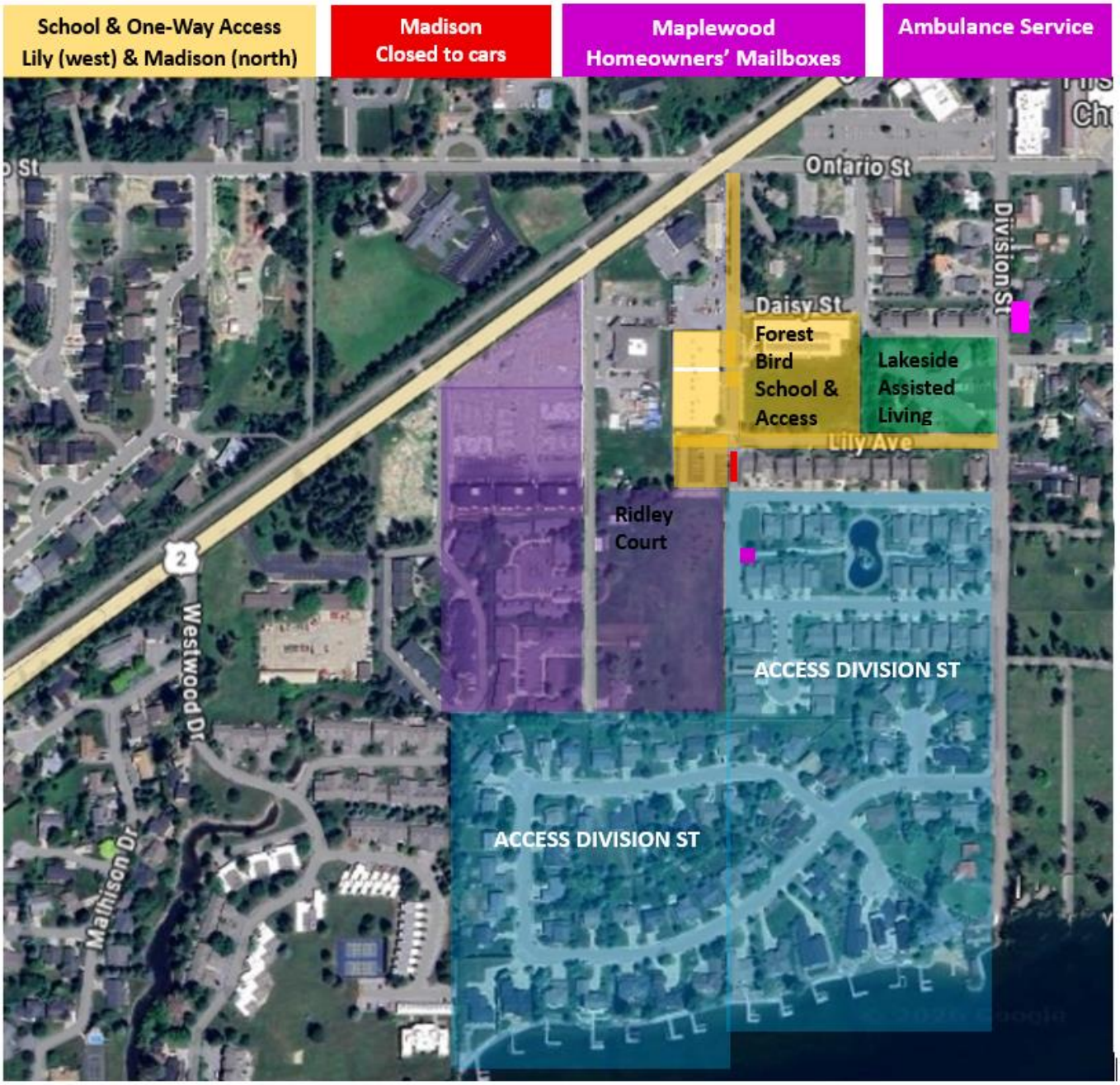
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We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

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

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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
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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>

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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

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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

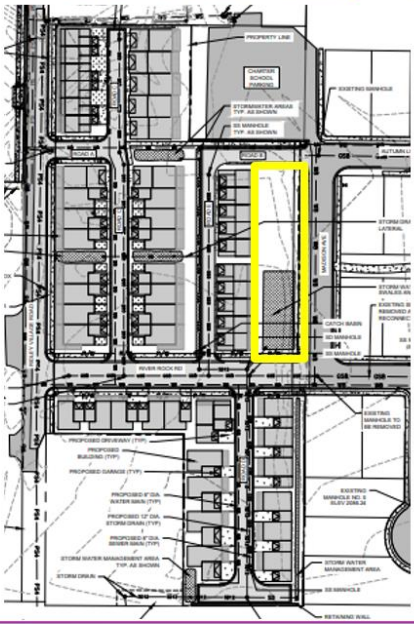
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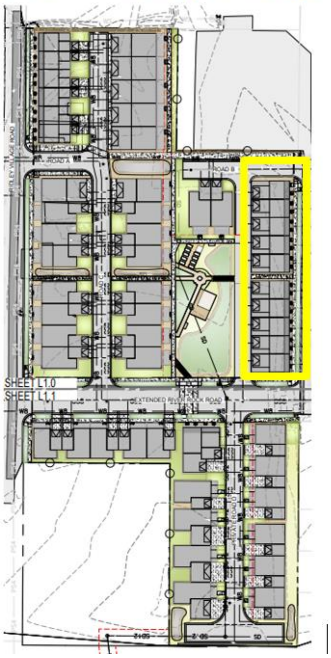
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Revised Alternate Improvement Plan_3.19.25

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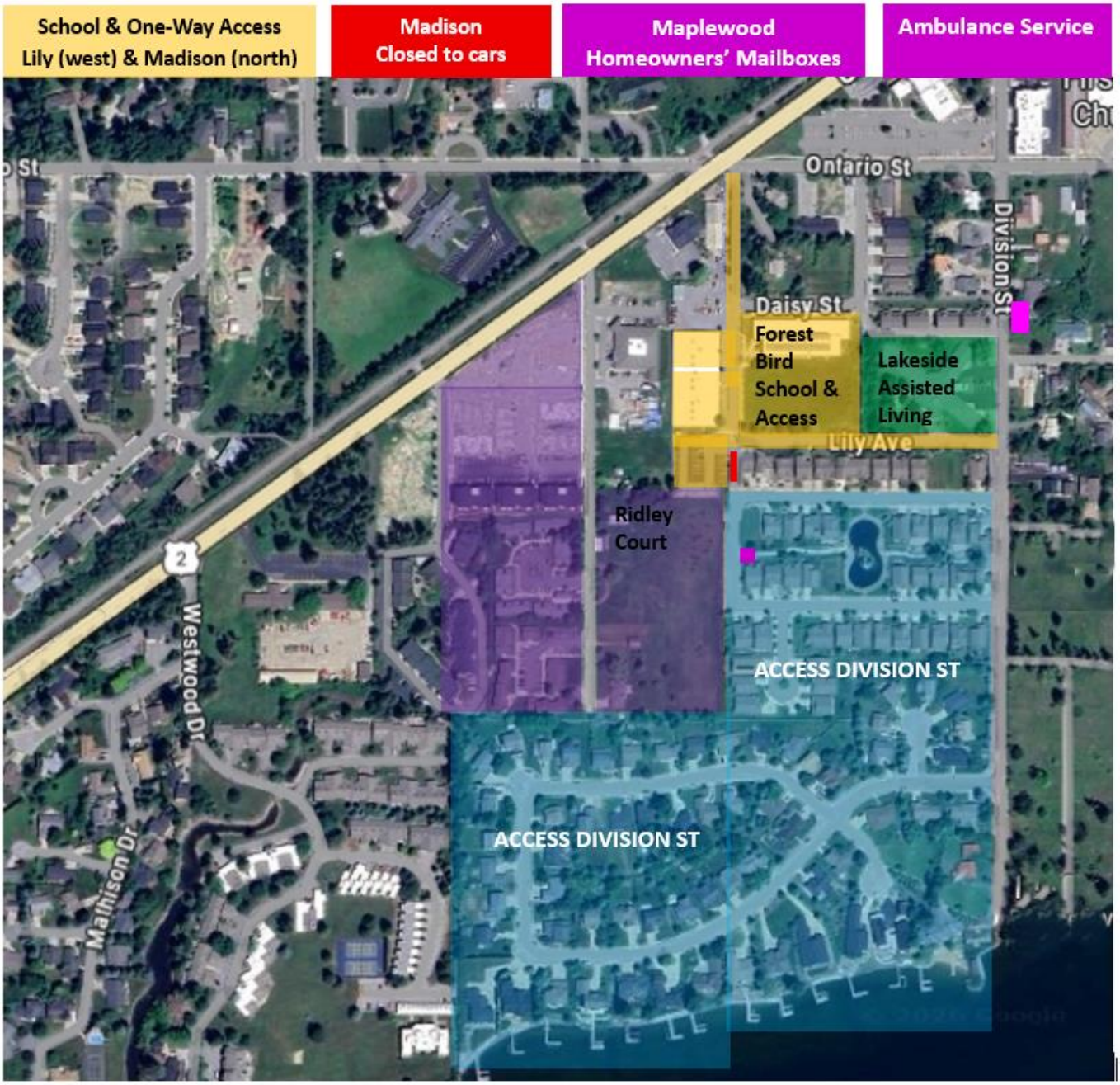
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1522 Autumn Lane
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Ridley Court Village/Purple.

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Address: 1704 Northshore Dr.

Application Number: PPUD25-0001 – PS25-0003

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City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
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Sincerely,

Elizabeth de Fremery
914 Cattail Ct.

Outlook

FW: Ridley Village Court Planned Unit Development hearing

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From: dbro252@frontier.com <dbro252@frontier.com>
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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

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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

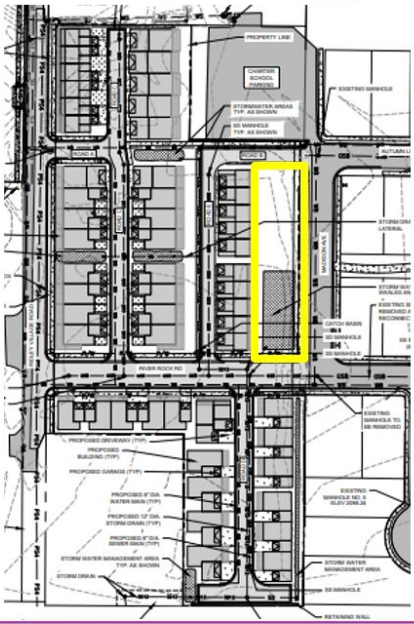
Dear Commissioners,

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.

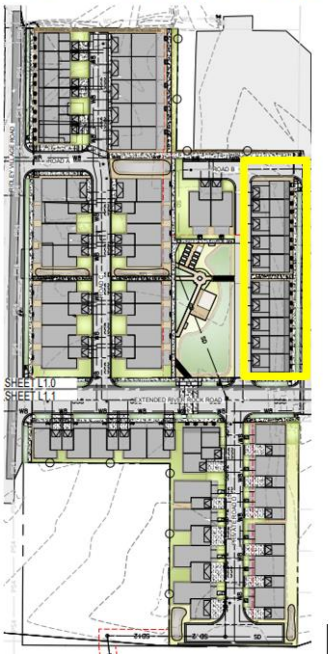
Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

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.

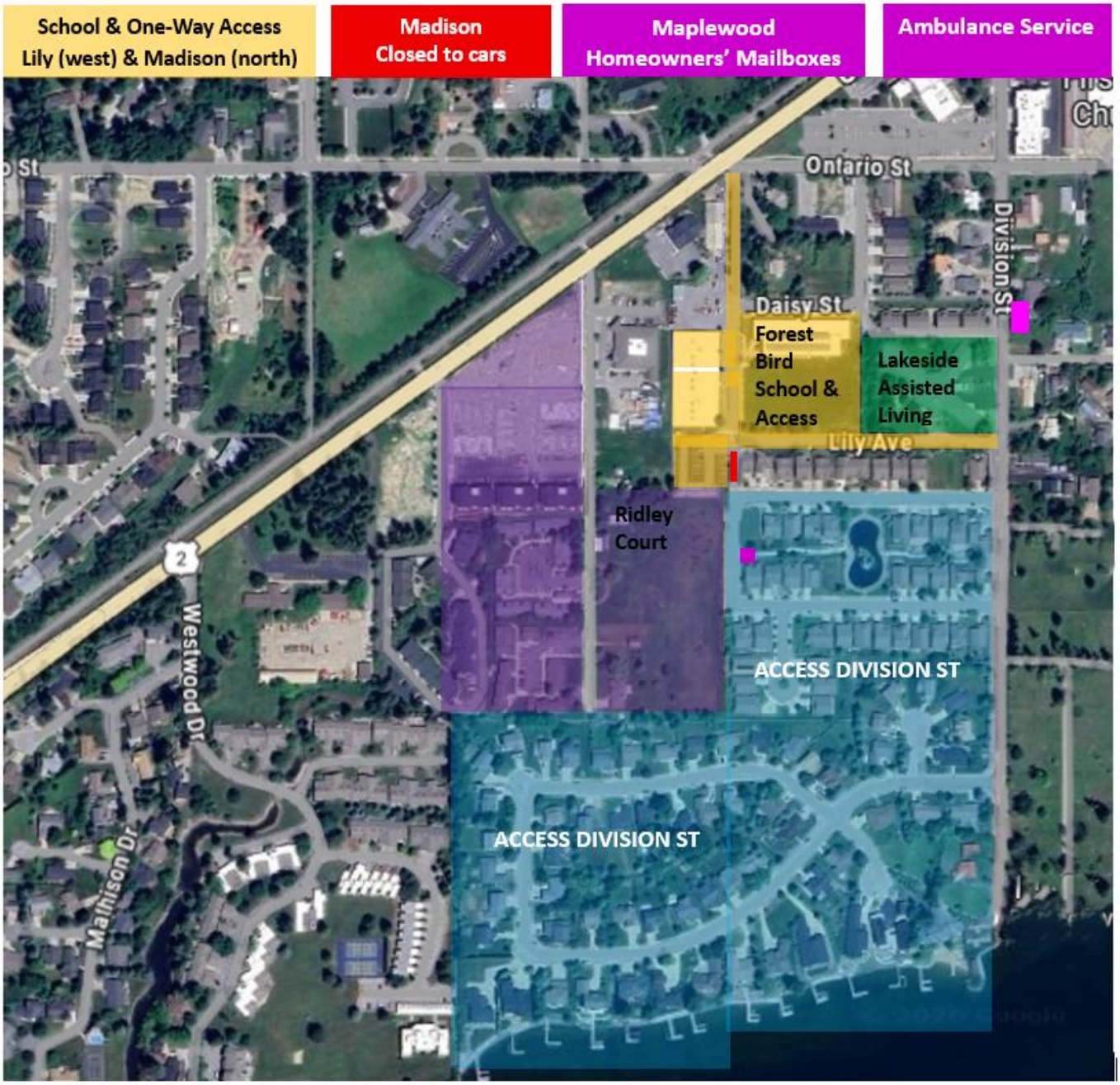
The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street. **The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley 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

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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

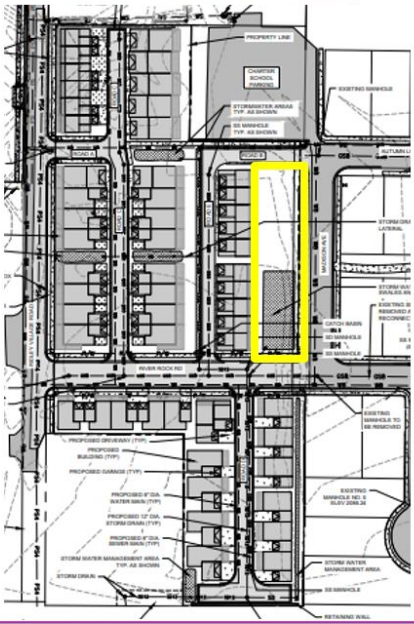
Dear Commissioners,

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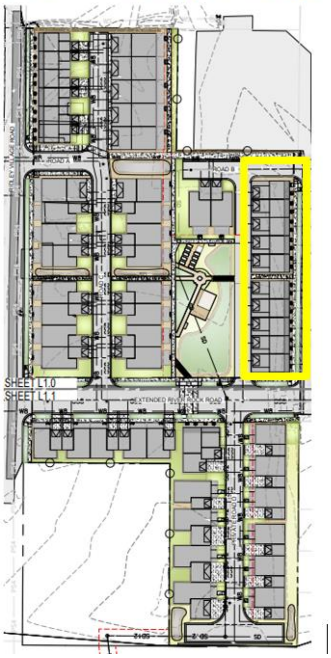
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Revised Alternate Improvement Plan_3.19.25

PPUD25-0001 - Ridley Village Court



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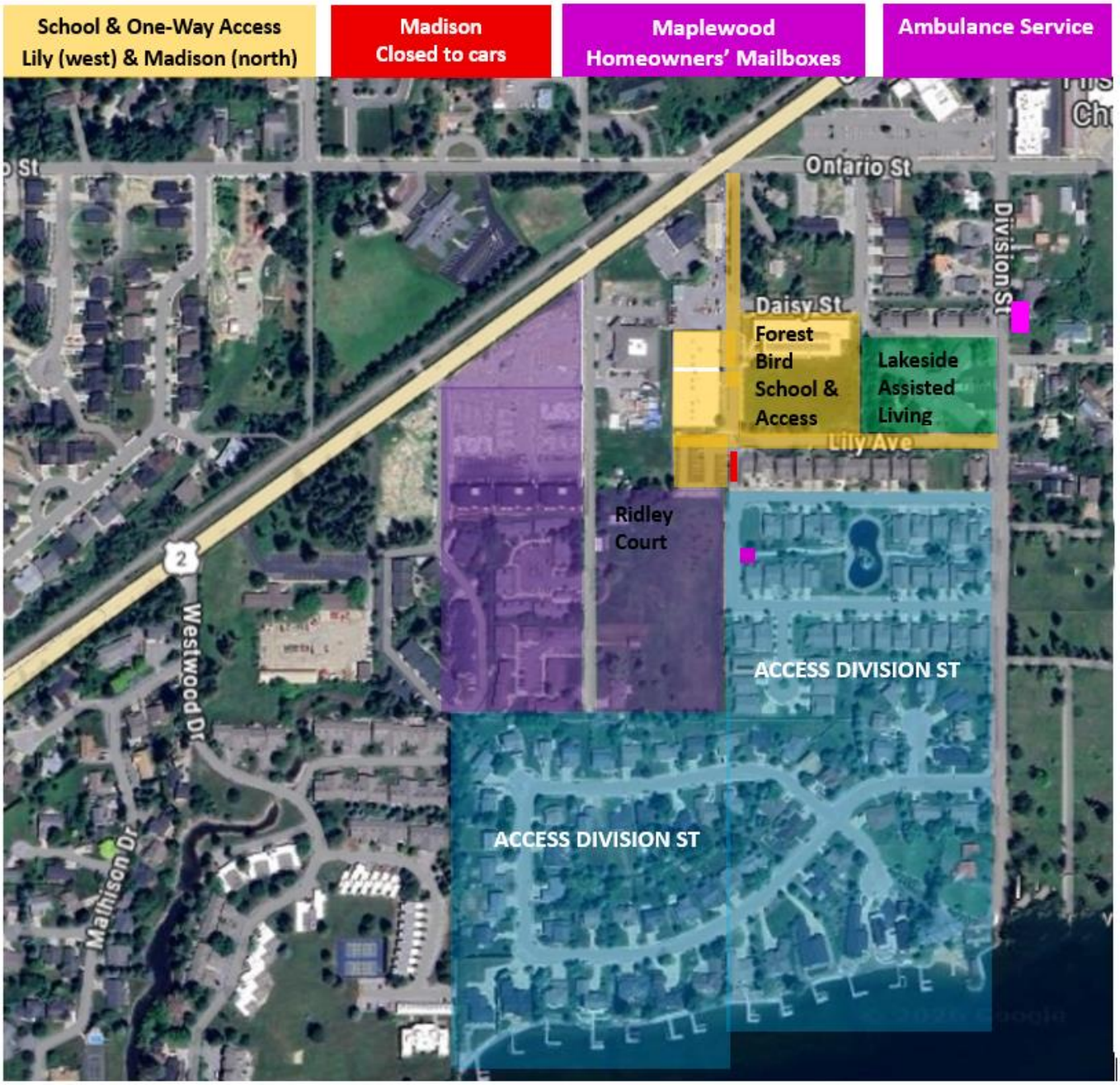
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Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

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>

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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

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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

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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

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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

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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

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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

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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

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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



AGENDA REPORT

Planning and Zoning Commission Meeting

TODAY'S DATE: June 11th, 2026

MEETING DATE: June 16th, 2026

TO: City of Sandpoint Planning & Zoning Commission

FROM: Planning & Community Development Deputy Director, Bill Dean

SUBJECT: Request for 2nd Extension of Conditional Use Permit (PCUP23-0004) and Variance (PVAR24-0001) – 56 Bridge Street Hotel/Resort

PURPOSE OF REQUEST:

The applicant, Averill Hospitality, has formally requested a second extension of Conditional Use Permit PCUP23-0004 and Variance PVAR24-0001, which were originally approved by the Planning and Zoning Commission on June 18, 2024, for a 296,250 sq ft hotel/resort development at 56 Bridge Street. The permit and variance were originally set to expire on July 5, 2025, and on June 25, 2025, prior to expiration, the applicant submitted a request for extension, in accordance with Sandpoint City Code §9-9-6(A)(7). At a special meeting on July 22, 2025, the Planning and Zoning Commission approved the request to extend the permit and variance. The Conditional Use Permit PCUP 23-0004 and Variance are set to expire on July 22, 2026.

The current request before the Planning and Zoning Commission to evaluate and take action on a second request to extend permit PCUP23-0004 and PVAR24-0001 by another one-year. The applicant submitted a request for extension on June 1, 2026, prior to the expiration.

The extension, according to the applicant in their request dated June 1, 2026, would enable additional work toward project delivery:

> "Since the approval of the extension in July 2025, the project team has continued to actively advance the project through ongoing project coordination with TVA Architects, Swinerton Construction, and the broader consultant team. As relevance to demonstrate our project efforts, a significant investment in time & energy was made to complete and submit detailed permit drawings to the City of Sandpoint by the end of 2025. Our development efforts continue with architectural plans refinement, cost evaluation, constructability, design coordination, financing and overall project delivery strategy.

If approved, the extension will remain in effect for one additional year from the date of the Commission's decision (June 16, 2027).

BACKGROUND:

The originally approved CUP includes the demolition of the existing Best Western Edgewater Resort and construction of a new full-service resort including:

- 181 guest rooms
- 4,600 sq ft restaurant and a 1,391 sq ft second restaurant
- 14,262 sq ft of event space

- Guest amenities including a pool, fitness and wellness areas, curated retail, and recreational equipment rental
- 240 structured parking spaces (Later reduced to 145 parking spaces following the acceptance of a site-specific parking demand analysis showing an actual level of parking demand lower than that required by City Code and an agreement by the developer to pay in lieu fees equal to $400,000 to offset 40 additional parking spaces).

The project also includes a variance (PVAR24-0001) to allow for a setback of 40 to 110 feet from the property line along Bridge Street, in place of the required 0' maximum setback in the Commercial A zone.

Per the original conditions of approval, the applicant was required to begin detailed design work within one year and to make a reasonable effort to complete the project in order to maintain the validity of the CUP and variance. The Planning and Zoning Commission determined that the applicant had satisfied this condition by providing evidence indicating that detailed design work had commenced and was pursued.

The present request should be evaluated against the relevant permit conditions, City Codes, and progress since the extension was granted. The developer submitted an application for a building permit on December 29, 2025. However, no review work has commenced on the building permit application because no application review fees were paid, which is a submittal requirement. The building permit will expire on June 29, 2026 if the fees are not paid. Additionally, the developer let expire the demolition permit on May 17, 2026.

On May 19, 2026 the developer met with city staff to discuss a new concept for the hotel site that involved a different project: remodeling the existing hotel together with demolishing the existing restaurant, and constructing a new restaurant below five stories of condos. No applications have been filed but the developer has been discussing the various permits required for such a development with city staff.

RELEVANT CODE AND CITY ACTIONS:

Sandpoint City Code §9-9-6(A)(7) – Commencement of Work

"The proposed work shall commence within one year following the date of planning commission or city council approval of the conditional use permit and shall be diligently pursued or said approval and permit shall be rendered automatically null, void and of no right or recourse."

Condition #2 of PCUP23-0004 (as approved June 18, 2024):

"Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval. The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project."

Additionally, the City Attorney confirmed during the June 18, 2024 hearing that extension requests must be reviewed by the Planning and Zoning Commission.

A one-year extension was granted on July 22, 2025 for PCUP23-0004 and VAR24-0001.

STAFF ANALYSIS:

The applicant has complied with the requirement to submit an extension request prior to the permit's expiration. An application for a building permit was filed on December 29, 2025 for the project, fulfilling the intent of the first part of Condition #2 to begin detailed design work.

This extension request does not propose any changes to the site plan, land uses, or development standards approved in 2024.

Granting the extension maintains the status of the existing CUP and variance for a period of time established by the Commission, but not to exceed one year from the current date of expiry (which would be July 22, 2027). A subsequent extension may be considered by the Planning and Zoning Commission in 2027, provided the applicant continues to diligently pursue completion of the project.

Staff has had the following interactions with the applicant or developer in 2025 and to date in 2026: processing a demolition permit, intaking a building permit application, and the request to discuss the project on May 19, 2026, which generated several follow-up emails. No plan check has commenced and no work under the now-expired demolition permit has commenced.

ACTION:

The Commission may take one of the following actions:

- Approve the CUP and Variance extension request as presented for an additional one-year, or other time deemed appropriate by the Commission, up to a maximum of one-year.
- Approve the request with conditions that include measurable, on-site demolition and construction pursuant to an active building permit prior to July 21, 2027, such as removal of the two existing non-conforming signs prior to July 22, 2026 and on-site demolition by March of 2027, and initiation of construction by July, 2027, for example.
- Deny the request based on findings that the applicant has not diligently pursued the project.
- Continue the item to a date certain with direction for additional information.

WILL THERE BE ANY FINANCIAL IMPACT? NO HAS THIS ITEM BEEN BUDGETED? N/A

ATTACHMENTS:

A. Applicant’s extension request email dated June 1, 2026
B. Original PCUP23-0004/PVAR24-0001 staff report (June 18, 2024)
C. June 24, 2024 action notification letter with conditions of approval
D. June 18, 2024 Planning & Zoning Commission meeting minutes
E. July 22, 2025 Planning and Zoning Commission Special Meeting Agenda and Agenda Report for First CUP extension

Outlook

Re: AH - Extension request - Conditional Use Permit PCUP23-0004 and Variance PVAR24-0001

From Jason Welker <jwelker@sandpointidaho.gov>
Date Wed 6/3/2026 3:26 PM
To Ben McGrann <ben@actusprojects.com>; Bill Dean <bdean@sandpointidaho.gov>
Cc Dan Averill <danlaverill406@gmail.com>; Brian Averill <brian@averillhospitality.com>; Tim Wybenga <timw@tvaarchitects.com>

Ben,

The Planning & Zoning Commission will hear your request for an extension of PCUP23-0004 and the associated variance for the hotel at 56 Bridge Street at its June 16th, 2026 regular meeting at 5:30pm in council chambers as 1123 Lake Street. A condition of the last approved extension request on July 15, 2025 was that "A second extension may be considered in 2026 upon a showing that work has been diligently pursued over the prior 12 months, as determined by the Commission." It will be up to you, as the applicant's representative, to demonstrate to the Commission that work has in fact been diligently pursued over the prior 12 months, and the determination of whether that is the case will be up to the Commission.

As this is an extension request for a previously approved Conditional Use Permit, no public hearing will be required, thus no noticing beyond that normally associated with a regular P&Z meeting will be needed.

Staff will update our report from last year for the agenda item to bring the Commission up to speed on communications between staff and the applicant over the last 11 months.

Let us know if you have any questions.

Best,
Jason

SANDPOINT
sandpointidaho.gov

Community Planning and Development Department
Jason Welker | Director
(208) 255-1738
(208) 290-0137 (cell)

From: Ben McGrann <ben@actusprojects.com>
Sent: Monday, June 1, 2026 4:11 PM
To: Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>
Cc: Dan Averill <danlaverill406@gmail.com>; Brian Averill <brian@averillhospitality.com>; Tim Wybenga <timw@tvaarchitects.com>
Subject: AH - Extension request - Conditional Use Permit PCUP23-0004 and Variance PVAR24-0001

[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 Jason and Bill

On behalf of Averill Hospitality, I would like to formally request a one-year extension of Conditional Use Permit PCUP23-0004 and associated Variance PVAR24-0001 for the 56 Bridge Street hotel redevelopment project.

Since the approval of the extension in July 2025, the project team has continued to actively advance the project through ongoing project coordination with TVA Architects, Swinerton Construction, and the broader consultant team. As relevance to demonstrate our project efforts, a significant investment in time & energy was made to complete and submit detailed permit drawings to the City of Sandpoint by the end of 2025. Our development efforts continue with architectural plans refinement, cost evaluation, constructability, design coordination, financing and overall project delivery strategy.

Throughout this process, the ownership and consultant teams have remained engaged in diligently pursuing the project consistent with the intent of the original approval and extension condition #2 ‘demonstrating reasonable effort’.

We appreciate the City’s continued collaboration and consideration of this request. Please let us know if there is any additional information or supporting documentation needed for the Planning and Zoning Commission’s review.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

Staff Report

To: Planning & Zoning Commission

Prepared by: Daren Fluke, Interim City Planner

Report: May 29, 2024

Hearing: June 18, 2024

Item: Public Hearing on PCUP23-0004: a Conditional Use request for a 296,250 SF hotel/resort and PVAR24-0001, a variance to exceed the 0' maximum front setback in the CA zone.

I. Introduction

Oz Architecture on behalf of Averill Hospitality, is seeking approval of two applications, a Conditional Use Permit for a 296,250 sq ft hotel/resort and a Variance to allow for a greater front setback than allowed by City Code 9-2-1-4, which requires construction of buildings in the CA zone to be built up to the property line (a 0' maximum setback) along the primary frontage of the parcel.

The site is comprised of two parcels (RPS00000233921A & RPS00000233931A) totaling 3.36 acres and is located at 56 Bridge Street. The property is zoned Commercial A (CA) and currently operates as the Best Western Edgewater Resort which will be demolished to accommodate the new facility.

The CA zone requires a conditional use permit for buildings with a footprint over 15,000 square feet.

Conditional use permits and variance requests are considered and decided by the Planning and Zoning Commission, following public testimony and deliberation pursuant to Sandpoint City Code §9-9-1.

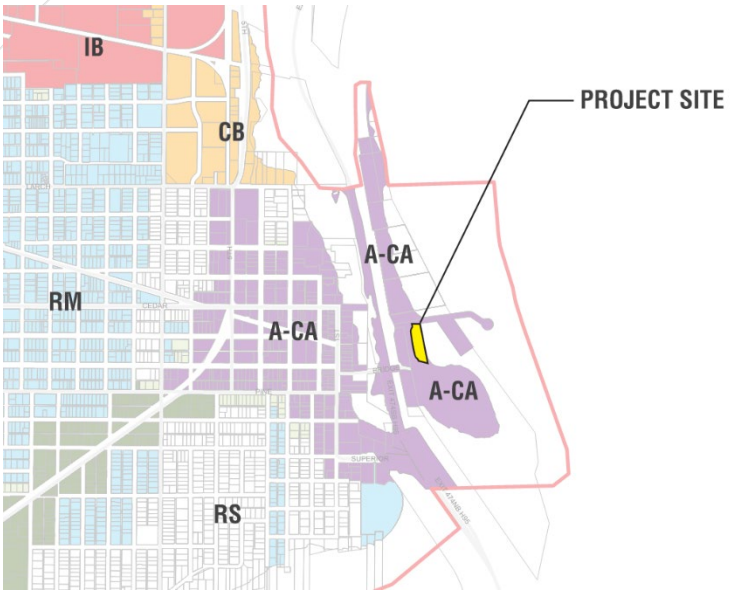


Figure 1 Vicinity & Zoning Map

II. Requests

The conditional use permit application is for a 296,250 sq ft hotel/resort including 181 guest rooms, a 4,600 sq ft restaurant, 14,262 sq ft of event space, a second 1,391 sq ft standalone restaurant, and 240 structured parking spaces, and proposed guest amenities, such as fitness/wellness areas, a pool, recreational equipment rental, and curated retail.

Proposed Site Plan



Figure 2 Site Plan

Variance

The variance request pertains to City Code 9-2-1-4, which requires construction of buildings to the property line along the primary frontage of the parcel. The applicant requests civic and drop-off space within an area approximately 40 ft - 110 ft between the primary building and the property line.

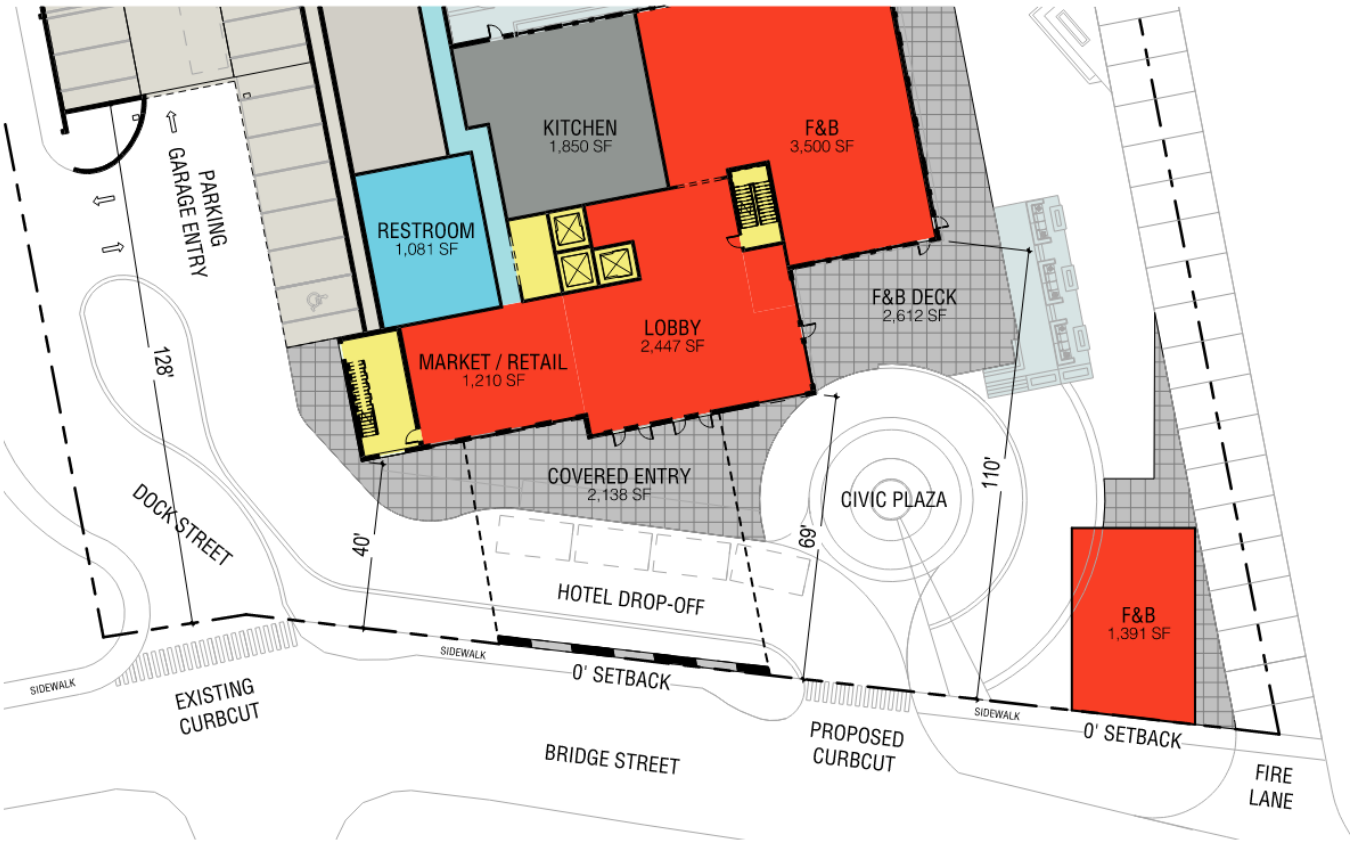


Figure 3 Variance Request Detail

Building Elevations



Figure 4 East Elevation



Figure 5 West Elevation

Building Perspectives



Figure 6 Southwest Perspective



Figure 7 Southeast Perspective

III. Application Timeline and Notification

4/4/2023	Pre-application Meeting
11/07/2023	Application Received
11/14/2024	Additional Information Requested
5/20/2024	Application Complete
5/21/2024	Hearing Notice Published and Notice of Application sent to Agencies and Property owners within 300 Feet
5/21/2024	Hearing Notice Sign Posted
6/18/2024	Planning and Zoning Commission Public Hearing

REVIEWING DEPARTMENTS & AGENCIES:				
City of Sandpoint	**Local Agencies & Districts**	**State & Federal**	**Bonner County**	**Other**
☒ **Building** ☒ **Fire Dept.** ☒ **Planning** ☒ **City Engineer** ☒ **Operations**	☒ **Independent Highway District** ☒ **Pend Oreille School District** ☒ **Panhandle Health District** ☒ **City of Dover** ☒ **City of Ponderay**	☒ **ID Dept. Lands** ☒ **Environmental Quality** ☒ **ID Transportation Dept. (ITD)** ☒ **USACE** ☒ **ID Water Resources** ☒ **ID F&G**	☒ **Surveyor** ☒ **Sandpoint Airport** ☒ **Planning** ☒ **BC EMS** ☒ **Commission**	☒ **Avista Utilities** ☒ **Northern Lights** ☒ **Various Utility/Service Providers** ☒ **BNSF Railroad**
X = Request for review/comments sent to department or agency.				

Consideration of written comments. At the time of this report, the city has received three (3) agency responses and one (1) response from a property owner in the area. All comments received before the hearing will be forwarded to the Commission and added to the application website.

Commenter	Agency/ Position	Issue
Gwen Victorson	Idaho Dept. of Lands	Encroachment into the Annual High Water Mean of 2062.5’
Ryan Luttmann	Independent Highway Dist.	Notes the need for a TIS and the prohibition of left turns from Bridge St. to First Ave.
Kristie May	Idaho Dept. of Environmental Quality	No environmental impact comments
John Haslam	ORJM Properties	Asks who owns and maintains Dock St. to the west of the development

IV. Applicable Law & Findings of Fact

This application is subject to review and compliance/consistency with the following:

A. **City Code, Title 9, Chapter 9 - Zoning Administration**
Notice of the request and public hearing date was provided as detailed above.

§9-9-6 provides specific procedures and requirements associated with a CUP, including a requirement that a CUP shall not be granted or denied unless the Planning and Zoning Commission makes specific findings of fact based directly on the particular evidence presented to it as to whether the standards and conditions identified in the code have been met by the applicant. Section 9-9-6-A.3 requires the affirmative finding of the following nine (9) criteria prior to the granting of a CUP.

It is noted that §9-9-6-7 states: "*Commencement Of Work: The proposed work shall commence within one year following the date of Planning Commission or City Council approval of the conditional use permit and shall be diligently pursued or said approval and permit shall be rendered automatically null, void and of no right or recourse."*
It is the applicant's stated intent to begin detailed design on the construction plans, specifications, and cost estimates once the CUP is approved. Given the size and complexity of the facility, one year is an aggressive but achievable timeline for detailed design. It is the applicant's intent to continue to operate the existing facility until the close of the 2025 summer season (approximately September 1, 2025), at which time demolition would begin. It is acknowledged that work on the detailed design and construction plans constitutes 'work' in the meaning of §9-9-6-7 and a condition of approval has been included requiring the issuance of a demolition permit within two (2) years of the Commission's decision.

The applicant narrative has been provided with the application materials and staff's analysis of the nine criteria are **bolded** below.

1) Will, in fact, constitute a conditional use as established on the official schedule of regulations for the zoning district involved.
Section 9-2-1-3 lists Hotels, hostels, lodges, and motels as an allowed land use in the CA zone. In addition, Section 9-2-1-7requires that buildings with a footprint of 15,000sf be subject to a conditional use permit process. The proposed building footprint in approximately 65,685sf and requires the approval of a conditional use permit.

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.
See Comprehensive Plan and code compliance review below.

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.

§9-2-1-1 establishes the purpose for the commercial zones and states: "The purpose of these zones is to foster and strengthen economic vitality in Sandpoint's commercial areas while respecting and enhancing the special character of the existing development in the downtown core area. The downtown is a compact assembly of storefront buildings, short walkable

blocks, mixed uses, pedestrian amenities, and consolidated on and off-street parking. The community's commercial character is especially vulnerable to intrusion from incompatible uses and physical development practices which are inconsistent with the historical fabric. The purpose of these zones is to establish requirements for building and site design for new development and for the significant modification of existing developments within the commercial areas. The city's downtown, designated as commercial A is so important and significant to the city, that it justifies a special set of regulations designed to protect and enhance its character in light of new development."

The property is located in the Commercial A zoning district but is unique in both its site and situation within the CA zone. The building site has been developed with a hotel for many years and is situated on the lakefront, adjoining perhaps the most significant and well-loved community gathering place, City Beach. In addition, the site has been identified as adjacent to a significant view corridor from the town center to the lake. The proposed land use is the same as the current land use, although significantly larger in all respects. The design generally shows respect for the surrounding land uses and it is anticipated that the conditions of approval and significant investment in a development of this magnitude will act in concert to ensure that the facility will be constructed, operated, and maintained in harmony with character of the area.

4) Will not be hazardous or disturbing to existing neighboring uses.
The proposed hotel replaces a longtime hotel with a larger and more active hotel, but it is not anticipated that the facility operated in compliance with city regulations will be hazardous or disturbing to the existing residential uses to the north, the recreational uses to the south, nor the commercial uses in the downtown core west of the railroad tracks and Sand Creek.

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.
The site is served by existing City of Sandpoint water and sewer, with capacity to serve the proposed land use. The number of projected vehicle trips anticipated through the submitted Traffic Generation and Distribution Letter requires a full traffic impact study (TIS), which is pending, and will determine needed off-site improvements to the broader transportation system. The conditions of approval require that needed upgrades will be enforced at the building permit stage and constructed prior to the issuance of a certificate of occupancy.

Fire protection is an essential public service, and the facility will require Fire Department access to the west side of the building in accordance with fire code regulations. In addition, a 26' fire access road extending from the south property line (Bridge St) to a point approximately 320' to the north, approximately coincident with the centerline of the middle lobe of the proposed building. The applicant proposes to utilize the existing 10' public sidewalk plus an additional 16' on the applicant's property to provide this access. Due to the structural section of the pavement required to support a fire apparatus, the applicant further proposes to remove and replace with existing public sidewalk with a textured concrete resembling a boardwalk pattern (expansion joints running perpendicular to the north/south orientation of the sidewalk/access road).

This constitutes an acceptable use of the public realm provided that the facility creates a seam between the public and private realms where the public feels welcome and

comfortable using the facility for non-motorized, north/south movement between Bridge St., the public beach, and the Windbag Marina. To that end, the conditions of approval require:

- **The entire length of the 26' facility remains open and available to the general public at all times for non-motorized use.**
- **The applicant further provides a 20' wide concrete path matching the textured boardwalk pattern from the north terminus of the fire lane to the north property line of the applicant's parcel.**
- **The applicant shall construct an appropriate transition, matching grade and width and being ADA accessible to the existing pathways providing access to the marina and that remain open and available to the general public at all times.**

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.
The proposed land use does not create excessive additional requirements of public services and is anticipated to have a positive economic impact on the community through the generation of property, local option, and sales taxes as well providing employment opportunities in addition to paying the required impact fees assessed at the building permit stage of development.

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.
The hotel, conference facilities, and publicly available food and beverage offerings are more intensive than those offered by the current hotel and will generate more vehicle trips. However, the project will be required to make off-site improvements to broader transportation system as identified in the required traffic impact study. The nature of the proposed uses is not anticipated to be detrimental to other land uses in the vicinity of the site.

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.
The property has access and frontage on the existing Bridge Street right of way and proposes a single driveway to Bridge with additional access and circulation provided by Dock Street. The required traffic impact study will determine any needed on or off-site improvements.

There is some ambiguity regarding the current ownership of the Bridge Street travel lanes and sidewalks. The conditions of approval require that the applicant quitclaim any private interest in Bridge St. to the City of Sandpoint and build or rebuild curb, gutter, and sidewalk along the entire 290' of Bridge Street frontage.

9) Will not result in the destruction, loss, or damage of a natural, scenic or historic feature of major importance.
The proposed facility is a larger and more significant presence on the site than has previously existed. However, there is nothing inherent to the proposed design that would result in the destruction, loss, or damage of natural, scenic, or historic features.

B. **City Code, Title 9, Chapter 2 - Commercial Zoning Districts and Title 9, Chapter 5- Off-Street Parking and Loading**
Section 9-2-1 has development standards for the Commercial A zone that includes a requirement for

structured parking when the building height exceeds 35’ and other design standards for the building and site. Due to the building size, there are additional code requirements in Section 9-2-1-7. Many of the requirements will be evaluated at the building permit stage when more detailed drawings are provided.

PROPOSED PARKING BY LEVEL

LEVEL 2	70
LEVEL 1	76
LEVEL P1	94
TOTAL	240 SPACES

PARKING REQUIREMENTS

USE	MULTIPLYER	REQUIRED PARKING	PROPOSED PARKING
GUEST ROOMS: 181 KEYS	(1/KEY)	181	181
F&B: 4,600 SF	(1/300 SF)	16	16
EVENT SPACE: 8,262 SF	(1/350 SF)	24	24
EVENT DECK: 6,000 SF	(1/350 SF)	18	18
OUTDOOR F&B: 1,391 SF	(1/300 SF)	5	1*
SUB-TOTAL		244*	240
TOTAL		240	240

Table 1 Applicant's Parking Calculation

The minimum parking requirements as calculated by the applicant are located on page 20 of the application re-submittal set and are shown in Table 1. The applicant is proposing a three-level parking structure, two levels below grade with the top deck exposed on the west (Dock St.) side of the building (see Figure 8).

To achieve the minimum 240 spaces required by the code, the applicant is proposing that ALL parking be valet parking so that the drive aisles can be one-way and additional parking can be provided directly behind and perpendicular to the regular 90 deg. parking spaces (see Figure 9). This is a novel method of achieving the parking minimum and not one that is contemplated by Chapter 9-5 regulating the amount and design of parking lots which require spaces to be 19’ in depth with 23’ drive aisles.

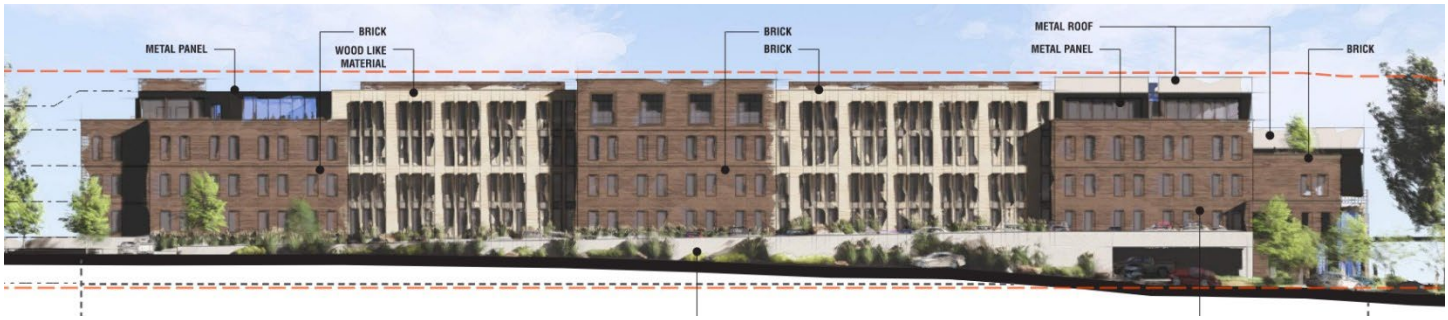


Figure 8 West Elevation/Parking Structure

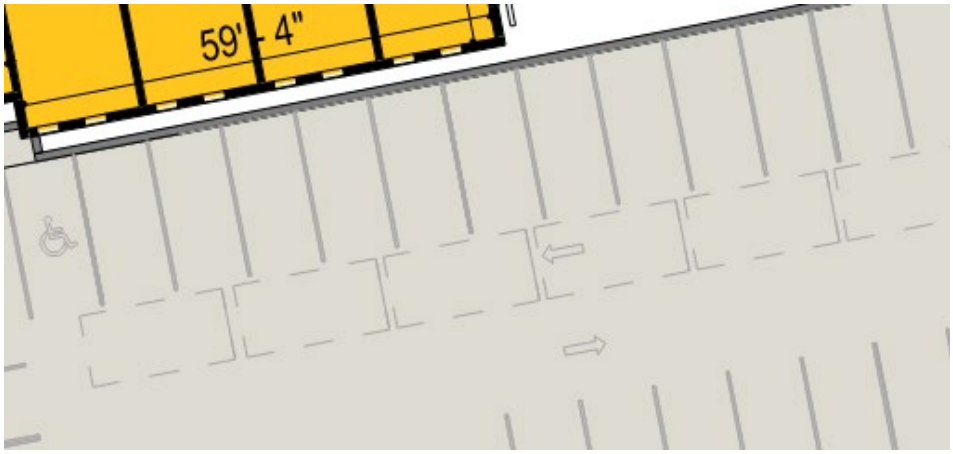


Figure 9 Detail of Proposed Parking Configuration

Table 2 below provides a preliminary review of Title 9, Chapters 2 and 5, with those items noted as TBD that will receive closer evaluation at the building permit phase. From the materials submitted, it appears that the development will be able to meet all requirements.

Code Section	Code Requirement	Code Compliant	Staff Review
9-2-1-4	Setbacks - zero max – 10' with civic space or 25' with civic space through the CU process	No	Civic space is provided and includes the preservation of an existing tree. See the variance discussion below.
9-2-1-5	Height – 65' when 50% of the building footprint is developed with structured parking.	Yes	Proposed building height is 62' and structured parking is provided.
§9-2-1-6 Building Design Standards			
9-2-1-6-A	Building size, bulk, scale, mass	Yes	Generally consistent with the Seasons buildings to the north and with the downtown core given the difference in elevation between downtown and property
9-2-1-6-B-1	Primary frontage entrance	Yes	Entrances on Bridge St.
9-2-1-6-B-2	corner entrance	NA	
9-2-1-6-B-3	Secondary entrance	Yes	Secondary entrances shown and pedestrian access provided
9-2-1-6-B-4	off street parking- not between building and street	Yes	Parking to the rear/west side of the building
9-2-1-6-B-5	At least 50% of width of lot occupied by building at front setback	No	See variance discussion below.
9-2-1-6-B-6	Accessibility	TBD	To be reviewed under building code requirements
9-2-1-6-B-7	Surface parking divided into areas not exceeding 30 spaces	TBD	Parking is structured but the uppermost Level 2 deck should include potted landscape materials. To be verified at building permit stage.
9-2-1-6-C-1	Storefront design windows consistent spacing/ trim	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-C-2	Ground floor display windows-framed between first and second floor	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-C-3	Cornice/Eaves	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-C-4	Ground floor differentiation	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-C-5	Facades greater than 50 feet have recesses and projections of 4' along 20%. Window awnings, arches or columns at least 60%	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-C-6	Sand creek abutting	NA	Does not abut
9-2-1-6-D-1	Building materials -stone, brick or finished wood	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-D-2	No reflective material	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-D-3	Clear storefront glass	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-D-4	Four-sided architecture	TBD	All four sides shown; same materials and wall recesses provided
9-2-1-6-D-5	No unfinished concrete, block, corrugated metal, monotonous walls	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-6-E	civic spaces provided for 10-foot setback - plaza, sitting space, awnings over sidewalk, public art approved.	TBD	Plaza spaces are proposed at the north and south ends of the property, will include seating and preservation of existing trees. Conditions of approval require additional detail with the landscape plan.

§9-2-1-7 Commercial Districts - CA			
9-2-1-7-A	Circulation amenities - safe landscaped multimodal circulation - every 2500 square feet of structure footprint	TBD	65,685sf footprint = 27 required amenities. Provision of the public amenities associated with site development will be reviewed and approved in conjunction with the landscape plan and building permit application.
9-2-1-7-B	Four-sided architecture	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-7-C	Roof design with multiple planes to break up scale	TBD	Application narrative complies, to be verified at the building permit stage
9-2-1-7-D	Design to promote multi-modal connection to streets. Min 8 feet between parking and non-motorized. Entrances setback	Yes	See discussion of dual use of the emergency fire lane and public sidewalk above.
9-2-1-7-E	Adaptability for multi-tenant use	NA	
9-2-1-7-F	Renewal Plan	Yes	Required by the conditions of approval
9-2-1-8-A	No parking along primary frontage	YES	Structured parking, one level exposed, on west side of the building.
9-2-1-8-B	Trash and loading - away from pedestrian areas	Yes	Screened and located at the north end of the property
9-2-1-SA	Parking behind building	Yes	Structure parking on the west side
9-2-1-SB	Trash and Loading off-street	Yes	Located to north of the building
§9-5 Off-street parking			
9-5-8	Lighting	TBD	Application narrative complies, to be verified at the building permit stage
9-5-9	Wheel Blocks	TBD	To be reviewed at building permit phase
9-5-10	Signs	TBD	To be reviewed at building permit phase
9-5-11	Striping	TBD	To be reviewed at building permit phase
9-5-12	Landscaping- 10% minimum	TBD	Not applicable to structure parking but the required landscape plan shall include potted landscape materials on the upper deck
9-5-12	Street trees every 25 feet	NA	Trees are not appropriate for a parking structure but the required landscape plan shall include an alternative method of compliance
9-5-121	Snow storage	No	Snow storage is proposed on the west side of Dock St and cannot be approved. Appropriate snow storage shall be shown on the required landscape plan.
9-5-13	Accessible spaces	TBD	To be reviewed in more detail at building permit phase;
9-5-14	Bicycle parking, space sizes	Yes	48 spaces required and shown on the site plan
9-5-15	Minimum required	No	240 spaces required, see discussion above regarding valet parking
9-5-17	Loading areas	TBD	Application narrative and site plan comply, to be verified at the building permit stage

Table 2 Code Requirement Evaluation

C. **City Code, Title 8 - Building and Fire Regulations**

The building will be fully reviewed during the building permit process. The building will be required to meet fire department access in accordance with fire code. The building will be required to have a full NFPA13 automatic fire sprinkler system. The building and site will be required to meet all accessibility requirements. Due to the proximity of the hotel to the railroad tracks, the guest rooms on the west wall of the hotel must have a STC rating of 50. Flood plan development permit is required and must be approved prior to permit issuance.

D. **City Code, Title 7 - Public Ways and Property**

A traffic impact study is in process by the applicant. Any required off-site improvements specified in the final approved traffic impact study will be added as a condition on the building permit.

Vehicular access into the site will be provided through a new approach from Bridge Street for vehicles entering the hotel drop off area and parking structure. Vehicles will enter and exit the parking structure through two new approaches from Dock Street. The existing parking lot uses a 350-foot continuous access along Dock Street. The proposed design will reduce vehicle conflicts along Dock Street by replacing this continuous access with two standard access approaches.

New curb, gutter, and sidewalk will be constructed along the Bridge Street frontage, as required by 7-3-10. The existing public sidewalk to the east of the building, between the property line and the beach, will be reconstructed by the developer to match the width of the existing concrete. The southern portion of this public sidewalk will be designed to accommodate vehicle loads in order to serve as an emergency fire access lane. A removable bollard is proposed at the southern end of the pedestrian path to prevent non-emergency vehicles from entering.

New curb, gutter, and sidewalk will be required along the west side of Dock Street, to replace the existing approximately 5-foot-wide at grade striped pedestrian pathway. Because the proposed development will no longer require room for perpendicular parking to back out into Dock Street, the pedestrian pathway should be separated from the road elevation using standard curb and sidewalk.

The proposed building will be served by an existing 8-inch gravity sanitary sewer main located in Bridge Street, and an existing 10-inch water main located in Dock Street. A portion of the existing 10-inch water main and 6-inch sanitary sewer force main (serving Seasons) will need to be relocated further to the west on Dock Street in order to accommodate a 10-foot setback from the proposed building.

E. **City Code, Title 11 - Development Regulations**

A schematic stormwater management plan has been submitted with the CUP application. Stormwater runoff from the on-site pollutant-generating drive surfaces will be routed to vegetated swales for treatment and detention, before overflowing to the east in accordance with the pre-development drainage pattern. Roof material has not been specified, but the application indicates that the roof material will be non-pollutant-generating. Runoff from the roof will discharge to level spreaders along the east edge of the building, which will overflow across landscaping on the subject property and toward the east, in accordance with pre-development drainage pattern.

Calculations showing compliance with the performance standards of the City of Sandpoint stormwater code have not been submitted with the application. Prior to building permit, a construction-quality stamped engineering plan and report, demonstrating compliance with all provisions of Title 11, Chapter 3, must be submitted for review and approval.

F. **City of Sandpoint Comprehensive Plan**

The future land use map designation for the property is Context Area 5, classified as the primary commercial centers of the city with mixed use multi-story buildings. The development provides a density of development and mix of uses that are consistent with the context area.

In addition to the future land use map, the comprehensive plan has other goals and objectives relevant to the proposed development, most particularly in Chapter 3 pertaining community design, Chapter 4 pertaining to land use, and Chapter 9 pertaining to Economic Development. The proposal is broadly consistent with vision of the plan and does not conflict with these relevant sections.

G. **City Code 9-9-6. B Variance Permit Procedures & Findings**

As has been noted above, the applicant's proposed site plan does not comply with Section 9-2-1-4 which establishes a 0' MAXIMUM setback for newly build structures in the CA zone. This section of code allows for a 10' setback (which can be increased to 25' through the CU process) provided the setback is provided with a civic

space as defined 9-2-1-6.E and further provided that "…at least 50% of the width of the lot is occupied by a building at the front setback" (Section 9-2-1-6.B.5).

Section 9-9-6.B.3 establishes the submittal requirements for a variance application and further establishes four required findings for approval. The applicant has submitted a properly documented variance application and has included a narrative describing the conditions that are particular to the property that justify a variance to the front setback requirements. The full narrative can be found in the attachments to the staff report and the staff analysis for the four required findings are noted in bold below.

(A) That special conditions and circumstances exist which are peculiar to the land, structures, or buildings in the same district.
The zero foot maximum setback is intended to bring buildings up to the edge of the public right of way to create the feel of a pleasing, human scaled, outdoor space that frames the street at roughly a 1:3 ratio for building height to street width. This strategy is best illustrated on and around 1st Ave. where the city exhibits a traditional town form and is dependent on having traditionally sized city lots and similar building forms on both sides of the street. By contrast, the property in question is over 3 acres in size, has no prospect of similar development on the opposite of Bridge Street (where it is highly unlikely that the City Beach park complex will redevelop), and is intended to develop a more 'resort-like' facility, abutting but not directly in, the downtown core. It is reasonable to conclude that the conditions and circumstances of this property do not apply to other properties in the CA zone.

(B) That a literal interpretation of the applicable sections of this Code would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Code.
Given the location, configuration, and size of the property noted above, a literal interpretation of the code would deprive the applicant of a development that is reasonably similar to what exists now and what would be expected in the future.

(C) That special considerations, conditions, and circumstances do not result from actions or desires of the applicant.
In addition to the site conditions noted above, it is noted that the property contains a significant tree that would require removal if the building were required to be placed at the property line. Furthermore, the Bridge Street corridor has been identified as a significant viewshed for the lake and mountains beyond that should be preserved. Both conditions are directly related to the situation of the site and completely out of the control of the applicant.

(D) That granting the variance requested will not confer on the applicant any special privileges that are denied by this Code to other land, structures, or buildings in the same district.
The conditions of this particular site are unique within CA zoning district and the approval of variance to the front setback requirement of the zone does not constitute a special privilege.

V. Draft Conditions of Approval

Per City Code §9-9-6, the Planning and Zoning Commission may impose conditions including those that address, but are not limited to, the following:

1. Minimizing adverse impact on other development.
2. Controlling the sequence and timing of development.
3. Controlling the duration of development.
4. Assuring that development is maintained properly.
5. Designating the exact location and nature of development.
6. Requiring the provision for on-site or off-site public facilities or services.
7. Requiring more restrictive standards than those generally required in an ordinance.

The following conditions are recommended by staff to ensure compliance with the nine (9) CUP criteria and to address the factors above:

1. Complete and submit a Traffic Impact Study at or before submittal of a building permit application:
    a. Applicant shall construct any required off-site improvements specified in the final approved traffic impact study prior to the issuance of a certificate of occupancy for the hotel.
    b. Applicant shall pay any extraordinary fees identified in the traffic impact study and ultimately determined by City Council prior to the issuance of a certificate of occupancy for the hotel.
2. Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval and the applicant shall make application for a demolition permit for the existing facility on or before September 2, 2025, or the approval and permit shall be rendered null, void and of no right or recourse.
3. The duration of the development shall be completed, and certificates of occupancy issued, within three (3) years of CUP issuance.
4. Due to the proximity of the development to the railroad tracks, exterior walls shall have a sound transmission class (STC) of not less than 50, or not less than 45 if field tested, for airborne noise. Penetrations or openings in construction assemblies shall be sealed, lined, insulated, or otherwise treated to maintain the required ratings.
5. The applicant shall be allowed to rebuild and utilize the existing 10' wide public sidewalk on the east property line for emergency and/or fire department access, provided that:
    a. The fire access road / public sidewalk shall be constructed to a width of 26' (16' on the west side of the property line, 10' on the east side) from Bridge St. to a point approximately 320' north, roughly coincident with the centerline of the middle of building wing, or to a point as specified by the Sandpoint Fire Marshall.
    b. A widened public sidewalk of 20', centered on the east property line, shall be constructed from the terminus of the fire access road to a connection with the existing public sidewalks providing access to the Windbag Marina. An appropriate transition matching existing grade and width (or rebuilding the same) that is ADA compliant shall be constructed by the applicant.
    c. Prior to the issuance of a certificate of occupancy for any portion of the hotel facility said fire lane public sidewalk shall be fully constructed and a permanent, non-revocable, access easement benefiting the City of Sandpoint and the general public shall be recorded with the Bonner County Recorder. Said easement shall always allow non-motorized public access.
6. Fire truck access on the north/west side of the building is required in accordance with fire code regulations. Access to be reviewed and approved by the Sandpoint Fire Chief prior to the issuance of a building permit.
7. The applicant shall construct new curb, gutter, and sidewalk along the west side of Dock Street, to replace the existing approximately 5-foot-wide at grade striped pedestrian pathway.
8. A detailed landscape is required to be submitted and approved concurrent with the building permit application.

9. A detailed Renewal Plan in accordance with §9-2-1-7. F shall be prepared and submitted with the building permit application. The renewal plan shall be reviewed and approved by the city prior to the issuance of a building permit.
10. This Conditional Use Permit applies to the operation of hotel and conference facility as described in the application and this staff report. Any enlargement or expansion of the building(s), land uses, and/or functions described herein shall require the approval of a new conditional use permit.
11. These conditions apply to all successors and assigns should this facility be sold.
12. Prior to the issuance of a certificate of occupancy, the applicant shall quitclaim any private interest in Bridge St. to the City of Sandpoint and build or rebuild curb, gutter, and sidewalk along the entire 290' of Bridge Street frontage as required by the city engineer.
13. Detailed analysis will occur throughout the design process. The analysis of layout, design, engineering, and other factors may result in the need to revise a variety of plan elements. In addition, revisions may be necessary at the time of construction improvement plans. If CITY staff determines the revisions are substantial, these changes will require an amendment to the conditions by the Planning and Zoning Commission. If the CITY staff determines that the revisions are minor, the changes may be approved, disapproved, or approved with modifications administratively. The authority to make the determination of when a revision is minor versus substantial is the CITY's.
14. No Design Standard Waivers have been requested and/or approved for this development. Any future requests for Design Standards Waivers, in accordance with §9-4-2-3-H-11 are subject to review and approval by the Planning & Zoning Commission and may result in an amendment to the terms of the Conditional Use Permit.

VI. Action

Following public testimony and subsequent deliberations, the Planning & Zoning Commission shall make findings and take one of the following actions in accordance with Sandpoint City Code:

1. Approve the application with conditions.
2. Postpone action on the application to a date certain, with specific direction on additional information needed, or
3. Deny the application.

VII. Attachments

The following digital attachments are viewable at https://www.sandpointidaho.gov/pcup23-0004-56-bridge-st

June 24, 2024

VIA EMAIL

Rebecca Stone – Oz Architecture / Averill Hospitality
3303 Larimer St.
Denver, CO 80205

bstone@ozarch.com
brian@averillhospitality.com

Re: PCUP23-0003 and PVAR24-0001- Sandpoint Planning and Zoning Commission Decision on a Request for a Conditional Use Permit and Variance

Dear Rebecca:

This letter shall serve as notice of Sandpoint Planning and Zoning Commission's June 18, 2024, decisions on PCUP23-0003 and PVAR24-0001. Following the public hearing the Commission voted to approve both applications subject to certain conditions of approval (attached). Specifically, the approved conditional use permit allows for construction of a 296,250 sq ft hotel/resort including 181 guest rooms, a 4,600 sq ft restaurant, 14,262 sq ft of event space, a second 1,391 sq ft standalone restaurant, 240 structured parking spaces, and guest amenities such as fitness/wellness areas, a pool, recreational equipment rental, and curated retail in conformance with the site and building plans submitted with the conditional use application. Further, PVAR24-0001 approves a variance to City Code 9-2-1-4, requiring construction of buildings to the property line along the primary frontage of the parcel. The variance allows for construction of a civic and drop-off space within an area approximately 40 ft -110 ft between the primary building and the property line in conformance with the site plan submitted with the variance application.

Attached to the email message transmitting this letter, you will find a copy of the draft minutes from the June 18 meeting, reflecting the record of Commission's approval of these applications. Pursuant to Sandpoint City Code 9-9-10.A, an affected person aggrieved by the decision of the planning commission may file a written notice of appeal with the planning department or city council. Such notice must be filed within ten (10) business days after the planning commission's decision and no building or infrastructure permits may be issued prior to June 28, 2024.

As required by Idaho Code § 67-6519(5)(c), this letter shall additionally serve as notice of your right to request a regulatory taking analysis pursuant to section 67-8003, Idaho Code. An applicant denied an application or aggrieved by a final decision concerning matters identified in section 67-6521(1)(a), Idaho Code, may, within twenty-eight (28) days after all remedies have been exhausted under local ordinance, seek judicial review under the procedures provided by chapter 52, title 67, Idaho Code.

Sincerely,

Daren Fluke, AICP
Interim City Planner

Attachments:

- PCUP23-0004/PVAR24-0001 - Conditions of Approval
- Copy of Draft Minutes from Sandpoint Planning and Zoning Commission's June 18, 2024, meeting
- Copy of the Staff Report with revised conditions of approval as approved by the Planning and Zoning Commission

cc:

- Sandpoint Mayor and City Council
- Sandpoint Planning and Zoning Commission
- Jason Welker, City Community Planning and Development Director
- Fonda Jovick, Sandpoint City Attorney

PCUP23-0004 – Oz Architecture / Averill Hospitality

Conditions of Approval

1. Complete and submit a Traffic Impact Study at or before submittal of a building permit application:
    a. Applicant shall construct any required off-site improvements specified in the final approved traffic impact study prior to the issuance of a certificate of occupancy for the hotel.
    b. Applicant shall pay any extraordinary fees identified in the traffic impact study and ultimately determined by City Council prior to the issuance of a certificate of occupancy for the hotel.
2. Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval. The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project.
3. Due to the proximity of the development to the railroad tracks, exterior walls shall have a sound transmission class (STC) of not less than 50, or not less than 45 if field tested, for airborne noise. Penetrations or openings in construction assemblies shall be sealed, lined, insulated, or otherwise treated to maintain the required ratings.
4. The applicant shall be allowed to rebuild and utilize the existing 10' wide public sidewalk on the east property line for emergency and/or fire department access. The pathway is to be constructed to City Engineering Specifications to support fire apparatus and EMS vehicles as required by the Fire Chief and applicable codes, but the applicant is not limited to concrete for the pathway material in order to enhance the streetscape experience. Asphalt paving is not allowed.
    a. The fire access road / public sidewalk shall be constructed to a width of 20' (10' on the west side of the property line, 10' on the east side) from Bridge St. to a point approximately 320' north, roughly coincident with the centerline of the middle of building wing, or to a point as specified by the Sandpoint Fire Chief.
    b. The existing 10'-wide public sidewalk on the east property line, shall be maintained (or rebuilt if damaged during construction) to its current 10-foot width from the terminus of the fire access road to a connection with the existing public sidewalks providing access to the Windbag Marina. An appropriate transition matching existing grade and width (or rebuilding the same) that is ADA compliant shall be constructed by the applicant.
    c. Prior to the issuance of a certificate of occupancy for any portion of the hotel facility said fire lane public sidewalk shall be fully constructed and a permanent, non-revocable, access easement benefiting the City of Sandpoint and the general public shall be recorded with the Bonner County Recorder. Said easement shall always allow non-motorized public access.
5. Fire truck access on the north/west side of the building is required in accordance with fire code regulations. Access to be reviewed and approved by the Sandpoint Fire Chief prior to the issuance of a building permit.
6. Prior to issuance of a certificate of occupancy, the applicant shall restripe the existing bike lane along the west side of Dock Street to a width of 5'.

7. A detailed landscape is required to be submitted and approved concurrent with the building permit application.
8. A detailed Renewal Plan in accordance with §9-2-1-7. F shall be prepared and submitted with the building permit application. The renewal plan shall be reviewed and approved by the city prior to the issuance of a building permit.
9. This Conditional Use Permit applies to the operation of hotel and conference facility as described in the application and this staff report. Any enlargement or expansion of the building(s), land uses, and/or functions described herein shall require the approval of a new conditional use permit.
10. These conditions apply to all successors and assigns should this facility be sold.
11. Prior to the issuance of a certificate of occupancy, the applicant shall quitclaim any private interest in Bridge St. to the City of Sandpoint and build or rebuild curb, gutter, and sidewalk along the entire 290’ of Bridge Street frontage as required by the city engineer.
12. Detailed analysis will occur throughout the design process. The analysis of layout, design, engineering, and other factors may result in the need to revise a variety of plan elements. In addition, revisions may be necessary at the time of construction improvement plans. If CITY staff determines the revisions are substantial, these changes will require an amendment to the conditions by the Planning and Zoning Commission. If the CITY staff determines that the revisions are minor, the changes may be approved, disapproved, or approved with modifications administratively. The authority to make the determination of when a revision is minor versus substantial is the CITY's.
13. No Design Standard Waivers have been requested and/or approved for this development. Any future requests for Design Standards Waivers, in accordance with §9-4-2-3-H-11 are subject to review and approval by the Planning & Zoning Commission and may result in an amendment to the terms of the Conditional Use Permit.

SANDPOINT

PLANNING AND ZONING COMMISSION MEETING MINUTES

June 18, 2024, at 5:30 PM

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

Call to Order

The meeting was called to order by Chairman John Hastings at 5:30pm on Tuesday, June 18, 2024.

Roll Call

PRESENT
Commissioner John Hastings, Chair
Commissioner Mose Dunkel, Vice Chair
Commissioner Amelia Boyd
Commissioner Grant Simmons
Commissioner Wayne Benner
Commissioner Ivan Rimar
Commissioner Scott Torpie

Pledge of Allegiance

Chairman Hastings led all present in the Pledge of Allegiance.

Announcements

Chairman Hastings announced that there are listening devices available to those in attendance in Council chambers.

No other general announcements.

Meeting Minutes Approval

1. Approval of Minutes from Sandpoint Planning and Zoning Commission May 21, 2024, Meeting - ***action item***

   There was a motion and second to approve the minutes from the Commission's May 21, 2024, meeting as presented.

   All in favor, none opposed; motion carried.

Public Hearings:

2. Public Hearing and Decision on City Application #PCUP24-0001, a request by Bitterroot Plumbing for approval of a Conditional Use Permit (CUP) for a contractor's yard at 1201 Baldy Mountain Rd. - ***action item***

Chairman Hastings recited the order and procedure for the public hearing.

The Chairman and each Commissioner then confirmed no conflict of interest and no ex parté contact regarding this matter.

Interim City Planner Daren Fluke provided an introduction and explanation of this request and fielded questions from the Commissioners.

The applicant was not available for a presentation or to respond to questions.

Chairman Hastings provided instructions for public testimony and then opened the public hearing.

No public testimony given for City Permit PCUP24-0001, located at 1201 Baldy Mt. Rd.

With all who wished to speak having had the opportunity to do so, Chairman Hastings closed the public hearing.

> **Motion made by Commissioner Boyd** that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve the request by Michael Jameson for a conditional use permit to allow the demolition of a single family dwelling and build a contractor's yard shop, office parking and landscaping for Bitterroot Plumbing at 1201 Baldy Mountain Road, subject to the conditions of approval in the staff report. The Commission finds that this motion is based on the analysis and facts contained within the staff report, information presented at the hearing, and the finding that the application is in compliance with the nine criteria of conditional use permits as outlined in Sandpoint City Code 9-9-6 and subject to conditions of approval as detailed in the staff report. Additionally, staff has followed the notice procedures, applicable to conditional use permits contained in Idaho code § 67-6512 and Sandpoint City Code Title 9, Chapter 9.
>
> **Seconded by Commissioner Benner**

Roll call: Commissioner Hastings – yes, Commissioner Dunkle – yes, Commissioner Boyd – yes, Commissioner Simmons – yes, Commissioner Benner - yes, Commissioner Rimar - yes, and Commissioner Torpy – yes

> **All in favor, Motion Passes**

3. Public Hearing and Decision on a request from Oz Architecture on behalf of Averill Hospitality, seeking approval of application #PCUP23-0004 - Conditional Use Permit (CUP) for a 296,250 sq ft hotel/resort - ***action item***

Chairman Hastings recited the order and procedure for the public hearing.

The Chairman and each Commissioner then confirmed no conflict of interest and no ex parté contact regarding this matter. Commissioner Boyd noted, despite a friendship with a member of Averill Hospitality's consulting team, she has had no ex parté contact.

Mr. Fluke provided a presentation and explanation of the two applications received from Averill Hospitality regarding this property, both the CUP and Variance application, concurrently, with Civil Engineer Brandon Staglund also providing relevant information.

Brian Averill, representative for Averill Hospitality, introduced himself and members of his team in attendance and gave a presentation on their application, with information also provided by Becky Stone of Oz Architecture, and fielded questions from the Commissioners.

Chairman Hastings provided instructions for public testimony and then opened the public hearing.

Public Testimony taken concurrently on CUP23-0004 and PVAR24-0001:

In Favor:

Sherry Manning - Resident
Barbara Eacret - Resident
David Eacret - Resident
Foster Klein - Resident
Stacy Mueller – Manager of Cedar St. Bridge
Elani Williams – Executive Director for Downtown Shopping District Business Association
Sherry Meekings- Owner of Carousel Emporium and Sandpoint Toys
John Matthew Haslam - Resident
Richard Taylor - Resident
Justin Dick - Resident
Chloe Jenkins – Business owner
Clay Hutchinson - Resident
Micky Quinn – Resident
Cuck Halbert - Resident
Corey Obenauer – Owns Burlwood Dreams
Brent Baker- resident of Bonner County

Neutral:

Pat Holland - Resident

Opposed: None

With all who wished to speak having had the opportunity to do so, Chairman Hastings closed the public hearing.

Following Commission deliberation and questions fielded by City Attorney Fonda Jovick, there was a motion to approve the application, as follows:

> **Motion made by Commissioner Dunkel** that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve City application PCUP23-0004, a request by Oz Architecture on behalf of Averill Hospitality Group, to construct a 296,000 ft hotel resort, including 181 guest rooms, a 4600 ft restaurant, a 14,262 sq ft event space, a second 1391 sq ft standalone restaurant, and 240 structured parking spaces and proposed guest amenities, such as a Fitness and Wellness areas and a pool, recreational equipment rental, and curated retail on 3.36 acres comprised of two parcels, RPSRPS00000233921A and RPS00000233931A, commonly known as 65 Bridge Street. The Commission finds that the approval complies with the applicable provisions of the Sandpoint City Comprehensive Plan and code and is subject to conditions of approval, as detailed in the Staff Report with the revised conditions of approval that have been submitted by the applicant in conjunction with the public hearing. Based on evidence and testimony in the public record on this matter, the Commission finds that City staff has followed the notice procedures applicable to conditional use applications contained in Sandpoint City code Title 9, Chapter 9, and that the proposed conditional use is consistent with the City's overall planning goals and objectives.
>
> **Seconded by Commissioner Simmons**

Roll Call Vote: Commissioner Hastings – yes, Commissioner Dunkel - yes, Commissioner Boyd - yes, Commissioner Simmons - yes, Commissioner Benner - yes, Commissioner Rimar - yes, Commissioner Torpie – yes

All in favor, Motion passes.

4. Decision on request for Variance PVAR24-0001 from City Code 9-2-1-4, which requires construction of buildings to the property line along the primary frontage of the parcel - ***action item***

With the public hearing and deliberation on this matter combined, heard, and considered with the additional application (CUP) submitted by this applicant, as noted above, there was no additional deliberation, and a motion to approve the variance application was made as follows:

Motion made by Commissioner Simmons that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve City application PV24-0001, a variance request by Oz Architecture on behalf of AAL Hospitality Group to City Code 9-2-1-4, requiring a zero foot maximum setback in the Commercial A Zone. The applicant is approved to construct civic and drop off space within an area approximately 40 ft to 0 ft between the primary building and the front property line on 3.36 acres, comprised of two parcels, RPSRPS00000233921A and RPS00000233931A, commonly known as 56 Bridge Street. The Commission finds the proposal to be in compliance with the applicable provisions of the Sandpoint Comprehensive Plan and Code, subject to conditions of approval as detailed in the staff report presented at the public hearing. Based on evidence and testimony in the public record on this matter, the Commission finds City staff has followed the notice procedures applicable to variance requests contained in Sandpoint City Code Title 9, Chapter 9, and that the proposed variance is consistent with the City's overall planning goals and objectives.

Seconded by Commissioner Dunkel

Roll Call: Commissioner Hastings – yes, Commissioner Dunkel - yes, Commissioner Boyd - yes, Commissioner Simmons - yes, Commissioner Benner - yes, Commissioner Rimar - yes, Commissioner Torpie – yes

All in favor, motion passes.

Commissioner Roundtable

Information only; no Commission action.

Adjourn

The meeting was adjourned at 9:50 p.m.

I presided over this meeting and can confirm that these minutes, prepared by the Commission Clerk, were approved by the Sandpoint Planning and Zoning Commission on July 16, 2024.

John Hastings, Chair

Attest: Melissa Ward, City Clerk

PLANNING AND ZONING COMMISSION SPECIAL MEETING AGENDA

July 22, 2025 at 5:30 PM

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

Call to Order, Roll Call and Pledge of Allegiance

Request for Extension of Conditional Use Permit (PCUP23-0004) and Variance from Setbacks in the Commercial A Zone (PVAR24-0001) – 56 Bridge Street Hotel/Resort - ***action item***

1. Request for Extension of Conditional Use Permit **(PCUP23-0004)** and Variance from Setbacks in the Commercial A Zone **(PVAR24-0001)** – 56 Bridge Street Hotel/Resort

   Please Note: Public comment will not be accepted on this item, because this is not a public hearing.

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.

AGENDA REPORT

Planning and Zoning Commission Meeting

TODAY'S DATE: July 17th, 2025

MEETING DATE: July 22nd, 2025

TO: City of Sandpoint Planning & Zoning Commission

FROM: Planning & Community Development Director, Jason Welker

SUBJECT: Request for Extension of Conditional Use Permit **(PCUP23-0004)** and Variance from setbacks in the Commercial A Zone **(PVAR24-0001)** – 56 Bridge Street Hotel/Resort

PURPOSE OF REQUEST:

The applicant, Averill Hospitality, has formally requested an extension of Conditional Use Permit PCUP23-0004, which was approved by the Planning and Zoning Commission on June 18, 2024, for a 296,250 sq ft hotel/resort development at 56 Bridge Street. The permit was set to expire on July 5, 2025. In accordance with Sandpoint City Code §9-9-6(A)(7), the applicant submitted their request on June 25, 2025—prior to the permit's expiration.

The CUP extension is requested to allow continued progress on detailed design work and project development consistent with the approved site plan and project narrative. If approved, the extension will remain in effect for one additional year from the date of the Commission's decision.

BACKGROUND:

The originally approved CUP **(PCUP23-0004)** includes the demolition of the existing Best Western Edgewater Resort and construction of a new full-service resort including:

- 181 guest rooms
- 4,600 sq ft restaurant and a 1,391 sq ft second restaurant
- 14,262 sq ft of event space
- Guest amenities including a pool, fitness and wellness areas, curated retail, and recreational equipment rental
- 240 structured parking spaces (Later reduced to 145 parking spaces following the acceptance of a site-specific parking demand analysis showing an actual level of parking demand lower than that required by City Code and an agreement by the developer to pay in lieu fees equal to $400,000 to offset 40 additional parking spaces).

The project also includes a variance **(PVAR24-0001)** to allow for a setback of 40 to 110 feet from the property line along Bridge Street, in place of the required 0' maximum setback in the Commercial A zone.

Per the original conditions of approval, the applicant was required to begin detailed design work within one year and to make a reasonable effort to complete the project in order to maintain the validity of the

CUP and variance. In the year since approval, the applicant has met with City staff numerous times to present detailed design plans and iterations of the approved site plan that City staff has determined meets the standard of "diligently pursuing" the proposed work as required by Sandpoint City Code. Some of the concepts presented during these meetings have deviated from the approved plans to the extent that Planning staff have told the developer that an amendment to the CUP may be required due to the substantial changes envisioned.

It is staff's understanding that the applicant is intending to continue work on a final design that substantially complies with that approved under **PCUP23-0004** and **PVAR24-0001**, which explains the applicant's desire to extend those permits at this time. However, if the final design the applicant settles on is deemed to be substantially different from that in the approved CUP, an amendment to the approved conditional use permit and variance after public hearings may be required in accordance with condition of approval #12 in the approved CUP, which reads: *"If CITY staff determines the revisions are substantial, these changes will require an amendment to the conditions by the Planning and Zoning Commission."*

RELEVANT CODE:

Sandpoint City Code §9-9-6(A)(7) – Commencement of Work

"The proposed work shall commence within one year following the date of planning commission or city council approval of the conditional use permit and shall be diligently pursued or said approval and permit shall be rendered automatically null, void and of no right or recourse."

Condition #2 of PCUP23-0004 (as approved June 18, 2024):

"Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval. The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project."

Additionally, the City Attorney confirmed during the June 18, 2024 hearing that extension requests must be reviewed by the Planning and Zoning Commission.

STAFF ANALYSIS:

The applicant has complied with the requirement to submit an extension request prior to the permit's expiration. Staff further recognizes that progress has been made on detailed architectural, civil, and structural design, fulfilling the intent of §9-9-6(A)(7) and Condition #2 of the approved CUP.

This extension request does not allow for or authorize any changes to the site plan, land uses, architecture, or development standards approved in 2024. If the applicant desires to substantially revise the aforementioned or modify project scope in the future, an amendment to the CUP and variance may be required.

Granting the extension maintains the status of the existing CUP and variance for one year from the date of this meeting (July 22nd, 2025).

STAFF RECOMMENDATION:

Staff recommends approval of the requested CUP extension for **PCUP23-0004** and **PVAR24-0001**, extending the validity of the permit and associated variance for one additional year (until July 22nd, 2026), under the following conditions:

1. Approval of this extension does not change any of the conditions of the existing CUP. Future modifications may require a new public hearing as established in the original CUP.
2. A second extension may be considered in 2026 upon a showing that work has been diligently pursued over the prior 12 months, as determined by the Commission.

ACTION:

The Commission may take one of the following actions:

- Approve the CUP **(PCUP23-0004)** and variance **(PVAR24-0001)** extension request as recommended.
- Modify and approve the request with additional or revised conditions.
- Deny the request based on findings that the applicant has not diligently pursued the project.
- Continue the item to a date certain with direction for additional information.

WILL THERE BE ANY FINANCIAL IMPACT? NO HAS THIS ITEM BEEN BUDGETED? N/A

ATTACHMENTS:

- Applicant's extension request letter dated June 25, 2025
- Original PCUP23-0004/PVAR24-0001 staff report (June 18, 2024)
- June 18, 2024 action notification letter with conditions of approval
- June 18, 2024 Planning & Zoning Commission meeting minutes

Jason Welker

From: Jason Welker
Sent: Wednesday, June 25, 2025 3:06 PM
To: Ben McGrann; Kathryn Keeney
Cc: Mandy Brown; Bill Dean; Dan Averill; Brian Averill
Subject: Re: AH - CUP23-0004 expiration

Ben,

Please plan to present this request to the PZC at the July 15th meeting. We will provide a short staff report/update and then hand it over to your team to update the commission and explain why an extension should be granted, highlighting the meaningful progress that has been made on the project in the year since its approval.

Best,
Jason

SANDPOINT
sandpointidaho.gov
1123 Lake St.
Sandpoint, ID 83864

Community Planning and Development Department

Jason Welker | Director

- (208) 255-1738
- (208) 290-0137 (cell)

From: Ben McGrann <ben@actusprojects.com>
Sent: Wednesday, June 25, 2025 2:41 PM
To: Kathryn Keeney <kkeeney@sandpointidaho.gov>
Cc: Mandy Brown <mbrown@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>; Dan Averill <danlaverill@yahoo.com>; Brian Averill <brian@averillhospitality.com>
Subject: RE: AH - CUP23-0004 expiration

[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 Katie,

Please accept this email as Averill Hospitality request to extend CUP23-0004.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239

Actus

Ideas into Action

From: Kathryn Keeney <kkeeney@sandpointidaho.gov>
Sent: Wednesday, June 25, 2025 9:03 AM
To: Ben McGrann <ben@actusprojects.com>
Cc: Mandy Brown <mbrown@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

Hi Ben,

Please confirm whether you would like to be placed on the July 15th Planning & Zoning Commission agenda to formally request an extension of Conditional Use Permit No. CUP23-0004.

Your reply to this email will serve as your official request for the extension.

Thank you,
Katie Keeney
City of Sandpoint – Assistant Planner
208.946.2086
kkeeney@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

SANDPOINT

From: Jason Welker <jwelker@sandpointidaho.gov>
Sent: Wednesday, June 25, 2025 8:06 AM
To: Ben McGrann <ben@actusprojects.com>; Bill Dean <bdean@sandpointidaho.gov>
Cc: Kathryn Keeney <kkeeney@sandpointidaho.gov>; Mandy Brown <mbrown@sandpointidaho.gov>
Subject: Re: AH - CUP23-0004 expiration

Katie and Mandy will assist you in a request for an extension. The next PZC meeting is on July 15th. Since no public hearing notice is required for an extension request all you need to get on that agenda is to email Mandy and Katie and let them know you'd like to get before the commission to request an extension to your approved PUD.

Katie, Mandy, the Averill Group has until July 3rd to request an extension to their 2024 CUP. If a request is submitted by that date we will put them on the agenda for July 15th. Ben, please let Mandy and Katie know how you'd like to proceed.

Best,
Jason

SANDPOINT
sandpointidaho.gov
1123 Lake St.
Sandpoint, ID 83864

Community Planning and Development Department

Jason Welker | Director

- (208) 255-1738
- (208) 290-0137 (cell)

From: Ben McGrann <ben@actusprojects.com>
Sent: Tuesday, June 24, 2025 3:55 PM
To: Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

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Hi Jason,

Yes, we are considering the original plan. Please advise what is needed to request the extension.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

From: Jason Welker <jwelker@sandpointidaho.gov>
Sent: Tuesday, June 24, 2025 3:41 PM
To: Ben McGrann <ben@actusprojects.com>; Bill Dean <bdean@sandpointidaho.gov>
Subject: Re: AH - CUP23-0004 expiration

Ben,

The PZC discussed the expiry of the permit at length in the CUP hearing and the commission ultimately agreed to the language that appeared in your written notice of decision, language which the Averills proposed to replace what was in the staff report presented on June 18th. *"The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project."*

The notice of decision was sent out on June 24th. Therefore, per SCC 9-9-8, the planning commission's decision became effective 10 days after that, on July 4th, 2024. That means **your team has until July 3rd (next week) to apply for an extension for your approved CUP and variance**. To be clear, **this extension does not allow for an amendment later on**. If you plan to proceed with the site plan you presented yesterday, a new CUP and variance

application need to be submitted. A request for extension may only be considered for the existing CUP, whi
for an entirely different site plan than the one you have stated you intend to build.

Please watch the 5-minutes of discussion on permit expiry. The discussion includes the process for having an extension approved by the PZ Commission: https://youtu.be/XqBxSWCi2K0?si=K1fyfO-Su4t1g2S4&t=13643

The CUP was approved on June 18th, written notice was send on June 24th, and the appeal period ended on July 4th. Therefore, the request for extension must be received by July 3rd.

Best,
Jason

SANDPOINT
sandpointidaho.gov
1123 Lake St.
Sandpoint, ID 83864

Community Planning and Development Department

Jason Welker | Director

- (208) 255-1738
- (208) 290-0137 (cell)

From: Ben McGrann <ben@actusprojects.com>
Sent: Tuesday, June 24, 2025 3:14 PM
To: Bill Dean <bdean@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

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We would like an acknowledgement that the existing CUP is still active.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

From: Bill Dean <bdean@sandpointidaho.gov>
Sent: Tuesday, June 24, 2025 2:55 PM
To: Ben McGrann <ben@actusprojects.com>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

Hi Ben, the process we've outlined achieves what you are looking for: a land use permit to build a r version of the hotel. Everything we state in the mtg yesterday still applies. We need a signed application form, dimensioned site plan, and the other documents we discussed yesterday. Also, please remember to apply for a variance that accommodates the relief from Commercial A zoning standards (setbacks, for example) that you are seeking.
Thanks, Bill

City of Sandpoint Planning
Bill Dean | City Planner
Office | (**208)265-1480**

sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

From: Ben McGrann <ben@actusprojects.com>
Sent: Tuesday, June 24, 2025 2:49 PM
To: Bill Dean <bdean@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

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Hi Bill,

We have continued to show reasonable effort over the course of the year. The Staff report acknowledged "work" is defined as detailed design and construction plans. Please advise on the process to formally extend.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

From: Bill Dean <bdean@sandpointidaho.gov>
Sent: Tuesday, June 24, 2025 8:57 AM
To: Ben McGrann <ben@actusprojects.com>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

Ben, we're reviewing the file and the video from the hearing.... it appears that the Conditions #2 and 3 in the staff report were replaced with a single condition #2 at the hearing, which actually was the applicant's language:

New COA#2: Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall comm after the date of the commission's approval. The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project.

City of Sandpoint Planning
Bill Dean | City Planner
Office | (**208)265-1480**

sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

From: Ben McGrann <ben@actusprojects.com>
Sent: Tuesday, June 24, 2025 8:46 AM
To: Bill Dean <bdean@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

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Hi Bill,

Just so I am clear, the two (9.9.6.A.7 & 9.9.6.B.5) below references are strictly based on general City code and are not outlined on the staff report or the action report.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

From: Bill Dean <bdean@sandpointidaho.gov>
Sent: Tuesday, June 24, 2025 8:25 AM
To: Ben McGrann <ben@actusprojects.com>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: RE: AH - CUP23-0004 expiration

Hi Ben, I'm unaware of any City Council action on this project. Two permits were issued: a CUP and a Variance, both acted on by the PZC on June 18, 2024. Below are code references for your permit lifespan and the condition of approval related to required work.

CUP Code reference:

9.9.6.A.7 Commencement of Work: The proposed work shall commence within one year following date of planning commission or city council approval of the conditional use permit and shall be diligently pursued or said approval and permit shall be rendered automatically null, void and of no right or recourse.

Variance Code Reference:
9.9.6.B.5 Commencement of Work: The proposed work shall commence within one year following the date of planning commission or city council approval of the variance or said approval and permit shall be rendered automatically null, void and of no right or recourse.

Conditions of Approval placed on the permit dated June 18, 2024:

#2. Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval and the applicant shall make application for a demolition permit for the existing facility on or before September 2, 2025, or the approval and permit shall be rendered null, void and of no right or recourse.

I'm happy to further discuss, and FYI I mentioned to Brandon that your civil engineer may be reaching out to him. I think the main issue is to make sure the revised civils matches the updated site and landscaping plans. Looking forward to next steps.

Thanks, Bill

City of Sandpoint Planning
Bill Dean | City Planner
Office | (**208)265-1480**

sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

From: Ben McGrann <ben@actusprojects.com>
Sent: Tuesday, June 24, 2025 7:56 AM
To: Bill Dean <bdean@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>
Subject: AH - CUP23-0004 expiration

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Hi Bill,

I wanted to follow up on your statement the current CUP has expired. I don't see anything in the staff report or action notification suggesting the CUP is only valid for 1 year. There is the note that a demo permit needs to be pulled within 2 years of the decision.

Additionally, I wanted to confirm this is a P&Z only as we are asking for a variance for the set back. From what I understand, the last CUP submittal went to the City Council for approval because of the variance.

Please advise.

Best regards,

Ben

Ben@ActusProjects.com
206.696.8239
Actus
Ideas into Action

SANDPOINT

PLANNING AND ZONING COMMISSION MEETING MINUTES

June 18, 2024, at 5:30 PM

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

Call to Order

The meeting was called to order by Chairman John Hastings at 5:30pm on Tuesday, June 18, 2024.

Roll Call

PRESENT
Commissioner John Hastings, Chair
Commissioner Mose Dunkel, Vice Chair
Commissioner Amelia Boyd
Commissioner Grant Simmons
Commissioner Wayne Benner
Commissioner Ivan Rimar
Commissioner Scott Torpie

Pledge of Allegiance

Chairman Hastings led all present in the Pledge of Allegiance.

Announcements

Chairman Hastings announced that there are listening devices available to those in attendance in Council chambers.

No other general announcements.

Meeting Minutes Approval

1. Approval of Minutes from Sandpoint Planning and Zoning Commission May 21, 2024, Meeting - ***action item***

   There was a motion and second to approve the minutes from the Commission's May 21, 2024, meeting as presented.

   All in favor, none opposed; motion carried.

Public Hearings:

2. Public Hearing and Decision on City Application #PCUP24-0001, a request by Bitterroot Plumbing for approval of a Conditional Use Permit (CUP) for a contractor's yard at 1201 Baldy Mountain Rd. - ***action item***

Chairman Hastings recited the order and procedure for the public hearing.

The Chairman and each Commissioner then confirmed no conflict of interest and no ex parté contact regarding this matter.

Interim City Planner Daren Fluke provided an introduction and explanation of this request and fielded questions from the Commissioners.

The applicant was not available for a presentation or to respond to questions.

Chairman Hastings provided instructions for public testimony and then opened the public hearing.

No public testimony given for City Permit PCUP24-0001, located at 1201 Baldy Mt. Rd.

With all who wished to speak having had the opportunity to do so, Chairman Hastings closed the public hearing.

> **Motion made by Commissioner Boyd** that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve the request by Michael Jameson for a conditional use permit to allow the demolition of a single family dwelling and build a contractor's yard shop, office parking and landscaping for Bitterroot Plumbing at 1201 Baldy Mountain Road, subject to the conditions of approval in the staff report. The Commission finds that this motion is based on the analysis and facts contained within the staff report, information presented at the hearing, and the finding that the application is in compliance with the nine criteria of conditional use permits as outlined in Sandpoint City Code 9-9-6 and subject to conditions of approval as detailed in the staff report. Additionally, staff has followed the notice procedures, applicable to conditional use permits contained in Idaho code § 67-6512 and Sandpoint City Code Title 9, Chapter 9.
>
> **Seconded by Commissioner Benner**

Roll call: Commissioner Hastings – yes, Commissioner Dunkle – yes, Commissioner Boyd – yes, Commissioner Simmons – yes, Commissioner Benner - yes, Commissioner Rimar - yes, and Commissioner Torpy – yes

> **All in favor, Motion Passes**

3. Public Hearing and Decision on a request from Oz Architecture on behalf of Averill Hospitality, seeking approval of application #PCUP23-0004 - Conditional Use Permit (CUP) for a 296,250 sq ft hotel/resort - ***action item***

Chairman Hastings recited the order and procedure for the public hearing.

The Chairman and each Commissioner then confirmed no conflict of interest and no ex parté contact regarding this matter. Commissioner Boyd noted, despite a friendship with a member of Averill Hospitality's consulting team, she has had no ex parté contact.

Mr. Fluke provided a presentation and explanation of the two applications received from Averill Hospitality regarding this property, both the CUP and Variance application, concurrently, with Civil Engineer Brandon Staglund also providing relevant information.

Brian Averill, representative for Averill Hospitality, introduced himself and members of his team in attendance and gave a presentation on their application, with information also provided by Becky Stone of Oz Architecture, and fielded questions from the Commissioners.

Chairman Hastings provided instructions for public testimony and then opened the public hearing.

Public Testimony taken concurrently on CUP23-0004 and PVAR24-0001:

In Favor:

Sherry Manning - Resident
Barbara Eacret - Resident
David Eacret - Resident
Foster Klein - Resident
Stacy Mueller – Manager of Cedar St. Bridge
Elani Williams – Executive Director for Downtown Shopping District Business Association
Sherry Meekings- Owner of Carousel Emporium and Sandpoint Toys
John Matthew Haslam - Resident
Richard Taylor - Resident
Justin Dick - Resident
Chloe Jenkins – Business owner
Clay Hutchinson - Resident
Micky Quinn – Resident
Cuck Halbert - Resident
Corey Obenauer – Owns Burlwood Dreams
Brent Baker- resident of Bonner County

Neutral:

Pat Holland - Resident

Opposed: None

With all who wished to speak having had the opportunity to do so, Chairman Hastings closed the public hearing.

Following Commission deliberation and questions fielded by City Attorney Fonda Jovick, there was a motion to approve the application, as follows:

> **Motion made by Commissioner Dunkel** that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve City application PCUP23-0004, a request by Oz Architecture on behalf of Averill Hospitality Group, to construct a 296,000 ft hotel resort, including 181 guest rooms, a 4600 ft restaurant, a 14,262 sq ft event space, a second 1391 sq ft standalone restaurant, and 240 structured parking spaces and proposed guest amenities, such as a Fitness and Wellness areas and a pool, recreational equipment rental, and curated retail on 3.36 acres comprised of two parcels, RPSRPS00000233921A and RPS00000233931A, commonly known as 65 Bridge Street. The Commission finds that the approval complies with the applicable provisions of the Sandpoint City Comprehensive Plan and code and is subject to conditions of approval, as detailed in the Staff Report with the revised conditions of approval that have been submitted by the applicant in conjunction with the public hearing. Based on evidence and testimony in the public record on this matter, the Commission finds that City staff has followed the notice procedures applicable to conditional use applications contained in Sandpoint City code Title 9, Chapter 9, and that the proposed conditional use is consistent with the City's overall planning goals and objectives.
>
> **Seconded by Commissioner Simmons**

Roll Call Vote: Commissioner Hastings – yes, Commissioner Dunkel - yes, Commissioner Boyd - yes, Commissioner Simmons - yes, Commissioner Benner - yes, Commissioner Rimar - yes, Commissioner Torpie – yes

All in favor, Motion passes.

4. Decision on request for Variance PVAR24-0001 from City Code 9-2-1-4, which requires construction of buildings to the property line along the primary frontage of the parcel - ***action item***

With the public hearing and deliberation on this matter combined, heard, and considered with the additional application (CUP) submitted by this applicant, as noted above, there was no additional deliberation, and a motion to approve the variance application was made as follows:

Motion made by Commissioner Simmons that the Sandpoint Planning and Zoning Commission, after consideration of the criteria and relevant standards of Idaho Code and Sandpoint City Code, approve City application PV24-0001, a variance request by Oz Architecture on behalf of AAL Hospitality Group to City Code 9-2-1-4, requiring a zero foot maximum setback in the Commercial A Zone. The applicant is approved to construct civic and drop off space within an area approximately 40 ft to 0 ft between the primary building and the front property line on 3.36 acres, comprised of two parcels, RPSRPS00000233921A and RPS00000233931A, commonly known as 56 Bridge Street. The Commission finds the proposal to be in compliance with the applicable provisions of the Sandpoint Comprehensive Plan and Code, subject to conditions of approval as detailed in the staff report presented at the public hearing. Based on evidence and testimony in the public record on this matter, the Commission finds City staff has followed the notice procedures applicable to variance requests contained in Sandpoint City Code Title 9, Chapter 9, and that the proposed variance is consistent with the City's overall planning goals and objectives.

Seconded by Commissioner Dunkel

Roll Call: Commissioner Hastings – yes, Commissioner Dunkel - yes, Commissioner Boyd - yes, Commissioner Simmons - yes, Commissioner Benner - yes, Commissioner Rimar - yes, Commissioner Torpie – yes

All in favor, motion passes.

Commissioner Roundtable

Information only; no Commission action.

Adjourn

The meeting was adjourned at 9:50 p.m.

I presided over this meeting and can confirm that these minutes, prepared by the Commission Clerk, were approved by the Sandpoint Planning and Zoning Commission on July 16, 2024.

John Hastings, Chair

Attest: Melissa Ward, City Clerk

June 24, 2024

VIA EMAIL

Rebecca Stone – Oz Architecture / Averill Hospitality
3303 Larimer St.
Denver, CO 80205

bstone@ozarch.com
brian@averillhospitality.com

Re: PCUP23-0003 and PVAR24-0001- Sandpoint Planning and Zoning Commission Decision on a Request for a Conditional Use Permit and Variance

Dear Rebecca:

This letter shall serve as notice of Sandpoint Planning and Zoning Commission's June 18, 2024, decisions on PCUP23-0003 and PVAR24-0001. Following the public hearing the Commission voted to approve both applications subject to certain conditions of approval (attached). Specifically, the approved conditional use permit allows for construction of a 296,250 sq ft hotel/resort including 181 guest rooms, a 4,600 sq ft restaurant, 14,262 sq ft of event space, a second 1,391 sq ft standalone restaurant, 240 structured parking spaces, and guest amenities such as fitness/wellness areas, a pool, recreational equipment rental, and curated retail in conformance with the site and building plans submitted with the conditional use application. Further, PVAR24-0001 approves a variance to City Code 9-2-1-4, requiring construction of buildings to the property line along the primary frontage of the parcel. The variance allows for construction of a civic and drop-off space within an area approximately 40 ft -110 ft between the primary building and the property line in conformance with the site plan submitted with the variance application.

Attached to the email message transmitting this letter, you will find a copy of the draft minutes from the June 18 meeting, reflecting the record of Commission's approval of these applications. Pursuant to Sandpoint City Code 9-9-10.A, an affected person aggrieved by the decision of the planning commission may file a written notice of appeal with the planning department or city council. Such notice must be filed within ten (10) business days after the planning commission's decision and no building or infrastructure permits may be issued prior to June 28, 2024.

As required by Idaho Code § 67-6519(5)(c), this letter shall additionally serve as notice of your right to request a regulatory taking analysis pursuant to section 67-8003, Idaho Code. An applicant denied an application or aggrieved by a final decision concerning matters identified in section 67-6521(1)(a), Idaho Code, may, within twenty-eight (28) days after all remedies have been exhausted under local ordinance, seek judicial review under the procedures provided by chapter 52, title 67, Idaho Code.

Sincerely,

Daren Fluke, AICP
Interim City Planner

Attachments:

- PCUP23-0004/PVAR24-0001 - Conditions of Approval
- Copy of Draft Minutes from Sandpoint Planning and Zoning Commission's June 18, 2024, meeting
- Copy of the Staff Report with revised conditions of approval as approved by the Planning and Zoning Commission

cc:

- Sandpoint Mayor and City Council
- Sandpoint Planning and Zoning Commission
- Jason Welker, City Community Planning and Development Director
- Fonda Jovick, Sandpoint City Attorney

PCUP23-0004 – Oz Architecture / Averill Hospitality

Conditions of Approval

1. Complete and submit a Traffic Impact Study at or before submittal of a building permit application:
    a. Applicant shall construct any required off-site improvements specified in the final approved traffic impact study prior to the issuance of a certificate of occupancy for the hotel.
    b. Applicant shall pay any extraordinary fees identified in the traffic impact study and ultimately determined by City Council prior to the issuance of a certificate of occupancy for the hotel.
2. Pursuant to §9-9-6-7 of Sandpoint City Code, detailed design work shall commence after the date of the commission's approval. The CUP and Variance are valid for one year and will be extended so long as the applicant has demonstrated a reasonable effort to complete the project.
3. Due to the proximity of the development to the railroad tracks, exterior walls shall have a sound transmission class (STC) of not less than 50, or not less than 45 if field tested, for airborne noise. Penetrations or openings in construction assemblies shall be sealed, lined, insulated, or otherwise treated to maintain the required ratings.
4. The applicant shall be allowed to rebuild and utilize the existing 10' wide public sidewalk on the east property line for emergency and/or fire department access. The pathway is to be constructed to City Engineering Specifications to support fire apparatus and EMS vehicles as required by the Fire Chief and applicable codes, but the applicant is not limited to concrete for the pathway material in order to enhance the streetscape experience. Asphalt paving is not allowed.
    a. The fire access road / public sidewalk shall be constructed to a width of 20' (10' on the west side of the property line, 10' on the east side) from Bridge St. to a point approximately 320' north, roughly coincident with the centerline of the middle of building wing, or to a point as specified by the Sandpoint Fire Chief.
    b. The existing 10'-wide public sidewalk on the east property line, shall be maintained (or rebuilt if damaged during construction) to its current 10-foot width from the terminus of the fire access road to a connection with the existing public sidewalks providing access to the Windbag Marina. An appropriate transition matching existing grade and width (or rebuilding the same) that is ADA compliant shall be constructed by the applicant.
    c. Prior to the issuance of a certificate of occupancy for any portion of the hotel facility said fire lane public sidewalk shall be fully constructed and a permanent, non-revocable, access easement benefiting the City of Sandpoint and the general public shall be recorded with the Bonner County Recorder. Said easement shall always allow non-motorized public access.
5. Fire truck access on the north/west side of the building is required in accordance with fire code regulations. Access to be reviewed and approved by the Sandpoint Fire Chief prior to the issuance of a building permit.
6. Prior to issuance of a certificate of occupancy, the applicant shall restripe the existing bike lane along the west side of Dock Street to a width of 5'.

7. A detailed landscape is required to be submitted and approved concurrent with the building permit application.
8. A detailed Renewal Plan in accordance with §9-2-1-7. F shall be prepared and submitted with the building permit application. The renewal plan shall be reviewed and approved by the city prior to the issuance of a building permit.
9. This Conditional Use Permit applies to the operation of hotel and conference facility as described in the application and this staff report. Any enlargement or expansion of the building(s), land uses, and/or functions described herein shall require the approval of a new conditional use permit.
10. These conditions apply to all successors and assigns should this facility be sold.
11. Prior to the issuance of a certificate of occupancy, the applicant shall quitclaim any private interest in Bridge St. to the City of Sandpoint and build or rebuild curb, gutter, and sidewalk along the entire 290’ of Bridge Street frontage as required by the city engineer.
12. Detailed analysis will occur throughout the design process. The analysis of layout, design, engineering, and other factors may result in the need to revise a variety of plan elements. In addition, revisions may be necessary at the time of construction improvement plans. If CITY staff determines the revisions are substantial, these changes will require an amendment to the conditions by the Planning and Zoning Commission. If the CITY staff determines that the revisions are minor, the changes may be approved, disapproved, or approved with modifications administratively. The authority to make the determination of when a revision is minor versus substantial is the CITY's.
13. No Design Standard Waivers have been requested and/or approved for this development. Any future requests for Design Standards Waivers, in accordance with §9-4-2-3-H-11 are subject to review and approval by the Planning & Zoning Commission and may result in an amendment to the terms of the Conditional Use Permit.