



## PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING AGENDA

March 13, 2025 at 11:30 AM

White Pine Conference Room, City Hall Second Floor - 1123 W. Lake St. Sandpoint, Idaho

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### Call to Order

### Roll Call

### Meeting Minutes Approval

1. Approval of Minutes from Committee's February 13, 2025, Meeting - **action item**

### Old/Unfinished Business

2. Staff Presentation: Selection of Presiding Officer when Committee Chair and Vice Chair are unavailable to attend in person

### New Business

3. Staff Presentation: Daher #1 Subdivision Preliminary Plat
4. Development Review Subcommittee Report/Presentation
5. Intersection Subcommittee Report and Proposed Recommendation on Construction of Curb Ramps - **action item**
6. Other Subcommittee Reports
7. Staff Presentation: Fourth Avenue Sidewalk Project
8. Staff Presentation: Phase 3 Downtown Revitalization Project

### General Announcements/Comments

### Adjourn

### Public Participation Options and Information

Before the meeting, comment in writing: Email [cityclerk@sandpointidaho.gov](mailto: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.



## PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING MINUTES

February 13, 2025 at 11:30 AM

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

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### Call to Order

Chair Cate Huisman called the meeting of the Sandpoint Pedestrian and Bicycle Advisory Committee to order at 11:30 a.m. on Thursday, February 13, 2025, in Council chambers at City Hall, 1123 W. Lake Street, Sandpoint, Idaho.

### Roll Call

#### PRESENT

Cate Huisman, Chair  
 Molly O'Reilly, Vice Chair  
 Julie Perchynski  
 Radley Peterson  
 Reid Weber  
 Erin Billings

#### ABSENT

Jennifer Heller  
 Evan Lewis

Staff liaison Brandon Staglund, City Engineer, and Board clerk Heather Faircloth were also in attendance. City Council liaison Deb Ruehle was absent. Chair Huisman announced that, on January 31, 2025, Taylor Prather resigned her seat on the Committee, noting that Mayor Grimm plans to appoint a new member.

### Meeting Minutes Approval

1. The minutes from the Committee's January 9, 2025, meeting were approved as presented. Motion made by Vice Chair O'Reilly, seconded by Mr. Weber. All Committee members present voted in favor.

### Old/Unfinished Business

2. Continued Discussion on Public Lake Access at Ella, Euclid and Division Streets

Mr. Staglund shared that he did not have an update on this item. The City will need to find funding to build a sidewalk down to the lake access on the South end of Euclid Street, in addition to funding for signage, benches, and possible landscape additions. Ideally this project would be on a timeline for this coming summer during construction season, however it is too early in the project and there could be delays. Chair Cate Huisman reminded committee members that if they come across any other streets with possible lake access to please bring them to the committee. Mrs. Huisman also shared that Kaniksu Land Trust is putting together a map of the whole lake with all public access points and that would include the city access points.

### New Business

3. Brief Reports from Subcommittees

Ms. Billings shared an update from the Events Subcommittee, and they are looking into “Bike to Work” as a potential event this May but are still researching other opportunities.

Ms. O’Reilly shared an update from the Intersection Subcommittee. At this time, they are dividing up tasks and locations that are of interest to the subcommittee.

Mr. Peterson shared an update from the Multimodal Transportation Master Plan Subcommittee. The subcommittee is currently looking at the First Avenue Project with City Staff and plans to have notes for the Committee at the next scheduled meeting.

Ms. Billings announced that, due to scheduling conflicts, the Development Review Subcommittee has not been able to meet yet.

**4. Proposed Downtown Parking Management Plan**

City of Sandpoint Community Planning and Development Director Jason Welker provided a presentation on the City’s proposed Downtown Parking Management Plan, followed by Committee discussion. Information only; no Committee action.

**5. Downtown Parking Lot Reconstruction Concept**

Mr. Staglund provided a presentation on the Downtown Parking Lot Reconstruction Concept, followed by Committee discussion. Information only; no Committee action.

**6. Selection of Presiding Officer when Chair and Vice Chair are Attending Remotely**

Following a brief explanation by Mr. Staglund, the Committee postponed this item for further discussion, to be included as Old Business on the Committee’s next meeting agenda.

**General Announcements/Comments**

Ms. Perchynski introduced information on potential grant funding, which will be forwarded to a subcommittee for further review. No additional general announcements or comments.

**Adjourn**

The meeting was adjourned at 12:29 pm.

I presided over this meeting and can confirm that these minutes, prepared by the Board clerk, were approved by the Committee during their meeting on \_\_\_\_\_, 2025.

\_\_\_\_\_  
Cate Huisman, Chair

\_\_\_\_\_  
Attest: Heather Faircloth, Board Clerk

# DAHER #1

LOT 5 OF KODIAK PARK AND A PORTION OF  
THE SE QUARTER OF SECTION 9 AND  
THE SW QUARTER OF SECTION 10, TOWNSHIP 57 NORTH,  
RANGE 2 WEST, BOISE MERIDIAN,  
CITY OF SANDPOINT, BONNER COUNTY, IDAHO

### OWNERS' CERTIFICATE

KNOWN ALL MEN BY THESE PRESENTS THAT QUEST AIRCRAFT COMPANY L.L.C., A LIMITED LIABILITY COMPANY, HEREBY CERTIFIES THAT IT IS THE OWNER OF THE REAL PROPERTY DESCRIBED IN THIS CERTIFICATE AND HAS CAUSED THE SAME TO BE PLATTED INTO LOTS 1-4, THE SAME TO BE KNOWN AS 'DAHER #1', BEING LOT 5 OF KODIAK PARK, AS RECORDED IN BOOK 11 OF PLATS AT PAGE 38, INST. NO. 864305, RECORDS OF BONNER COUNTY, IDAHO AND A PORTION OF SECTIONS 9 AND 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, CITY OF SANDPOINT, BONNER COUNTY, IDAHO, MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 5, KODIAK PARK;  
THENCE ALONG THE EASTERLY OF SAID LOT 5 THE FOLLOWING SIX (6) COURSES:  
1) SOUTH 00°37'26" WEST, 344.68 FEET;  
2) SOUTH 57°16'29" EAST, 202.47 FEET;  
3) SOUTH 32°43'28" WEST, 215.82 FEET;  
4) NORTH 89°55'51" WEST, 9.69 FEET;  
5) SOUTH 00°48'56" WEST, 15.33 FEET  
6) SOUTH 32°41'25" WEST, 440.60 FEET;  
THENCE LEAVING SAID EASTERLY LINE OF SAID LOT 5, NORTH 57°43'05" WEST, 334.34 FEET;  
THENCE NORTH 89°45'30" WEST, 392.52 FEET;  
THENCE SOUTH 32°40'29" WEST, 445.71 FEET;  
THENCE NORTH 89°58'37" WEST, 175.12 FEET TO A POINT ON THE WEST LINE OF SECTION 10;  
THENCE ALONG SAID SECTION LINE, NORTH 00°43'36" EAST, 316.21 FEET;  
THENCE LEAVING SAID SECTION LINE, NORTH 89°35'50" WEST, 266.57 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF GREAT NORTHERN ROAD,  
THENCE ALONG SAID EASTERLY RIGHT-OF-WAY THE FOLLOWING FOUR (4) COURSES:  
1) ALONG A NON-TANGENTIAL CURVE 159.46 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 630.00 FEET AND A DELTA ANGLE OF 14°30'07" (CHORD NORTH 01°08'09" EAST, 136.62 FEET);  
2) NORTH 06°06'50" WEST, 136.62 FEET;  
3) ALONG A NON-TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 585.00 FEET AND A DELTA ANGLE OF 22°31'05" (CHORD NORTH 05°09'06" EAST, 228.44 FEET)  
4) NORTH 16°24'36" EAST, 93.28 FEET;  
THENCE LEAVING SAID RIGHT OF WAY OF GREAT NORTHERN ROAD, SOUTH 89°32'58" EAST, 585.43 FEET;  
THENCE SOUTH 89°51'47" EAST, 313.75 FEET;  
THENCE NORTH 00°39'59" EAST, 295.39 FEET;  
THENCE SOUTH 89°41'56" EAST, 613.40 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO ALL EASEMENTS OF RECORD.

TOGETHER WITH A 60 FOOT WIDE DEDICATION TO THE CITY OF SANDPOINT FOR PUBLIC RIGHT-OF-WAY PURPOSE.

QUEST AIRCRAFT COMPANY L.L.C. \_\_\_\_\_ DATE \_\_\_\_\_  
ADNAN JAMALI, MANAGING MEMBER

### ACKNOWLEDGMENT

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED ADNAN JAMALI, KNOWN OR IDENTIFIED TO ME TO BE MANAGING MEMBER OF QUEST AIRCRAFT COMPANY L.L.C., WHO EXECUTED THE FOREGOING INSTRUMENT AS MANAGING MEMBER OF SAID L.L.C.

NOTARY PUBLIC \_\_\_\_\_  
NOTARY PUBLIC FOR THE STATE OF \_\_\_\_\_  
RESIDING AT: \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_

### INDEPENDENT HIGHWAY DISTRICT

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF INDEPENDENT HIGHWAY DISTRICT COMMISSIONERS ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

INDEPENDENT HIGHWAY DISTRICT \_\_\_\_\_

### COUNTY SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I HAVE EXAMINED THE HEREIN PLAT "DAHER #1" AND CHECKED THE REPLAT AND COMPUTATIONS THEREON AND HAVE DETERMINED THAT THE REQUIREMENTS OF THE IDAHO STATE CODE PERTAINING TO PLATS AND SURVEYS HAVE BEEN MET.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

BONNER COUNTY SURVEYOR \_\_\_\_\_

### COUNTY COMMISSIONERS' CERTIFICATE

THIS PLAT HAS BEEN APPROVED AND ACCEPTED BY THE BOARD OF COUNTY COMMISSIONERS, BONNER COUNTY, IDAHO.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

CHAIRMAN, BOARD OF BONNER COUNTY COMMISSIONERS \_\_\_\_\_

### CITY ENGINEER

I, THE UNDERSIGNED CITY ENGINEER IN AND FOR THE CITY OF SANDPOINT, BONNER COUNTY, IDAHO, HEREBY APPROVE THIS THIS REPLAT THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

CITY ENGINEER \_\_\_\_\_

### SURVEYOR'S CERTIFICATE

I, TYSON L.A. GLAHE, PLS 14879, STATE OF IDAHO, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED ON AN ACTUAL SURVEY LOCATED IN SECTIONS 9 & 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, CITY OF SANDPOINT, BONNER COUNTY, IDAHO, THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN CORRECTLY THEREON AND THAT THE MONUMENTS HAVE BEEN PLACED AND ALL LOT CORNERS PROPERLY SET AND THE SURVEY IS IN COMPLIANCE WITH ALL PROVISIONS OF APPLICABLE STATE LAW AND LOCAL ORDINANCES.

TYSON L.A. GLAHE, PLS 14879 \_\_\_\_\_ DATE \_\_\_\_\_



### APPROVAL OF THE CITY OF SANDPOINT

I, \_\_\_\_\_, MAYOR OF THE CITY OF SANDPOINT, BONNER COUNTY, IDAHO, DO HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

MAYOR \_\_\_\_\_ CITY CLERK \_\_\_\_\_

### CITY PLANNER

THIS PLAT HAS BEEN EXAMINED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

CITY PLANNER \_\_\_\_\_

### PANHANDLE HEALTH DISTRICT

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED BASED ON A REVIEW BY A QUALIFIED LICENSED PROFESSIONAL ENGINEER (QLPE) REPRESENTING THE CITY OF SANDPOINT, AND THE QLPE APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF THE SANITARY RESTRICTIONS. BUYER IS CAUTIONED THAT AT THE TIME OF THIS APPROVAL, NO DRINKING WATER EXTENSIONS OR SEWER EXTENSIONS HAVE SINCE BEEN CONSTRUCTED OR IF THE DEVELOPER IS SIMULTANEOUSLY CONSTRUCTING THOSE FACILITIES. IF THE DEVELOPER FAILS TO CONSTRUCT FACILITIES THEN SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL AND NO CONSTRUCTION OF ANY BUILDING OR SHELTER REQUIRING DRINKING WATER OR SEWER/SEPTIC FACILITIES SHALL BE ALLOWED..

PANHANDLE HEALTH DISTRICT SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

### WATER AND SEWER NOTE

WATER SERVICE: CITY OF SANDPOINT MUNICIPAL WATER SYSTEM.  
SEWER SERVICE: CITY OF SANDPOINT MUNICIPAL SEWER SYSTEM.

### COUNTY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE REQUIRED TAXES ON THE HEREIN DESCRIBED PROPERTY HAVE BEEN FULLY PAID UP TO AND INCLUDING THE YEAR \_\_\_\_\_.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022.

BONNER COUNTY TREASURER \_\_\_\_\_

### RECORDER'S CERTIFICATE

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_M., IN BOOK \_\_\_\_\_ OF PLATS AT PAGE \_\_\_\_\_ AT THE REQUEST OF GLAHE AND ASSOCIATES, INC., AS INSTRUMENT NO. \_\_\_\_\_.

COUNTY RECORDER \_\_\_\_\_ BY DEPUTY \_\_\_\_\_

\$ \_\_\_\_\_  
FEE

PLACE RECORDING LABEL HERE

1/4	SECTION	TOWNSHIP	RANGE	MONTANA	IDAHO		<b>DAHER #1</b>
	9	57	2	OREGON	WASHINGTON		
PROJECT #: 21-254 KODIAK QUEST REPLAT DRAWING NAME: 21-254 KODIAK QUEST REPLAT.DWG							Scale: N/A Checked By: TLAG Drawn By: TRP Plot Date: 12/28/2022 Sheet: 3 of 3

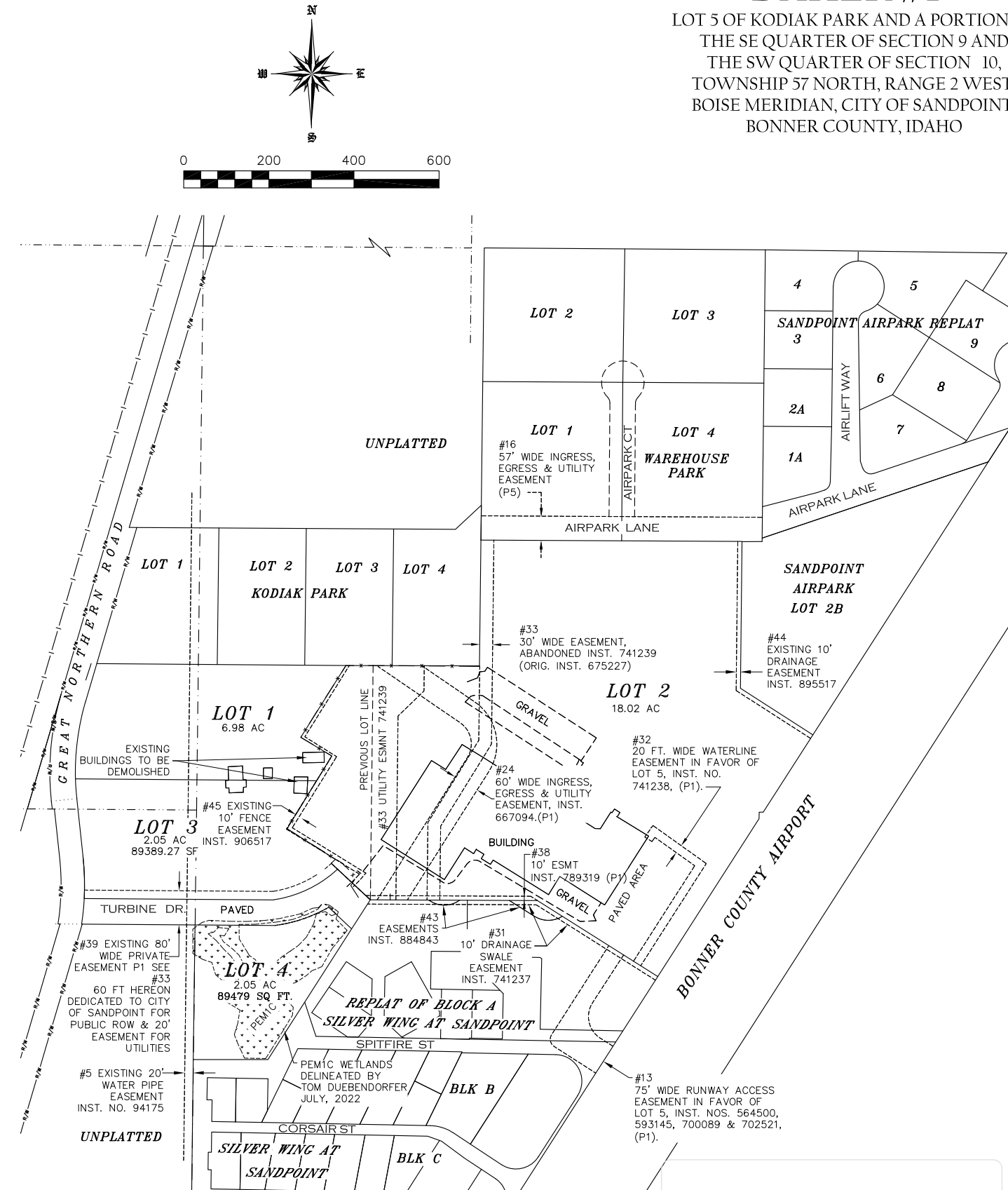
**DOCUMENTS AND EASEMENTS OF RECORD:**

THE FOLLOWING DOCUMENTS OF RECORD PER NORTH IDAHO TITLE CLTA GUARANTEE, ORDER NO. N-60660, GUARANTEE NO. G-0000955867858, DATED JANUARY 14, 2022.

1. A COUNTY ROAD OPENED AS RECORDED SEPT. 8, 1903 IN BOOK 9 OF DEEDS AT PAGE 93, RECORDS OF BONNER CO., ID. CURRENT ROADS SHOWN.
2. A WATER MAIN EASEMENT RECORDED NOV. 20, 1936 AS INST. NO. 91984 IN BOOK 10 OF MISC. AT PAGE 616, RECORDS OF BONNER CO., ID. NO EXACT LOCATION, NOT SHOWN.
3. A POWER LINE EASEMENT GRANTED TO MOUNTAIN STATES POWER CO. RECORDED SEPT. 25, 1945 AS INST. NO. 17455, BOOK 13 OF MISC. AT PAGE 143, RECORDS OF BONNER CO., ID. NO EXACT LOCATION, NOT SHOWN.
4. A WATER MAIN EASEMENT RECORDED FEB. 12, 1964 AS INST. NO. 94174, BOOK 32 OF MISC. AT PAGE 164, RECORDS OF BONNER CO., ID. NO EXACT LOCATION, NOT SHOWN.
5. A WATERPIPE EASEMENT RECORDED FEB. 12, 1964 AS INST. NO. 94175, BOOK 32 OF MISC. AT PAGE 168, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
6. AN EASEMENT AGREEMENT BY AND BETWEEN THE CITY OF SANDPOINT AND LARRY DONNERBERG, RECORDED JAN.18, 1978 AS INST. 195959 AND RE-RECORDED JAN. 23, 1978 AS INST. 194124, RECORDS OF BONNER CO., ID. DOES NOT AFFECT SUBJECT PROPERTY.
7. AN EASEMENT AGREEMENT BY AND BETWEEN THE CITY OF SANDPOINT AND LARRY DONNERBERG, ETAL RECORDED JUL. 21, 1978 AS INST. 202673, MODIFIED AND RECORDED SEPT. 16, 1991 AS INST. NO. 395239, RECORDS OF BONNER CO., ID. DOES NOT AFFECT SUBJECT PROPERTY.
8. RECORD OF SURVEY RECORDED NOV. 13. 1979 AS INST. NO. 221987, RECORDS OF BONNER CO., ID.
9. RECORD OF SURVEY RECORDED OCT. 4, 1990 AS INST. NO. 370681, RECORDS OF BONNER CO., ID.
10. TERMS, COVENANTS, CONDITIONS AND/OR PROVISIONS CONTAINED IN EASEMENTS RECORDED DEC. 15, 1995 AS INST. NO. 477592 (SEWER LINE) AND 477593 (SURFACE WATER DRAIN), RECORDS OF BONNER CO., ID. NOT ON SUBJECT PROPERTY, NOT SHOWN.
11. RECORD OF SURVEY RECORDED MAR. 14, 2000 AS INST. 561025, RECORDS OF BONNER CO., ID.
12. COVENANTS, CONDITIONS AND RESTRICTIONS (CC&R'S)AS RECORDED MAR. 17, 2000 AS INST. NO. 561257, RECORDS OF BONNER CO., ID. NOT SHOWN.
13. TERMS AND CONDITIONS OF TAXI WAY EASEMENT RECORDED MAY 31, 2000 AS INST. NO. 564500, AND REVISED MAR. 17, 2006 AS INST. NO. 700089, AND APR. 21, 2006 AS INST. NO. 702511 TO CORRECT LEGAL DESCRIPTION OF REVISED TAXI WAY EASEMENT, RECORDS OF BONNER CO., ID. SHOWN.
14. NOTICE OF LAND EXCHANGE OBLIGATION RECORDED DEC. 13, 2001 AS INST. NO. 593145, RECORDS OF BONNER CO., ID. NO AFFECT, NOT SHOWN.
15. MEMORANDUM OF UNDERSTANDING AND PUBLIC UTILITIES EASEMENT AGREEMENT RECORDED SEPT. 5, 2000 AS INST. NO. 569453, RECORDS OF BONNER CO., ID. NO AFFECT TO SUBJECT PROPERTY, NOT SHOWN.
16. ALL MATTERS DELINEATED ON THE PLAT OF A SHORT PLAT OF FIRST ADDITION TO WAREHOUSE PARK RECORDED OCT. 17, 2000 IN BOOK 6 OF PLATS AT PAGE 110, INST. 571520. RECORDS OF BONNER CO., ID.
17. ALL MATTERS DELINEATED ON THE PLAT OF SANDPOINT AIRPARK RECORDED JAN. 16, 2001 IN BOOK 6 OF PLATS AT PAGE 119, INST. 575531. RECORDS OF BONNER CO., ID.
18. A POWER EASEMENT GRANTED TO NORTHERN LIGHTS RECORDED OCT. 4, 2001 AS INST. 588939. RECORDS OF BONNER CO., ID. NO EXACT LOCATION, NOT SHOWN.
19. RECORD OF SURVEY RECORDED OCT. 24, 2001 AS INST. NO. 590294, RECORDS OF BONNER CO., ID.
20. A TAXIWAY EASEMENT RECORDED JAN. 11, 2002 AS INST. NO. 594641, RECORDS OF BONNER CO., ID. SHOWN.
21. A POWER EASEMENT GRANTED TO AVISTA UTILITIES RECORDED AS INST. NO. 602634, RECORDS OF BONNER CO., ID. NO AFFECT, NOT SHOWN.
22. ALL MATTERS DELINEATED ON THE PLAT OF JOHNSON, COX & HAMILTON SHORT PLAT RECORDED DEC. 30, 2002 IN BOOK, 7 OF PLATS AT PAGE 9, INST. NO. 615614. RECORDS OF BONNER CO., ID.
23. CC&R'S RECORDED OCT. 29, 2003 AS INST. NO. 637492, RECORDS OF BONNER CO., ID. NOT SHOWN.
24. AN INGRESS, EGRESS AND UTILITIES EASEMENT RECORDED DEC. 29, 2004 AS INST. NO. 667094, RECORDS OF BONNER CO., ID. SHOWN.
25. AN INGRESS, EGRESS AND UTILITIES EASEMENT RECORDED APR. 26, 2005 AS INST. NO. 675227, RECORDS OF BONNER CO., ID. ABANDONED, NOT SHOWN, SEE #33.
26. AN INGRESS, EGRESS AND UTILITIES EASEMENT RECORDED FEB. 24, 2006 AS INST. NO. 698736, RECORDS OF BONNER CO., ID. ABANDONED, NOT SHOWN, SEE #32.
27. TERMS AND CONDITIONS OF TAXI WAY EASEMENT RECORDED APR. 21, 2006 AS INST. NO. 702521, RECORDS OF BONNER CO., ID. SHOWN.
28. AN INGRESS, EGRESS AND UTILITIES EASEMENT RECORDED JAN. 3, 2007 AS INST. NO. 720295, RECORDS OF BONNER CO., ID. SHOWN AS TURBINE DR.
29. A PURCHASE OPTION AGREEMENT BY AND BETWEEN DONALD JAY COX & KIM MARDETTE COX AND QUEST AIRCRAFT COMPANY, LLC IN A WARRANTY DEED RECORDED JAN. 3, 2007 AS INST. NO. 720298, RECORDS OF BONNER CO., ID. NOT SHOWN.
30. A RIGHT OF WAY DEED RECORDED JUN. 1, 2007 AS INST. NO. 729977, RECORDS OF BONNER CO., ID. INCLUDING ANY EASEMENTS FOR UTILITIES OR PIPELINES IN THAT PORTION OF LAND THAT IS AN ABANDONED OR VACATED ROAD OR RIGHT-OF-WAY. SHOWN AS GREAT NORTHERN RD.
31. A SWALE MAINTENANCE EASEMENT RECORDED NOV. 19, 2007 AS INST. NO. 741237, RECORDS OF BONNER CO., ID. SHOWN.
32. A WATERLINE EASEMENT RECORDED NOV. 19, 2007 AS INST. NO. 741238, ABANDONED INST. 698736, RECORDS OF BONNER CO., ID. NOT SHOWN.
33. A INGRESS, EGRESS AND UTILITIES EASEMENT RECORDED NOV. 19, 2007 AS INST. NO. 741239, AND AMENDED ON MAR. 16, 2010 AS INST. NO. 789318, RECORDS OF BONNER CO., ID. SHOWN ON MAP AS TURBINE DRIVE.
34. A POWER EASEMENT GRANTED TO NORTHERN LIGHTS, INC. RECORDED DEC. 18, 2007 AS INST. NO. 742961. RECORDS OF BONNER CO., ID. NO EXACT LOCATION GIVEN, NOT SHOWN.
35. ALL MATTERS AS DELINEATED ON THE REPLAT OF LOT 2, JOHNSON, COX & HAMILTON SHORT PLAT AND LOT 2, SANDPOINT AIRPARK RECORDED APR. 7, 2008 IN BOOK 9 OF PLATS AT PAGE 77, INST. 749120, RECORDS OF BONNER CO., ID.
36. AMENDED RECORD OF SURVEY (AMENDING INST. NO. 745096, JAN. 25, 2008) RECORDED NOV. 19, 2008 AS INST. NO. 762543, RECORDS OF BONNER CO., ID.
37. A POWER EASEMENT GRANTED TO NORTHERN LIGHTS, INC. RECORDED MAY 14, 2009 AS INST. NO. 771843, RECORDS OF BONNER CO., ID. NO EXACT LOCATION GIVEN, NOT SHOWN.
38. FENCE EASEMENT AGREEMENT BETWEEN QUEST AIRCRAFT CO., L.L.C. AND SILVER WING AT SANDPOINT, L.L.C. RECORDED MAR. 16, 2010 AS INST. NO. 789319, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
39. PLAT OF KODIAK PARK RECORDED SEPT. 16, 2014 IN BOOK 11 OF PLATS AT PAGE 38, INST. 864305, RECORDS OF BONNER CO., ID.
40. A PERPETUAL EASEMENT AND RIGHT-OF-WAY DEDICATION FOR GREAT NORTHERN ROAD GRANTED TO THE CITY OF SANDPOINT RECORDED JUN. 17, 2015 AS INST. NO. 875081, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
41. RECORD OF SURVEY RECORDED JUL. 27, 2015 AS INST. NO. 876821, RECORDS OF BONNER CO., ID.
42. RECORD OF SURVEY RECORDED AUG. 28, 2015 AS INST. NO. 878514, RECORDS OF BONNER CO., ID.
43. A CLEAR SPACE EASEMENT GRANTED TO QUEST AIRCRAFT CO., L.L.C. BY SILVER WING AT SANDPOINT, L.L.C. RECORDED JAN. 27, 2016 AS INST. NO. 884843, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
44. A REAL ESTATE AGREEMENT FOR PLACEMENT AND MAINTENANCE OF A STORMWATER DRAINAGE DITCH IN FAVOR OF QUEST AIRCRAFT CO., L.L.C. RECORDED SEPT. 26, 2016 AS INST. NO. 895517, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
45. A 10 FT. WIDE FENCE REPLACEMENT AND MAINTENANCE EASEMENT GRANTED TO BONNER COUNTY RECORDED JUN. 12, 2017 AS INST. 906517, RECORDS OF BONNER CO., ID. SHOWN ON MAP.
46. RECORD OF SURVEY (GREAT NORTHERN R.O.W.) RECORDED JUL. 20. 2021 AS INST. NO. 987708, RECORDS OF BONNER CO., ID.

**DAHER #1**  
 LOT 5 OF KODIAK PARK AND A PORTION OF THE SE QUARTER OF SECTION 9 AND THE SW QUARTER OF SECTION 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, CITY OF SANDPOINT, BONNER COUNTY, IDAHO

Item # 3.



PLACE RECORDING LABEL HERE



1/4	SECTION	TOWNSHIP	RANGE	MONTANA	IDAHO
	9	57	2		
	10	N	W	OREGON	WASHINGTON
PROJECT #: 21-254 KODIAK QUEST REPLAT DRAWING NAME: 21-254 KODIAK QUEST REPLAT.DWG					

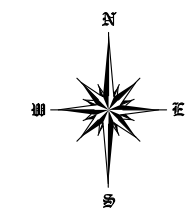
**DAHER #1**  
**EASEMENTS DETAIL**

**GLAHE & ASSOCIATES**  
 PROFESSIONAL LAND SURVEYORS  
 303 Church Street  
 Sandpoint, Idaho 83864  
 208-265-4474

Scale: 1"=200'  
 Checked By: TLAG  
 Drawn By: TRP  
 Plot Date: 12/28/2022  
 Sheet: 2 of 3

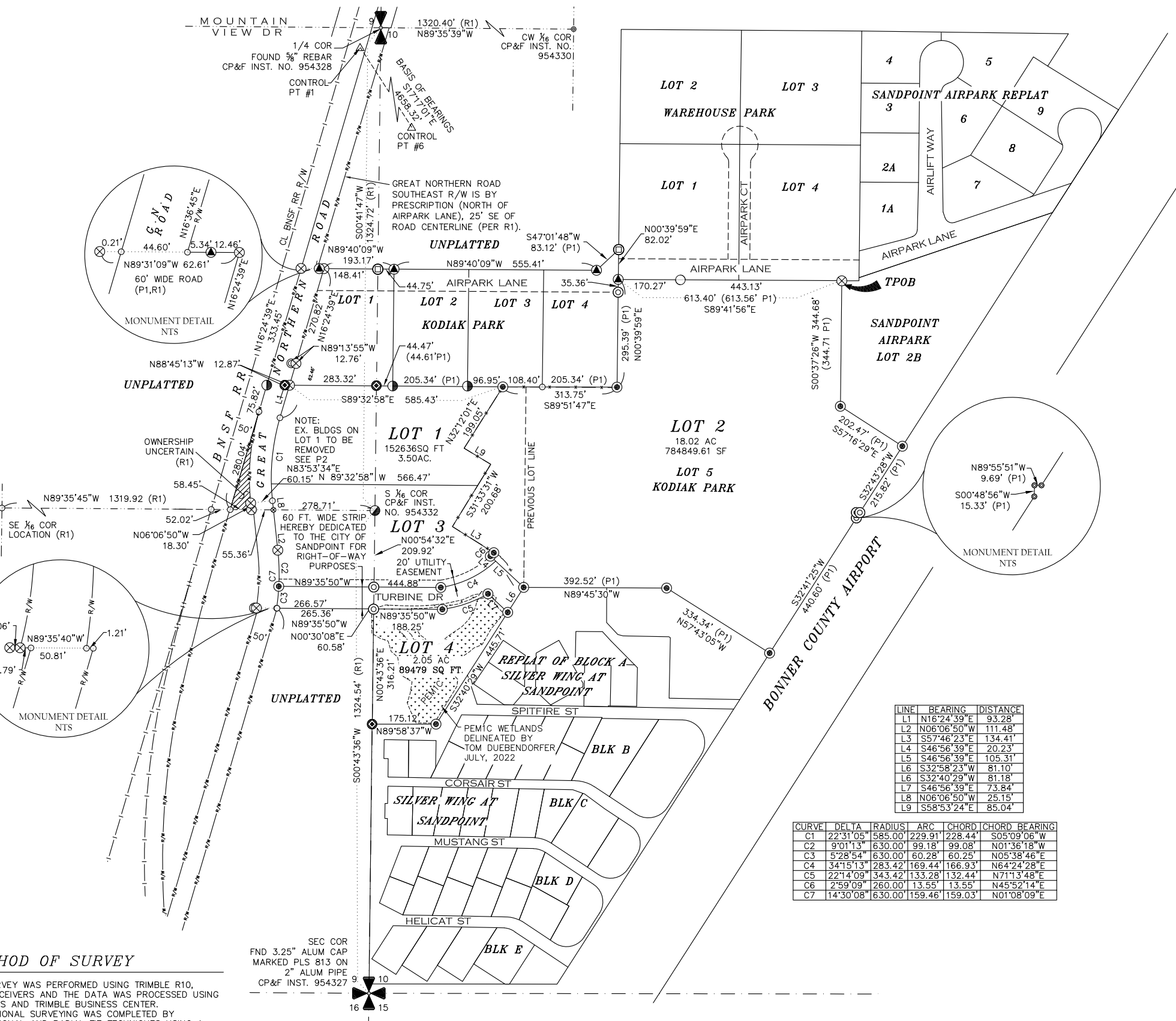
# DAHER #1

LOT 5 OF KODIAK PARK AND A PORTION OF THE SE QUARTER OF SECTION 9 AND THE SW QUARTER OF SECTION 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, BOISE MERIDIAN, CITY OF SANDPOINT, BONNER COUNTY, IDAHO



### LEGEND

- SECTIONAL CORNER, AS NOTED.
- SET OR TO BE SET 5/8" X 24" REBAR AND CAP, PLS 14879
- FOUND 5/8" REBAR AND CAP BY GLAHE, PLS 5713
- FOUND ALUMINUM CAP BY THOMPSON, PLS 962
- FOUND 5/8" REBAR AND CAP BY MILLER, PLS 6107
- FOUND 5/8" REBAR AND CAP BY RASOR, PLS 6374
- FOUND 5/8" REBAR AND CAP BY BAILEY, PLS 10559
- FOUND 5/8" REBAR AND CAP BY PROVOLT, PLS 7879
- FOUND 5/8" REBAR AND CAP BY BRISTOL, PLS 882
- FOUND 5/8" REBAR AND CAP BY EVANS, PLS 5087
- FOUND 5/8" REBAR AND CAP BY HOWE, PLS 832
- FOUND 5/8" REBAR AND CAP BY GLAHE, PLS 14879
- FOUND ITD R/W MON, 3 1/2" BRASS CAP IN CONCRETE, MARKED AS NOTED
- FOUND 5/8" REBAR WITH CAP ILLEGIBLE, BROKEN OR MISSING
- CALCULATED POINT, NOTHING SET
- GREAT NORTHERN ROAD RIGHT OF WAY/EASEMENT LINE
- RAILROAD CENTERLINE
- EDGE OF PAVEMENT
- SECTION LINE
- SUBDIVISION OF SECTION LINE
- (R1) RECORD OF SURVEY BY PLS 13548, INST. NO. 987708, 7/20/2021.
- (R2) RECORD OF SURVEY BY PLS 5713, INST. NO. 216957, 7/15/1999.
- (P1) PLAT OF KODIAK PARK, BK. 11 OF PLATS AT PAGE 38, INST. NO. 864305, 9/16/2014.
- (P2) REPLAT OF BLOCK A SILVER WING AT SANDPOINT, BK. 10 OF PLATS AT PAGE 31, INST. NO. 795251, 7/12/2010.
- (P3) SILVER WING AT SANDPOINT, BK. 9 OF PLATS AT PAGE 118, INST. NO. 760920, 10/21/2008.
- (P4) LOTS 1 & 2 OF A REPLAT OF LOT 1 SANDPOINT AIRPARK, BK. 7 OF PLATS AT PAGE 15, INST. NO. 617820, 2/3/2003.
- (P5) WAREHOUSE PARK, BK. 6 OF PLATS AT PAGE 136, INST. NO. 582795, 6/11/2001.



LINE	BEARING	DISTANCE
L1	N16°24'39"E	93.28'
L2	N06°06'50"W	111.48'
L3	S57°46'23"E	134.41'
L4	S46°56'39"E	20.23'
L5	S46°56'39"E	105.31'
L6	S32°58'23"W	81.10'
L6	S32°40'29"W	81.18'
L7	S46°56'39"E	73.84'
L8	N06°06'50"W	25.15'
L9	S58°53'24"E	85.04'

CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEARING
C1	22°31'05"	585.00'	229.91'	228.44'	S05°09'06"W
C2	9°01'13"	630.00'	99.18'	99.08'	N01°36'18"W
C3	5°28'54"	630.00'	60.28'	60.25'	N05°38'46"E
C4	34°15'13"	283.42'	169.44'	166.93'	N64°24'28"E
C5	22°14'09"	343.42'	133.28'	132.44'	N71°13'48"E
C6	2°59'09"	260.00'	13.55'	13.55'	N45°52'14"E
C7	14°30'08"	630.00'	159.46'	159.03'	N01°08'09"E

### METHOD OF SURVEY

THIS SURVEY WAS PERFORMED USING TRIMBLE R10, GNSS RECEIVERS AND THE DATA WAS PROCESSED USING NGS OPUS AND TRIMBLE BUSINESS CENTER. CONVENTIONAL SURVEYING WAS COMPLETED BY CONVENTIONAL AND RADIAL TIE TECHNIQUES USING A NIKON TOTAL STATION.

### BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY MATCHES THAT OF (R1) AND WAS ESTABLISHED BY GPS CONTROL COORDINATES DERIVED FROM NGS OPUS SOLUTIONS USING A REFERENCE FRAME OF NAD83 (2011)(EPOCH: 2010.000). ALL BEARINGS REFER TO THE IDAHO COORDINATE SYSTEM OF 1983, WEST ZONE, (1103) - US SURVEY FT. THE BASIS IS THE LINE BETWEEN CONTROL POINT #1 MONUMENTED WITH A 5/8" DIA. REBAR AND RED PLASTIC CAP MARKED "ITD CONTROL MONUMENT", AND CONTROL POINT #6, MONUMENTED WITH A 5/8" DIA. REBAR AND RED PLASTIC CAP MARKED "GLAHE CONTROL" THE COURSE IS S17°17'01"E, 4658.32 FT. DISTANCES SHOWN HAVE BEEN CONVERTED FROM GRID TO GROUND USING A COMBINED ADJUSTMENT FACTOR (CAF) OF 1.00012107. GEODETIC NORTH IS AN ANGULAR ROTATION OF -0°36'39" AT CONTROL POINT #1.

### SURVEYOR'S NARRATIVE

- 1) THE PURPOSE OF THIS SURVEY IS TO CREATE THREE LOTS FROM ONE PLATTED LOT AND AN UNPLATTED PARCEL,
- 2) SOLID WASTE SHALL BE THE RESPONSIBILITY OF THE LOT OWNERS.
- 3) WETLANDS (CLASSIFIED AS PEM1C) ARE PRESENT ON THE SUBJECT PROPERTY AS SHOWN PER WETLAND STUDY BY TOM DUEBENDORFER, JULY, 2022.
- 4) THE LOTS ARE CATEGORIZED AS ZONE "X" PER FEMA 16017C0715E, EFFECTIVE 11/18/2009.



1/4	SECTION	TOWNSHIP	RANGE	MONTANA	IDAHO
	9	57	2		
	10	N	W		
PROJECT #: 21-254 KODIAK QUEST REPLAT DRAWING NAME: 21-254 KODIAK QUEST REPLAT.DWG					

PLACE RECORDING LABEL HERE

**DAHER #1**

**GLAHE & ASSOCIATES**  
PROFESSIONAL LAND SURVEYORS  
303 Church Street  
Sandpoint, Idaho 83864  
208-265-4474

Scale: 1"=200'  
Checked By: TLAG  
Date: 12/28/2022  
Drawn By: TRP  
Sheet: 1 of 3

Development Review Subcommittee meeting notes 2/26/2025, 8am-8:27am

Present: Erin, Molly, Jen

**Advantages of involving SPBAC early**

Committee will have more positive outreach to the public as it fulfills its mandate to involve the public.

Committee can request ped/bike improvements that city may not feel comfortable asking for.

Early comments/proposed conditions from SPBAC can be included in staff report to P&Z when staff agrees with them.

Examples of developments SPBAC feels it should review:

- Development on Ontario
- Development on Lincoln
- Multifamily units 6+
- Any Subdivision
- City right of way projects
- Commercial development
- Industrial development

Committee would like a better system for knowing of impending development than volunteers watching the city website.

This subcommittee will not plan another meeting at this time. It hopes the full SPBAC will adopt its recommendations as its.

Respectfully,  
Molly O'Reilly

## Notes on Intersection Subcommittee meeting 1/22/2025 5:30pm; Cate Huisman's house and Zoom

Present: Cate, Jen, Julie, Molly on Zoom

Agreed that we would meet the first Wednesday of the month at the same time. Call this the February meeting; next one is in March.

Why are each of us on this committee?

Cate: almost hit three times at Boyer/Highway 2. A right turn was the problem. She wants to deal with that dangerous crossing.

Jen: No strong committee preferences but knows that dangerous intersections are not fun.

Molly: Sandpoint needs to focus on making intersections safe for walking and biking for all users. (It was a longer speech, but boiled down to that.) We should make recommendations that can be applied throughout the city. Boyer/Highway 2 is dangerous; left turns have almost taken her out.

Julie: would really like to have highway 2 speed limit be reduced to 25 from 35. It affects intersection safety all along the corridor. Mark Fenton leading the walking tour at Dairy Depot had a number of suggestions for intersection safety. That intersection needs several improvements. Signs that explain crosswalk law would be good.

Jen: folks complain that kids step out without looking and need training. Walking town signs are a plus. Ask Erin Billings what schools are doing to teach walking safety? Are kids in the rural neighborhood schools taught waking/cycling safety for when they will be in middle school in town?

Julie: no flashing light on Division at middle and high schools.

Jen: learn which Highway 2 intersections will be remodeled by the city and get involved. Look into pedestrian lead times and prohibiting unprotected left turns,

Cate: work on Highway 2 Boyer recommendations: possibilities, move crossings to the corners, pedestrian lead time, no right on red

Julie: research speed limit; what does it take to reduce it on the highway?

Molly: curb ramp and curb radii information in a form to offer to the committee for recommendations for city-wide policies.

Adjourned 6:37pm. Molly took notes.

## Notes on Intersection Subcommittee meeting 1/22/2025 5:32pm; Cate Huisman's house and Zoom

Present: Cate, Julie, Jen; Molly on Zoom

Findings of subcommittee members after researching previous meeting topics:

-Julie established a point of contact at ITD, with whom she discussed the possibility of reducing speed limit from 35mph to 25mph down the busier stretch of Hwy 2 (from Dover intersection to Boyer). He appears to think the current speed limit on the stretch from federal building to Dub's already is 25mph.

*Before next subcommittee meeting*, Julie will re-contact and explore the potential that ITD expectations don't match facts on the ground, possibly by including photographs of current signage. If corridor is mis-signed, subcommittee will likely recommend that Ped-Bike committee approach the city for potential corrections.

-Molly conducted more research on curb/curb radii standards and recommendations. Various sources (Institute of Traffic Engineers document/ID State (Pocatello) professor) stress importance of tighter curb radii to slow traffic transitions and promote pedestrian safety. Curb radii recommendations vary by rural vs urban traffic patterns and priorities; ASHTO standards are typically for city/heavy traffic. PROWAG stresses that "accessible" sidewalks need consistent ramps at intersections, and in both directions of potential movement. Angle of approach is particularly crucial for directing & steering ADA traffic (ie wheelchair users, who may have poor neck mobility, and blind pedestrians). Standardized curb radii standards are needed city-wide. 12ft radii paired with curb ramps would be a strong start in promoting pedestrian safety.

*Before next subcommittee meeting*, Molly will finish drafting a motion for the Ped-Bike committee to recommend that the city return to 12ft standard (as previously used) and put curb ramps in each direction at intersections, including directions or crossings that "aren't used yet" or are low usage. By installing low-use curb ramps during construction projects, the city will save money on future retrofitting as pedestrian patterns develop and change.

-Jen was unable to get her assigned research done due to personal matters.

*Before next subcommittee meeting*, Jen will contact a city staff person to learn which Hwy 2 intersections will be remodeled by the city in the near future (of particular interest for the Intersections subcommittee are the Boyer/2 intersection; and upcoming First Ave project). Jen will also look into data on pedestrian lead times for dangerous intersections, and/or prohibiting unprotected left turns for the same.

-Cate brought in a street-level observation that the paint has already worn off part of the crosswalk(s) at Boyer & Hwy 2. Her findings on the effectiveness of pedestrian signs on edge of city were mixed. She also noted that there may be signs on/around Boyer already that may not be terribly effective. She posits that the R turn lanes (particularly southbound) at the Boyer/Hwy 2 intersection are the most dangerous: when lights turn green, right-turning cars often don't fully stop or yield, meaning pedestrians have to watch behind themselves quite carefully as they step out into their crosswalk. While a pedestrian lead time might help, she suggests it could also be a detriment if it simply gives pedestrians more time to be fully in the lane (and more easily hit by distracted/inattentive right-turning drivers, increasing likelihood of a car strike).

*Before next subcommittee meeting*, Cate will continue to explore the topic of pedestrian signs further (are there signs that pedestrians can activate as they cross, similar to RRFB

installations?). She will also contact the city to encourage the repainting of the Boyer/Hwy 2 intersection crosswalks as soon as season/weather permits. She will also better explore the technical process of subcommittees adding a motion to the Ped-Bike agenda (timeframe required, etc).

Miscellanea:

-Julie mentioned community chatter: members of the public are questioning why Fifth Ave crossings (across 4-5 lanes) don't merit RRFB installations (like those at Oak/Fifth and Church/Fifth). There was discussion on the history of designated City Beach routes as laid out in the MMTP maps, particularly with children's safety in mind.

-Molly will email Jason Welker before next subcommittee meeting to inquire how Third Ave limited entry/exit on new city parking lot design will affect/be effected by Farmer's Market? Should temporary barriers be used during market hours to protect Oak St pedestrians (ie enforcing only R turn in/L turn exit during market hours)?

-Questions the subcommittee hopes to further explore in regards to the Boyer/Hwy 2 intersection:

—>Feasibility of moving Boyer/2 crossing areas closer to the corners, so that pedestrians are more visible to drivers and have less distance to cross.

—>Feasibility of including crossing islands in future redesigns of the intersection.

—>Instituting turn protections optimized for pedestrians (ie no right turn on red; moving left turns to protected-only; etc).

Agreed to meet next on March 27 at 7:30am at Cate's house.  
Adjourned 6:28 pm. Jen took notes.



## **Intersection Subcommittee Recommendations for Committee Approval to Recommend to the City**

Intersections are where blocks end (on at least one side) and cross traffic enters/leaves. Legally, they encompass the full width of the public right of way. In Sandpoint, sidewalks are on public property, at the outer edge of the right of way.

Until very recently, the emphasis among traffic/transportation engineers was to move motor vehicles through the intersection as quickly as possible. Only relatively recently have the needs for all modes started to be recognized as important in basic planning.

The speed of motorized traffic is largely determined by the drivers' calculation of what is safe and doable. If sight distances are long, roadways and lanes are wide, traffic will move faster. If corners are set back (meaning the curb radii are wide) turns will be quick.

Curb radius: in Sandpoint, it always used to be 12 ft. We recommend a return to the 12 ft. curb radius. The advantages are: turning speeds are lower, pedestrians are more visible and have less distance to travel in traffic lanes, and curb ramps can easily point in the direction of travel. Slower speeds improve safety for all.

AASHTO (American Assn of State Highway Traffic Officials) calls for wider radii on collectors in neighborhoods. They are assuming large trucks will be using those collectors in bigger cities. Our design vehicle for Sandpoint neighborhoods should be a FedEx van or very small delivery truck. Larger vehicles can negotiate a 12' radius curb if parked vehicles are not close by.

The Institute of Traffic Engineers (ITE) endorses tighter urban curb radii on urban streets. (cite report)

**The Committee recommends that neighborhood streets, collectors and arterials in neighborhoods all have 12' curb radii.**

Curb ramps: The Access Board as just published PROWAG (Public Rights of Way Accessibility Guidelines) and it has been approved by USDOT.

PROWAG calls for curb ramps in both directions at intersections as the strongly preferred option. Those ramps are required on any new sidewalk or pathway or when improvements are made to the traffic lanes. Where pedestrian travel is prohibited (and thus curb ramps are not provided) a physical barrier must prevent all pedestrians from crossing.

The city installed new sidewalks on the north side of Pine from Boyer to Division, with almost no curb ramps provided to cross Pine Street. That means a blind person can get lost trying to cross Pine Street and someone in a wheelchair or pushing a stroller has to go into the cross street, turn and wait in the street for a gap in traffic to cross Pine.

**The Committee recommends that all new or improved sidewalks be constructed with curb ramps at all corners. Those ramps should be pairs pointing in the two directions of pedestrian travel (straight and crossing).**

**Motion: I move that SPBAC**

- 1. recommends that neighborhood streets, collectors and arterials in neighborhoods all have 12' curb radii.**
- 2. recommends that all new or improved sidewalks be constructed with curb ramps at all corners. Those ramps should be pairs pointing in the two directions of pedestrian travel (straight and crossing).**