



PLANNING AND ZONING COMMISSION MEETING AGENDA

July 15, 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

Announcements

Consent Calendar - action item

1. Approval of Minutes from the Commission's June 17, 2025, Meeting - **action item**

Matters from the Public - General Comments

Public Hearing

2. Public Hearing/Recommendation - Great Northern Commerce Subdivision Preliminary Plat - **action item**
3. Public Hearing/Recommendation - Elimination of Sandpoint's Area of Impact - **action item**
4. Public Hearing/Recommendation - Amending the Definitions Related to Alleys and Parking Areas - **action item**

Old/Unfinished Business - none

New Business

5. Decision: Request for Extension of Conditional Use Permit (PCUP23-0004) – 56 Bridge Street Hotel/Resort - **action item**

Matters from City Staff

Commissioner 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 17, 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

Chairman Mose Dunkel called the regular meeting of the Sandpoint Planning and Zoning Commission to order at 5:30 p.m. on Tuesday, June 17, 2025, in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

PRESENT

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

ABSENT

Commissioner Ivan Rimar

Chairman Dunkel led all present in the Pledge of Allegiance.

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

Consent Calendar

There were no questions regarding the Consent Calendar and no items removed, 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 Dunkel, Commissioner Benner, Commissioner Simmons, Commissioner Torpie, Commissioner Weber, Commissioner Mitchell

1. The minutes from the Commission's June 3, 2025, 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 Consent Calendar and Old/New Business items on the agenda and other topics relevant to the business of the City of Sandpoint. Information only; no Commission action.

Public Hearing

2. Public Hearing/Decision: Request for amending City Code 7-3-10-H related to short plats

Commissioner Dunkel announced that the next item on the agenda was a public hearing and decision on the request to amend City Code 7-3-10-H related to short plats and recited the order and procedure for the public hearing.

City Engineer Brandon Staglund provided a staff presentation and fielded questions from Commissioners.

Following the presentation, Chairman Dunkel recited instructions for the public hearing, reminding all in attendance of the City's rules of civility and meeting decorum and providing for up to three (3) minutes of testimony from each speaker, with the option for those in the room to donate their time to another speaker in the room, for a total of up to six (6) minutes for a speaker who received gifted time.

The Chairman then **opened the public hearing**.

The sole testimony on this matter was from Sandpoint city resident Molly O'Reilly.

With confirmation that all who wished to speak had the opportunity to do so, Chairman Dunkel **closed the public hearing**.

Following closure of the public hearing, the Commissioners deliberated, and City staff, including City Attorney Fonda Jovick, fielded questions.

Commissioner Simmons then made a motion to defer this matter to the Sandpoint Pedestrian and Bicycle Advisory Committee for their recommendation. Commissioner Weber seconded the motion, and Commissioners present voted as follows:

Voting Yea: Commissioner Weber, Commissioner Mitchell, Commissioner Dunkel, Commissioner Torpie.

Voting No: Commissioner Benner

Motion passed, and this matter will be referred to the Ped-Bike Committee for their recommendations.

3. Public Hearing/Decision: Request to amend City Code regarding off-street parking and loading facilities

Commissioner Dunkel announced that the next item on the agenda was a public hearing and decision on the request to amend City Code regarding off-street parking and loading facilities. The order and procedure for the public hearing were the same as recited earlier for the first hearing.

City Planner Bill Dean provided a staff presentation and fielded questions from Commissioners.

Following the presentation, Chairman Dunkel reminded those present that the public hearing instructions and rules recited earlier were still in effect.

The Chairman then **opened the public hearing**.

The sole testimony on this matter was from Sandpoint city resident Molly O'Reilly.

With confirmation that all who wished to speak had the opportunity to do so, Chairman Dunkel **closed the public hearing**.

Following closure of the hearing, the Commissioners deliberated, with staff and legal counsel fielding questions.

Commissioner Simmons then made a motion to recommend to City Council the approval of the proposed amendments to City Code regarding off-street parking and loading facilities. Commissioner Benner seconded the motion, and Commissioners present voted unanimously in favor, as follows:

Voting Yea: Commissioner Benner, Commissioner Weber, Commissioner Mitchell, Commissioner Dunkel, Commissioner Torpie, Commissioner Simmons.

Old Business – none

New Business - none

Matters from City Staff

Community Planning and Development Director Jason Welker announced that the Commission’s regular meeting scheduled for July 1, 2025, had been canceled and that the Commission’s next meeting is scheduled for July 15, 2025, at which time a number of public hearings would be on the agenda.

Commissioner Roundtable

The Commissioners had no roundtable topics for discussion.

Adjourn

With no further business before the Commission, the meeting was adjourned at 7:45 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 _____, 2025.

Mose Dunkel, Chair

Attest: Mandy Brown, Board Clerk



Staff Report

To: Planning and Zoning Commission
From: Erik Brubaker, Associate Planner
Report: July 9, 2025
Hearing: July 15, 2025
Item: PS25-0001: Great Northern Commerce
Applicant: Big Creek Land Company, LLC

Please Note: The Application and all materials related to this request are provided on the City's website at: www.sandpointidaho.gov/currentprojects

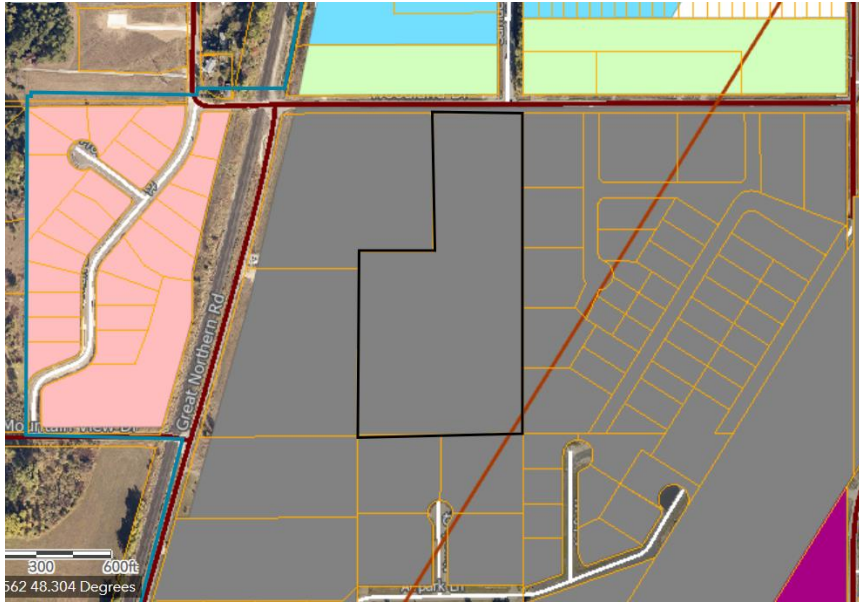
1) Introduction and Background

Big Creek Land Company, LLC is requesting approval of a replat of an existing lot RPS40010010010A consisting of approximately 15.58 acres. The property is located east of Great Northern Road and South of Woodland Drive (Figure 1). Proposed developed access right-of-way (ROW) is off of Woodland Dr. The proposed subdivision seeks to create 21 lots, ranging from approximately 25,678sf to 34,523sf and dedication of 89,884 sf of ROW. According to the applicant, "The Great Northern Commerce Park First Addition Preliminary Subdivision is a proposal for the division of an approximately 15-acre piece of vacant pastureland in the City of Sandpoint into a 21-lot industrial subdivision. The subject property is known as Lot 1, Block 1 of the recently recorded 2-lot short plat known as Great Northern Commerce Park. It is situated southeast of the intersection of Great Northern Road and Woodland Drive, and lies in the northwest quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho".

The property is situated within the Industrial General (IG) zone, as are all adjoining properties (Figure 2). All lots will have access and frontage on a proposed public right of way.

Preliminary plats set forth the basic information for the Planning and Zoning Commission (PZC) and City Council to determine if the proposed subdivision complies with the applicable requirements of the Sandpoint City Code and Idaho Statutes. Upon approval of a preliminary plat by City Council (after PZC review), a permit for public infrastructure improvements may be issued and once complete and accepted by the city, a final plat may be approved by City Council and recorded. A final plat is necessary to create and sell new lots and no building permits may be issued prior to the recordation of the final plat.





- Zoning
- Zone
- Commercial A - CA
 - Commercial B - CB
 - Commercial C - CC
 - Industrial Business Park - IBP
 - Industrial General - IG
 - IBP uses also allowed (subject to design standards)
 - Industrial Technical Park - ITP
 - Residential Multifamily - RM
 - Rural Residential - RR1
 - Residential Single Family - RS
 - Mixed Use Residential - MUR

Figure 1 - Zoning Map

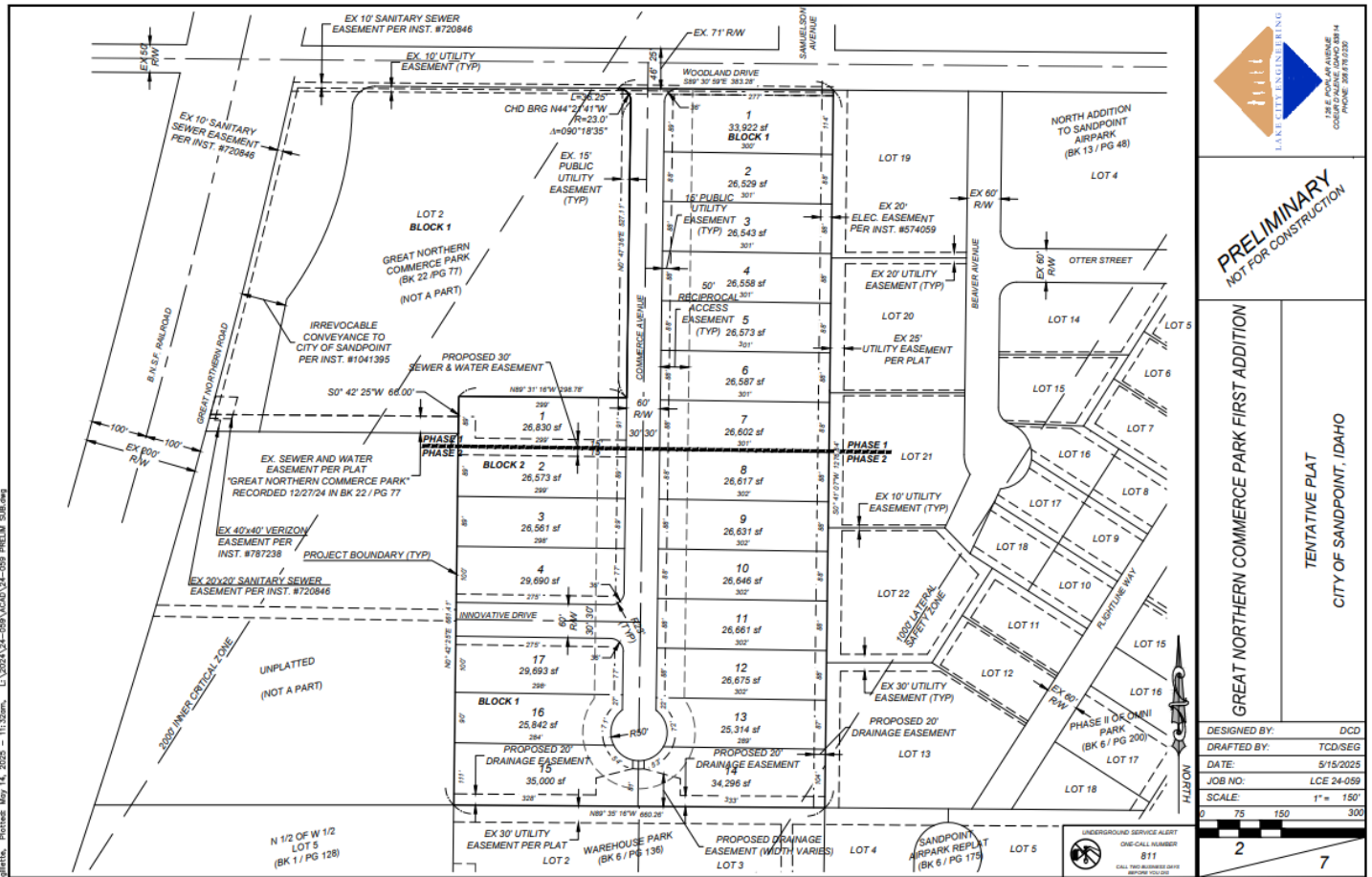


Figure 2 - Preliminary Plat

2) 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:

REVIEWING DEPARTMENTS & AGENCIES:				
City of Sandpoint	Local Agencies & Districts	State & Federal	Bonner County	Other
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Fire Marshal <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> City Engineer <input checked="" type="checkbox"/> Operations	<input checked="" type="checkbox"/> Independent Highway District <input checked="" type="checkbox"/> Pend Oreille School District <input checked="" type="checkbox"/> Panhandle Health District <input checked="" type="checkbox"/> City of Dover <input checked="" type="checkbox"/> City of Ponderay	<input checked="" type="checkbox"/> Idaho Dept. of Lands <input checked="" type="checkbox"/> Idaho Dept. of Environmental Quality <input checked="" type="checkbox"/> Idaho Transportation Dept. <input checked="" type="checkbox"/> USACE <input checked="" type="checkbox"/> Idaho Dept. of Water Resources	<input checked="" type="checkbox"/> Surveyor <input checked="" type="checkbox"/> Sandpoint Airport <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Bonner County EMS <input checked="" type="checkbox"/> Commission	<input checked="" type="checkbox"/> Avista Utilities <input checked="" type="checkbox"/> Northern Lights <input checked="" type="checkbox"/> Utility and Service Providers <input checked="" type="checkbox"/> BNSF Railroad
X = Request for review/comments sent to department or agency.				

At the time of this report draft, the city has received five (5) agency responses to the application, all of which are attached to this report. Any additional comments received will be forwarded to the PZC and City Council.

Staff response to comments:

Idaho Transportation Department (ITD) and Idaho Department of Environmental Quality (DEQ) responded with “no comment”. Northern Lights (NLI) expressed willingness to serve the project with three phase or single phase power and noted that they will be servicing the adjacent Amazon facility. The Federal Aviation Administration (FAA) did not respond to the City directly on the application. However, the applicant had submitted required applications to the FAA who in turn terminated a preliminary request for an Aeronautical Study due to the fact that no proposed buildings are a part of this subdivision process. Such applications to FAA would be required at a later phase when buildings are proposed. BNSF Railroad submitted a copy of a “Final Field Diagnostic Notes”. Whereas no specific requirement of the development application was requested or required in the BNSF comment, city staff are in regular contact with BNSF through the capital improvement project for Great Northern Rd which provides continued opportunity for coordination, including understanding additional requirements as needed for that capital improvement project.

Preliminary Plat Requirements

Title 10, Chapter 1 establishes the subdivision and new development standards and regulations for preliminary plats. *Section §10-1-C1 through 12* establishes the required elements to be shown on a proposed preliminary plat.

Findings: All relevant requirements of *§10-1-C* are generally present on the revised preliminary plat and/or within the application materials.

More specifically, *Section §10-1-1-C3. Lot Dimensions: The dimensions of all lots and subdivisions and re-subdivisions of lots shall be shown. All lots shall be sufficiently wide and deep to permit full conformity with the zoning regulations. Per §9-4-3 Table 2, the Industrial General – IG zoning district; new lots are required to be 1 acre or larger with the exception found in Note 1. Parcels within an integrated development may vary from the minimum lot size and dimensions, with recordation of cross easements to guarantee access and common maintenance of all parking and landscape areas.*

Findings: The minimum lot size in the IG zone district is one-acre, unless the parcels are within an integrated development, with recordation of cross easements to guarantee access and common maintenance of all parking and landscape areas, in which case the lots may vary from the minimum lot size and dimensions. This proposed subdivision includes access and maintenance easements for the parking and landscaped areas, satisfying the requirement. A 50'-wide Reciprocal Access and Maintenance Easement has been added as shown on the revised drawings submitted on 4/25/25. Project is compliant on the condition that the subject developer provides CCR's that address common maintenance of parking and landscaped areas prior to recording of the Plat, (See Condition 1).

Section §10-1-1C10 states: Wetlands: If the subject property is located within or partially within wetlands or the floodplain, wetlands must be shown on the preliminary plat. A copy of the application for flood hazard or wetlands development permit shall be submitted along with the preliminary plat for concurrent review by the commission or hearing examiner.

Findings: Pursuant to the wetland determination and conclusion in the wetlands letter dated May, 7th, 2021. Staff finds that no wetlands are required to be shown on the subject plat and a copy of a wetlands development permit is not required. Further, The May 7, 2021 Wetland Letter Report prepared by Tom Duebendorfer for the Lighthouse Property on Woodland Drive states the following determination: "Since wetland hydrology was lacking, none of the property would be considered wetland. It is possible however, in severe rainfall / precipitation events in very wet years, that some surface hydrology could be present — however the soils did not demonstrate clear reducing conditions (in most cases). The entire region has been significantly developed and it is possible that ditches, or re-routing of surface waters throughout the vicinity have altered the former "natural" state of hydrology. Even if some very small areas could be ponded for short duration, there did not appear to be any hydrologic connections with off-site "Waters of the US", and hence any potential wetland areas (if present) would likely be considered "isolated" by the Corps, and hence not regulated". He went on to conclude there are no wetlands on the Lighthouse Property, parent property to the subject preliminary plat.

Title §10-1-3: Establishes requirement for improvements to public infrastructure. Section §10-1-5 requires connection to city water and sewer mains, Section §10-1-6 establishes the specific requirements for the design and construction of streets and Section §10-1-C7 establishes the general requirements for other required utilities and improvements.

Findings: The draft preliminary plat, and preliminary improvement plans generally show compliance with the required development standards. The subdivision will include a water main extension, sewer main extension, and stormwater infrastructure. The proposed right of way width of 60 feet meets city standard for a local street. Before construction of any utilities or street infrastructure within the proposed right of way, final improvement plans, stamped by a professional engineer and marked "released for construction" shall be submitted for review and approval by the City Engineer, and a separate public infrastructure permit will be required to be issued by the City Engineer.

Section §10-1-6.A.2 requires conformance with the adopted transportation plan.

Findings: The proposed subdivision complies with the Multimodal Transportation Plan (MTMP). There are no capital projects identified in the MTMP for this property.

Section §10-1-6.A.5 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.

Findings: This project complies because the distance along Commerce Avenue between the intersection of Woodland Drive and Innovative Drive is approximately 950 feet, and a mid-block crossing will be required at the driveway entrance to the "Project Bulldog" (Amazon) property to the west, approximately 470 feet south of Woodland Drive, as stipulated in the conditions of approval.

Section §10-1-6.A.6 Street Arrangement: The arrangement of streets in new subdivisions or other developments 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.

Findings: The subject proposal does not provide circulation to the east or south as opportunities are limited based on existing neighboring developments. The North addition to Sandpoint Airpark, to the east of the subject property, was developed with private streets and gated access for the purpose of controlling airport access, and looping the proposed street to the east would require right of way dedication through private property not associated with the proposed development. The industrial property to the south would similarly require right of way dedication on neighboring private property to connect to the existing cul-de-sac at Airpark Court. The project meets the requirement for connectivity because a stub has been provided on the western side of the proposed plat, providing opportunity for further connection to Great Northern Rd. (See Conditions 3 & 6).

The possibility for greater connectivity may exist at the southern edge of the property. As noted above, the development pattern to the south provides very limited opportunity for connectivity to this development. However, the drainage easement could be amended to also include public access in the event that development intensifies on the parcels to the south and such development is willing to provide the connectivity via a public access easement across their property. Such public access easement for future pathway connection to the south or southwest of the subdivision to accommodate potential for future bike and pedestrian circulation, recreation and nature connection would better further the city's connectivity policies, yet is not required. Additionally, consideration for such an easement has to take into account the principal function of this area is for storm drain management.

Section §10-1-6.B Parks, Playgrounds, School Sites: In subdividing property, due consideration shall be given to the provision of suitable sites for parks, playgrounds and schools.

Findings: The subject proposal is an industrial park and is proposing a substantial treelined planting strip on internal and external rights-of-way. The Bicycle Priority Network (Figure 16) of the MMTP shows a Multi-use path along Woodland Dr. and along Great Northern which parallels this project. The project complies because it furthers the policies of creating connections throughout the city, including between employment centers and parks and pathways. The proposed project is designed to match the adjacent, recently constructed street section to the east with sidewalk and planting strip. It is apparent that the multi-use path connection will need future consideration of alignments.

As mentioned above, as a major North South oriented Right-of-Way is proposed with GN Commerce, Planning and Zoning Commission may wish to consider an ingress egress/public access easement to accompany the drainage easement along the southern property line to accommodate potential future pathway connection.

Section §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.

Findings: Street trees are shown on the preliminary improvement plans. Final planting locations and landscape plan details will be per final Construction Plans to allow for utilities, vision triangles, pedestrian ramps, light poles, etc. (See Condition 2).

Section §10-1-7 establishes the general requirements for other required utilities improvements and protections such as stormwater and erosion control.

Findings: The preliminary improvement plans, dated 6/10/2025, prepared by Lake City Engineering, generally conform to the requirements of §10-1-7.

Sandpoint City Code Title 9 is the city's zoning ordinance. Chapter 9-3 regulates land uses, setbacks, lot size, public street frontage, and may also contain certain design standards for resulting development with the Industrial General (IG) Zone.

Findings: The proposed lots as dimensioned on the preliminary plat meet the lot size and frontage requirements and any future land uses and buildings will be regulated through the zoning and/or building permit processes for compliance with all applicable standards of Sandpoint City Code Title 9 (Zoning).

Conformance with existing plans, policies, and regulations

A. Comprehensive Plan

This project was reviewed for compatibility with policies, goals, and objectives of the 2024 Comprehensive Plan.

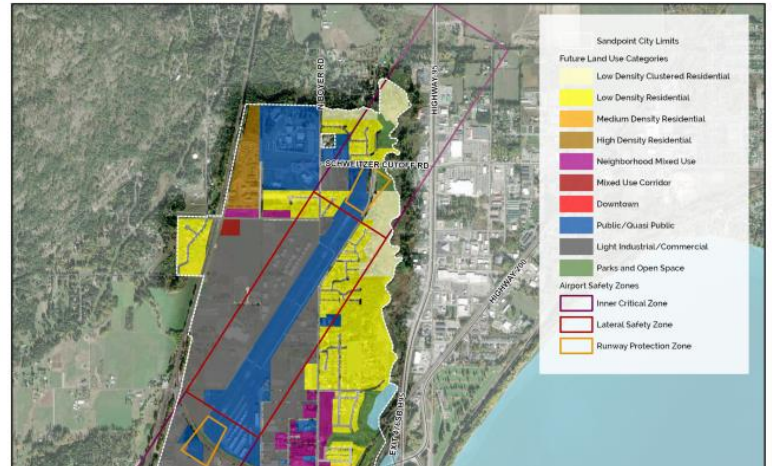
The City Comprehensive Plan contains a statement on Page 44 related to Light Industrial development as follows: "Light Industrial uses include warehouses, mini-storage, storage yards, and auto-repair shops that do not generate pedestrian traffic and are located throughout the city, but primarily adjacent to major streets or highways. Industrial land uses are located primarily north of Walnut Street and west of Boyer and include areas adjacent to the airport and railroad corridor. These areas are important job creators and balance the community's reliance on hospitality business. Some portions of the city's industrial lands have been classified as "brownfields" and will require remediation from contamination from previous uses before redevelopment can occur." Further, the Comprehensive Plan contains the following Goal 3E in the Land Use and Growth chapter (page 53): Ensure an adequate supply of appropriately zoned land for a diversified mix of commercial and industrial uses to maintain a diverse economy. Additionally, the Comprehensive Plan contains a Multimodal Transportation Chapter, including Goal 2, policy E (Page 75) which states: "Develop the region's system of trails and paths to support a well-connected region, enhancing inter-and intra-community connectivity and access". This chapter additionally contains the following policy A under Goal 7 (page 77): 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.

Findings: The proposed development meets the applicability standard for the following reasons: The development site is located west of Boyer and north of Walnut street near the airport and the railroad corridor. The property is zoned Industrial General providing for a range of land uses, including distribution and warehousing to further the objectives of job's creation and diversifying the economy. The street pattern shows connectivity to the west and north accounting for the limitations of the existing development pattern to the east and south.

B. Multimodal Transportation Master Plan

City Code, Title 10, Section 6 requires conformance with the Transportation Plan and provides that streets shall be designed in accordance with the development standards of the city of Sandpoint. The Multimodal Transportation Master Plan (MTMP) adopted in 2021 provides vision, goals, and objectives against which developments can be evaluated. The Urban Area Transportation Plan (UATP) serves as the current standards, specific to access management and traffic analysis. The relevant goals, objectives and standards for which a subdivision should be evaluated are noted below, with staff review noted in the Findings Section.

Map 4. Future Land Use Map



Final, Adopted May 5, 2021

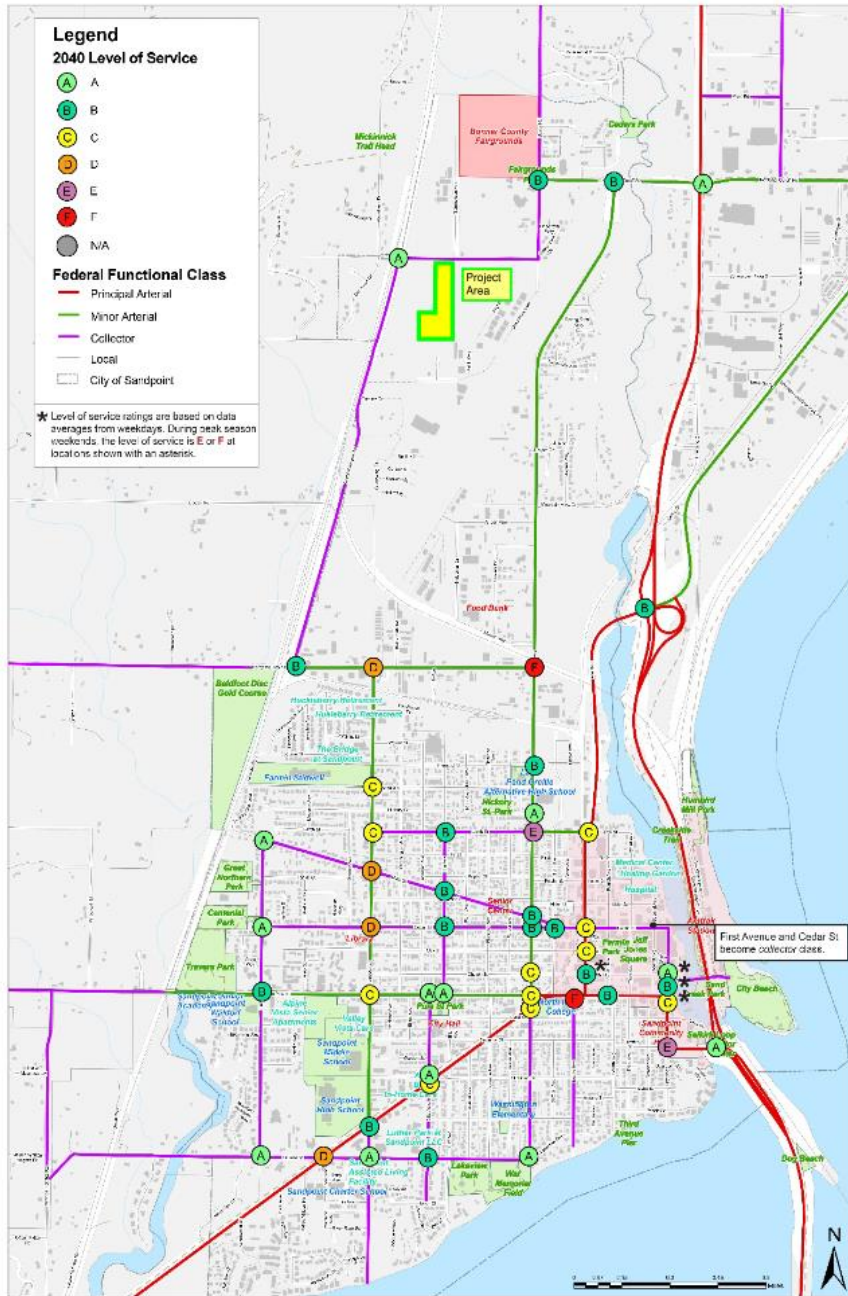


Figure 6 Existing Street Classifications and Intersection Levels of Service (2018/2020)



SANDPOINT MULTIMODAL TRANSPORTATION MASTER PLAN



MTMP Goal 1. Provide a balanced approach to mobility. Objectives:

Improve and enhance safety and traffic circulation and preserve an acceptable level of service (LOS) at intersections, strive to maintain a LOS of D or better for peak hour traffic at intersections on City streets.
Limit the number of approaches onto collectors and arterials in order to minimize safety conflicts between modes and preserve the function of the multimodal corridor.
Continue to require compliance with roadway access management standards as part of land use application approval process.

Findings: The subdivision application is requesting that Streets “A and B” be dedicated as 60’ public right-of-way.

MTMP Goal 2. Provide a walkable and bikeable network throughout the community. Objectives:

- Continue to enhance the walkability and bike-ability of not only Downtown, but also the entire community and improve walking and bicycling routes throughout the community.
- Continue to require development proposals to provide complete streets in a manner consistent with design standards, as applicable.

Findings: Great Northern is planned for expansion with the addition of a 12-foot Shared Use Path in the vicinity of this project.

MTMP Goal 4. Support a resilient, livable and sustainable multimodal system. Objectives:

- Consider the long-term functionality and maintenance obligations when developing right-of-way design standards and through the subdivision approval process.
- Require compliance with adopted street design standards.

Findings: The preliminary plat includes the dedication of Streets “A and B” as a public right-of-way.

MTMP Goal 8. Proactively plan for an increase in demands Objectives:

- Continue to implement requirements for traffic analyses and mitigation measures resulting from private development and changes in use.
- With new development projects, encourage the design and construction of local streets to improve multimodal connectivity and safety; encourage well-connected, grid type street patterns with new development.

Findings: A traffic impact analysis was completed and is attached to this report. City Code 10-1-6-A-18 requires that “Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis.”

The traffic impact analysis conclusions show that after the proposed trips from this project are added to the network, all analyzed intersections operate at level of service D or above, with the exception of the intersection of Baldy and Division, which is currently operating below minimum level of service, and will continue to operate below level of service in the future with or without the proposed project, without addition of signalization to the intersection.

3) Urban Area Transportation Plan

Chapter 7 - Transportation Master Plan

The purpose of this chapter is to provide a comprehensive plan for the transportation system within the Urban Area. The Urban Transportation Plan covers all the transportation modes that exist and are interconnected throughout and expected to exist in the combined ACI’s.

Appendix E - Developer Packet

Provides a checklist for ensuring design coherence with urban area development standards.

Findings: The proposed subdivision, and any required improvements as part of a future construction agreement, will generally be in compliance with the Urban Area Transportation Plan because the plat has been conditioned to conform to the regulations contained in the Urban Area Transportation Plan (Note Conditions of Approval 2, 3, & 4 .

Appendix G - Access Management Policy

Access management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways to promote safe and efficient use of the transportation system. This local policy is consistent with national engineering best practices.

Approach Location: Approaches shall be located so as not to create undue interference with, or hazard to, the free movement of normal street or pedestrian traffic, or cause areas of congestion.

Approach Spacing: Spacing standards limit the number of driveways on a roadway by mandating a minimum separation distance between driveways. This reduces the potential for collisions as motorists enter or exit the roadway and encourages joint access, where appropriate.

Table G-4 provides the Minimum Intersection and Approach Spacing Requirements, specifying that driveways on a collector street shall be a minimum of 150' apart and on Local (residential) streets allows for access to each lot. The UATP also provides that the spacing between intersections shall be no less than 250'.

Findings: All elements applicable to the preliminary plat appear to conform with Appendix G as no new intersections nor access points are being proposed. Any future driveway on Great Northern Road will be reviewed and approved in accordance with these standards and the prior to the issuance of a building permit.

4) Preliminary Plat Procedures

10-1-8: Approvals:

Plats, except short plats, shall be approved subject to the following procedure:

A. The preliminary plats shall be set for public hearing before the planning commission or a hearing examiner only after all required documents have been received and fees paid. Notice of the public hearing shall be sent to the property owners within three hundred feet (300') of the development.

Preliminary plats shall also be reviewed by the pedestrian advisory committee. A hearing examiner may be used to conduct public hearings when directed by the city council.

Findings: All necessary documents have been received and requisite fees have been paid. Project was reviewed by the pedestrian advisory committee, and at the May 8, 2025 meeting, the committee voted to recommend the following:

- Require curb ramps in both directions at south side of corner of Woodland and new N/S road.
Staff response: *This has not been included as recommended condition of approval. The preliminary improvement plans show a crosswalk across Commerce Avenue at the Woodland intersection. Staff does not recommend a pedestrian crossing across Woodland at this time, because of the existing roadside ditch on the north side of Woodland. The City would be encouraging sight-impaired users to cross a roadway with no refuge on the other side.*
- Require curb ramps in both directions at two internal T intersections, with the ability to cross the N/S and E/W streets with ramps at the corner and across the street without a corner.
Staff response: *This has not been included as recommended condition of approval. There are not two internal T intersections, only one. The new intersection at Commerce Avenue and Innovative Drive will include crosswalks in both directions as shown on the preliminary improvement plans.*
- Require a 5' planting strip/snow storage between roadway and sidewalk.
Staff response: *This has not been included as recommended condition of approval. Road geometry for new city streets is not determined by committees, it is specified by council-adopted standards. The Urban Area*

Transportation Plan includes typical street sections which staff uses as guidance to determine the road geometry of new streets. As shown on the preliminary improvement plans, both new internal streets will include a 5.5' wide planting strip between the back of curb and the front of the sidewalk.

- After construction on any lot, which will include driveway cut, ensure sidewalk still meets all city standards and require repair if not.

Staff response: *This has not been included as recommended condition of approval. City Code section 7-3-10 already specifies requirements for construction, repair, or replacement of sidewalk at the time of building permit.*

- Require buildings have direct connections to sidewalks, not in driveways.

Staff response: *this has not been included as recommended condition of approval, because it's already a requirement of the Americans With Disabilities Act (ADA) that public buildings provide accessible connections from the entrance to the public sidewalk.*

- Require bicycle parking at each building, convenient to main entrance (or inside for employees) not allowing parked bikes to intrude on pedestrian access.

Staff response: *This has not been included as recommended condition of approval. Title 10, which specifies requirements for proposed subdivisions, does not include provisions for required parking for individual building sites, for either vehicles or bicycles. City Code 9-5 addresses requirements for off-street parking for vehicles and bicycles, and is determined at the time of building permit or site plan permit application.*

Preliminary plats also require site posting and newspaper public notice prior to public hearing.

Findings: Project is compliant because notice has 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 21 days prior to the hearing date.

5) Recommended Conditions of Approval

Based upon the requirements of City Code relative to preliminary plats and other evidence and testimony in the public record, the following conditions of approval are provided for inclusion in a motion to approve the PS25-0001:

1. Prior to approval of any Final Plat the developer shall provide CCR's that address common maintenance of parking and landscaped areas to the satisfaction of the City Planner.
2. Final planting locations, tree type, and landscape plan details in final Construction Plans shall be to the satisfaction of the City Forrester.
3. Prior to construction of any utilities or street infrastructure within the proposed right of way, final improvement plans, stamped by a professional engineer and marked "released for construction" shall be submitted for review and approval by the City Engineer, and a separate public infrastructure permit shall be issued by the City Engineer, meeting the requirements of Title 10, Chapter 1.
4. Prior to construction of the proposed pressure sewer main shown on the preliminary improvement plans, the applicant shall obtain approval of the plans from the Idaho Department of Environmental Quality. Qualified Licensed Professional Engineer review (QLPE) through the City of Sandpoint is not allowed for pressure sewer mains.
5. Prior to approval of any Final Plat, revise plans and Plat to reflect that the streets of the North Addition to Sandpoint Airpark (to the east) are private and not Public R-O-W.
6. Prior to approval of any Final Plat, a mid-block crossing shall be installed at the driveway entrance to the "Project Bulldog" property to the west, approximately 470 feet south of Woodland Drive to the satisfaction of the City Engineer.

6) Action

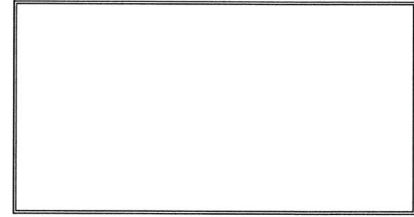
In accordance with SCC 10-1-8 (B), Following public hearing, the planning commission shall make a recommendation to the city council to approve, approve with conditions, or deny the preliminary plat, explaining the reasons for their decision. Any variance from any city standard must be considered at this stage. Should the planning commission be unable to make a decision, the matter may be tabled or forwarded to the city council without recommendation.

7) Application History

2/20/2025	Application submittal
4/03/2025	Application complete
5/8/2025	Pedestrian and Bicycle Advisory Committee
6/16/2025	P&Z hearing notice published/mailed to property owners within 300 feet and sent to agencies
7/7/2025	P&Z hearing notice posted on-site
7/15/2025	Planning and Zoning Commission hearing

8) Attachments

1. Application materials including:
 - A. Revised Application Form
 - B. Owner Authorization
 - C. Narrative
 - D. Deeds
 - E. Wetland Report
 - F. Revised Preliminary Plat
 - G. Revised Preliminary Improvement Plans
2. Referenced Documents
 - A. MMTP Excerpts from Appendix A
 - B. MMTP Appendix B – Complete Streets Policy
3. Noticing Documents
 - A. Notice of Planning & Zoning Public Hearing – 6.16.2025
4. Agency Comments Received



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: Lake City Engineering, Inc.
Address: 126 East Poplar Avenue, Coeur d'Alene, Idaho 83814
Phone: (H) _____ (W) 208-676-0230
E-mail: admin@lakecityengineering.com

Holder of Legal Title: Big Creek Land Company, LLC
Address: 1950 West Bellerive Lane, #107, Coeur d'Alene, Idaho 83814
Phone: (H) _____ (W) 208-777-3000
E-mail: cliff@buildmort.com

Representative Information:

Business Name: Lake City Engineering, Inc.
Surveyor: h2 Surveying, LLC
Address: 126 East Poplar Avenue, Coeur d'Alene, Idaho 83814
Phone: (H) _____ (W) 208-676-0230
E-mail: dittman@lakecityengineering.com

Project Information:

Proposed Development Name: Great Northern Commerce Park First Addition
Legal Description of Site: Lot(s) 1 Block # 1 Addition Great Northern Commerce Park
(or) _____
Section 10 Township 57N Range 2W
Total Size of Parcel: 15.58 acres
Number of Lots/Units: Existing: 1 Proposed: 21
Smallest Lot Size: 25,678 SF Largest Lot Size: 34,523 SF

Current Zoning:

- | | | |
|---|--|--|
| <u>Residential</u> | <u>Commercial</u> | <u>Industrial</u> |
| <input type="checkbox"/> Rural Residential RR2 | <input type="checkbox"/> Mixed-use Residential (MUR) | <input checked="" type="checkbox"/> Industrial General (IG) |
| <input type="checkbox"/> Rural Residential RR1 | <input type="checkbox"/> Commercial A (CA) | <input type="checkbox"/> Industrial Business Park (IBP) |
| <input type="checkbox"/> Residential Single-Family (RS) | <input type="checkbox"/> Commercial B (CB) | <input type="checkbox"/> Industrial General w / IBP uses allowed |
| <input type="checkbox"/> Residential Multi-Family (RM) | <input type="checkbox"/> Commercial C (CC) | <input type="checkbox"/> Industrial Technology Park (ITP) |

Current Comprehensive Plan Designation:

- Very Rural
- Context Area 1
- Context Area 1.5
- Context Area 2
- Context Area 3
- Context Area 3B
- Context Area 4
- Context Area 5
- Industrial

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

North: Woodland Drive (public right-of-way) with Mixed Use Residential to the North of Woodland Drive.

South: Industrial uses. Lot sizes of approximately 2.5-2.8 acres each. 1 structure per lot.

East: Industrial lots 0.38 - 2.0 acres each. Some developed with hangar structures and paved access to taxiways.

West: Undeveloped Industrial zoned land (IG)

What Zones border the project site?

North: Mixed Use Residential South: Industrial General East: Industrial General West: Industrial General

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.: Old agricultural field which is fairly flat and gently sloping to the South at less than 1%

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

3. Existing structures (size & use): None exist.

4. Land cover (timber, pasture, etc.): Old pasture or agricultural field. No wetlands exist per replat by Dubendorfer dated May 7, 2021.

5. Other pertinent information: N/A

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

2/12/25
Date

City of Sandpoint
1123 W. Lake Street
Sandpoint, ID 83864

February 12, 2025

ATTN: Planning Department

**RE: Great Northern Commerce Park First Addition
Lot 1, Block 1 of Great Northern Commerce Park**

To Whom It May Concern,

I hereby authorize Lake City Engineering, Inc. to act as the Authorized Agent for matters related to the above referenced project.

Thank you for your time and consideration in this matter.

Thomas D. Mort
Thomas D. Mort, Member
Big Creek Land Company, LLC

2-14-25
Date

STATE OF IDAHO)
)ss.
COUNTY OF KOOTENAI)

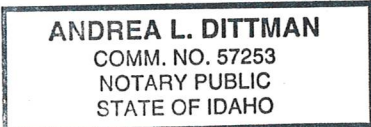
On this 14th day of February, 2025, before me, the subscriber, a Notary Public in and for said State and County, personally appeared Thomas D. Mort, a Member of Big Creek Land Company, LLC, known or subscribed and sworn to me to be the person whose name is subscribed to the within instrument, and in due form of law acknowledged that he is authorized on behalf of said limited liability company to execute all documents pertaining hereto and acknowledged to me that he executed the same as his voluntary act and deed on behalf of said limited liability company.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal in said State and County on the day and year last above written.

Andrea L. Dittman
Notary Public

Residing at: Kootenai County

My Commission Expires: 1-5-29



Great Northern Commerce Park First Addition

Preliminary Subdivision



Project Proponent:

Big Creek Land Company, LLC
1950 W. Bellerive Ln #107
Coeur d'Alene, ID 83814
(208) 777-3000

Project Applicant:

Lake City Engineering, Inc.
126 E. Poplar Avenue
Coeur d'Alene, ID 83814
(208) 676-0230

PROJECT SUMMARY

The Great Northern Commerce Park First Addition Preliminary Subdivision is a proposal for the division of an approximately 15-acre piece of vacant pastureland in the City of Sandpoint into a 21-lot industrial subdivision. The subject property is known as Lot 1, Block 1 of the recently recorded 2-lot short plat known as Great Northern Commerce Park. It is situated southeast of the intersection of Great Northern Road and Woodland Drive, and lies in the northwest quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

SUBJECT PROPERTY

The property under consideration for the subdivision is as follows:

- Parcel Number: RPS00000103605A (ptn) *County has not issued this piece a new parcel #
- Total Area: 15.58 acres
- Current Zoning: Industrial General
- Legal Description: Lot 1, Block 1 of Great Northern Commerce Park



Figure 1: Vicinity Map

ZONING CLASSIFICATION

The subject parcel is currently zoned Industrial General (IG) in the City of Sandpoint and is comprised of vacant pastureland surrounded by other properties within the City Limits. Sandpoint City Code describes the IG District as one that is “intended for lands appropriate for light and medium manufacturing and industrial activities with direct access to major transportation routes, such as arterial roads, air and rail service”. This district allows for a wide range of manufacturing and industrial uses and a limited number of commercial uses. The adjacent parcels to the East and southwest are zoned Industrial General and are a mix of vacant lots and developed industrial parcels with hangar structures and access to taxiways. To the West are two large parcels of undeveloped vacant land zoned Industrial General. Directly North, across Woodland Drive, lies Schweitzer Ranch, a multi-family and commercial development, zoned Mixed Use Residential (MUR).

DEVELOPMENT CHARACTERISTICS

The development of the subject property may have impacts on existing City services, such as sewer, water, schools and other public services. These impacts are required to be mitigated during the development process to ensure adequate facilities and infrastructure exist and are commensurate with the scope and nature of the proposed development.

The following are the proposed subdivision parameters for the Great Northern Commerce Park First Addition Subdivision:

Total # of Lots:	21
Min Lot Size (net):	25,678 SF
Max Lot Size (net):	34,523 SF
Average Lot Size (net):	27,958 SF

Figure 2 below shows the proposed Subdivision:

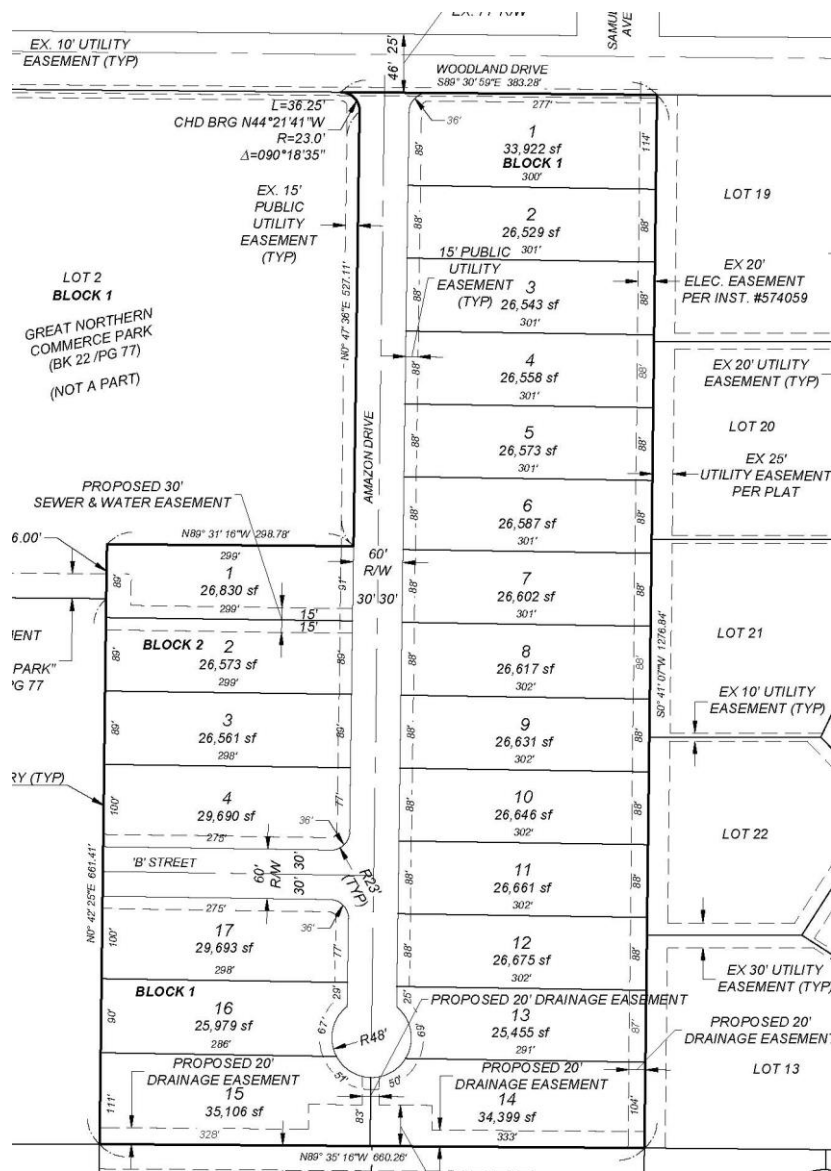


Figure 2: Proposed Subdivision

Domestic Water

Domestic and irrigation water needs would be provided by the City of Sandpoint. At the time of development, infrastructure would need to be extended from the existing 18" steel water main in Woodland Drive, which runs along the northern border of the subject property. This infrastructure would be installed in accordance with the City of Sandpoint Public Works Standards and the requirements of the Idaho Department of Environmental Quality. It is our understanding that there is currently sufficient capacity to serve the subject property.

Sanitary Sewer

The City of Sandpoint would be the wastewater purveyor for the subject property. New sewer infrastructure would need to be extended from the existing 8" gravity sewer main in Woodland Drive, which runs along the northern border of the subject property. Gravity sewer will be extended partially to the South in the new street until grade prevents further gravity sewer

installation. The remainder of the lots will pump into a low-pressure sewer main that will outlet into the gravity sewer. There is also the potential to extend gravity sewer and tie-in directly to the existing lift station located to the West in Great Northern Road. The Applicant will work with the City Engineer on the best available sewer routing prior to construction. This infrastructure would be designed and built in accordance with both the City of Sandpoint and the Idaho Department of Environmental Quality standards and requirements. It is our understanding that there is currently sufficient capacity to serve the subject property.

Streets and Transportation

Currently, Woodland Drive, which runs along the northern edge of the property, is constructed to $\pm 24'$ of paved width. All necessary right-of-way dedications were effectuated with the recent recordation of the Great Northern Commerce Park short plat. Woodland Drive will be widened to a 40' street section along the frontage of this project. The proposed subdivision will include two internal streets – the main entrance, which extends South off of Woodland Drive, and another near the South end of the subdivision that extends to the western border of the subject property. Both of these streets are proposed to be situated in a 60' public right-of-way, with standard curb and gutter and 15' utility, sidewalk and drainage easements on either side.

At the South end of the project, a drainage easement varying in width is proposed to capture any excess stormwater runoff from the internal streets and lots and serve as a location for snow storage.

Other Utilities

All dry utilities are currently available to serve the proposed project and are located in Woodland Drive. Dry utilities would be extended from and through the future development of the subject property as required at the time of construction. All dry utility companies would be notified at the appropriate time. Agreements to provide service would be finalized between the Developer and the respective utility.

Police and Fire Protection

The City of Sandpoint police station is located within City Hall at 1123 Lake Street and is less than 3 miles from the subject property. Approval of the proposed preliminary plat itself will not have any impact on police services; however, future development of the site may place additional demand on the police service. This future demand is typically offset by the additional tax revenue generated from any proposed development. Impacts on the police service can be examined in further detail during the development and subdivision review process as required by City Code.

The subject property is within the jurisdiction of the Selkirk Fire Rescue & EMS District. The nearest fire station is connected to Sandpoint City Hall, located at 1123 Lake Street in Sandpoint, and is less than 3 miles from the subject site.

COMPREHENSIVE PLAN ANALYSIS

The City of Sandpoint Comprehensive Plan (adopted July 17, 2024) is the current guiding document for all land use development decisions. It is important that land use decisions meet, or exceed, the Goals and Policies as outlined in the current Comprehensive Plan. It is also important that properties are developed in accordance with the current Future Land Use Map.

The subject parcel is currently located in an area on the western edge of the City Limits that is designated as Light Industrial / Commercial by the 2024 Future Land Use Map. These types of properties typically consist of lands appropriate for light and medium manufacturing and industrial activities, and often with direct access to major transportation routes. The existing zoning designation of Industrial General (IG) provides for a wide variety of outright permitted uses, including warehouse and manufacturing facilities, mini/self-storage units, raw materials processing and distribution centers.

The project proponent believes that the following Goals and Objectives as outlined in the 2024 Comprehensive Plan, at a minimum, are applicable to the proposed preliminary plat:

JOBS & ECONOMIC DEVELOPMENT

GOAL 1: Economic Health

A vibrant, diverse, and resilient year-round economy in Sandpoint is cultivated.

OBJECTIVE: B. Support existing businesses as providers of jobs with living wages and benefits.

Comment: The proposed subdivision with its configuration of 21 industrial lots is anticipated to entice a number of industries capable of providing a wide range of employment opportunities to the residents of the Sandpoint area. And although approving the preliminary plat proposal itself will not create jobs, it will make the industrial lots marketable to a wide variety of large businesses that could employ hundreds of Sandpoint residents

GOAL 3: Regional Economy

Strengthen Sandpoint's place in the regional economy through coordination and collaboration with neighboring cities and the County.

OBJECTIVE: D. Leverage the Sandpoint Airport to increase economic activity within the region.

Comment: With its proximity to Sandpoint Airport, the subject property is ideally situated to provide future businesses with a location that allows for the ability to move goods into, out of and throughout Sandpoint and the surrounding region. Being adjacent to two Collector streets and within Sandpoint City Limits gives this location easy access to major roadways that are maintained by the City and connect to other nearby transportation corridors.

AIRPORT FACILITY

GOAL 2: Economic Benefits

Economic growth with community benefits related to the Airport are encouraged.

- OBJECTIVES:
- A. Encourage commercial and industrial uses in the proximity of the Airport that benefit from and do not conflict with aircraft operations.
 - B. Allow uses that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.

GOAL 3: Compatibility of Land Uses

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

- OBJECTIVE:
- A. Promote appropriate land uses adjacent to the airport which would be both compatible and beneficial to the Airport and the community.

Comment: The subject property is situated in a location that is adjacent to two Collector streets and Sandpoint Airport, which makes it highly attractive to a wide variety of industries that will fit in well with the surrounding industrially-zoned area and serve as a complement to existing businesses and the Airport itself.

Instrument # 998846
Bonner County, Sandpoint, Idaho
01/10/2022 04:21:42 PM No. of Pages: 3
Recorded for: TITLEONE - SANDPOINT
Michael W. Rosedale Fee: \$15.00
Ex-Officio Recorder Deputy rflaherty
Index to: WARRANTY DEED



TitleOne
a title & escrow co.

Order Number: 20394023

Warranty Deed

For value received,

Litehouse Inc., an Idaho Corporation

the grantor, does hereby grant, bargain, sell, and convey unto

Big Creek Land Company, an Idaho limited liability company

whose current address is 1950 W Bellerive Lane Suite B107 Coeur D Alene, ID 83814

the grantee, the following described premises, in Bonner County, Idaho, to wit:

See Exhibit A, attached hereto and incorporated herein.

To have and to hold the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances except those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

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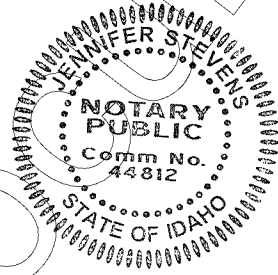
Dated: 1-10-22

Litehouse Inc., an Idaho Corporation
[Signature]
By: Kelly Prior, President

State of Idaho, County of Bonner, ss.

On this 10 day of January in the year of 2022, before me, the undersigned, a Notary Public in and for said State, personally appeared Kelly Prior known or identified to me to be the President of the corporation that executed the instrument or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

[Signature]
Notary Public
Residing In: Sandpoint
My Commission Expires: 01/30/2024
(seal)



Unofficial Document

EXHIBIT A
LEGAL DESCRIPTION OF THE PREMISES

The Southwest Quarter of the Northwest Quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho.

TOGETHER with a portion of tract received by Judgment to Harold I. Tibbs and Virginia I. Tibbs, husband and wife, by Judgment recorded as Instrument Number 243353, records of Bonner County, Idaho, adjacent to the above described tracts, lying Southerly thereof and between the Southerly extensions of the side lines of the above tract.

LESS County Road rights-of-way;

LESS Great Northern Railway right-of-way;

LESS that portion of the Southwest Quarter of the Northwest Quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, lying West of the Great Northern Railway right-of-way;

LESS that portion of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho, lying East of the County Road, including that portion of the tract received by Judgment to Harold I. Tibbs and Virginia I. Tibbs, Husband and Wife, by Judgment recorded as Instrument Number 243353, records of Bonner County, Idaho, adjacent to the above described tracts, lying Southerly thereof and between the Southerly extensions of the side lines of the above described tract.

Tom Duebendorfer - Biological Consultant, Professional Wetland Scientist

May 7, 2021

Cliff Mort
 c/o: Big Creek Land Company
 1950 W. Bellerive Lane, Suite B107 , Coeur d'Alene, Idaho 83814
 (208) 691-4654
 Cliff@buildmort.com

Re: **Wetland Letter Report for Litehouse Property; Woodland Dr, ID
 RPS00000103605A; 10-57N-2W N2SWNW LESS N 30FT E OF CO RD; SESWNW**

Dear Cliff:

Per your request for environmental services, I am submitting this Wetland Delineation Letter Report for the above-referenced property (Figures 1, 2). On April 16, 2021, I used the Regional Supplement to the Corps of Engineers (Corps) Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region U.S. Army Corps of Engineers 2010, to determine whether the three required wetland parameters (vegetation, soils, and hydrology) were present. I completed 11 Data Plots and found no evidence of hydrology. For a wetland to be jurisdictional, it is required that all three parameters be observed, or indicators thereof.

Site Conditions

The property consists of undeveloped open pasture that has been mowed regularly. The property is in an area mapped by the National Wetland Inventory as completely within a PEM1C (palustrine, emergent, persistent, seasonally flooded) wetland. The soils were mapped as Odenson silt loam (a hydric soil).

Vegetation

The site investigation was completed early in the season to ascertain whether or not wetland hydrology could be present. As such, the vegetation was just “emerging” and consisted of pastures grasses, clearly bentgrass (*Agrostis stolonifera* [FAC]), timothy (*Phleum pratense* [FAC]), and likely in some areas, meadow foxtail (*Alopecurus pratensis* [FAC]). Essentially all pasture grasses are considered hydrophytes, thus the site has hydrophytic vegetation.

Soils

The site soils were mapped as Odenson silt loam (a hydric soil). Most soils had matrix chromas of 3 or 4 with or without redoximorphic features. Two Plots showed reducing conditions. Table 1 summarizes the soil data plot characteristics.

Table 1 Data Plot Summary (forms attached)

Data Plot	Vegetation (hydrophytic?*)	Soils: (hydric?)	Hydrology (present?)	Wetland?
1	yes	2.5Y 5/3 w M; no	no	no
2	yes	2.5Y 5/3 w M; no	no	no
3	yes	10YR 4/4 w M; no	no	no
4	yes	10YR 5/2 w M; yes	no	no
5	yes	10YR 5/2 w M; yes	no	no
6	yes	2.5Y 5/3 w M; no	no	no
7	yes	2.5Y 5/3 w M; no	no	no
8	yes	2.5Y 5/3 w M; no	no	no
9	yes	10YR 5/3; no	no	no
10	yes	2.5Y 5/3 w M; no	no	no
11	yes	2.5Y 5/3 w M; no	no	no

* all pastures grasses are FAC and considered hydrophytes; “M” = mottles (redoximorphic features). Hydric indicators require a chroma of 2 or less and value of 4 or more to be considered a reduced matrix.

Hydrology

The National Wetland Inventory (NWI) mapped the entire property as PEM1C wetland. The site investigation occurred early in the spring to ascertain potential wetland hydrology given the low areas near the airport. None of the soil Data Plots showed any indication of a high water table or surface expressions of wetland hydrology. Since it has been a relatively dry spring, I completed some data plots on the property immediately west of and adjacent the Litehouse property and found surface hydrology and water in some of those soil pits - attesting to spring hydrology being present in the general vicinity - but not on the subject property.

Wetland Determination

Since wetland hydrology was lacking, none of the property would be considered wetland. It is possible however, in severe rainfall / precipitation events in very wet years, that some surface hydrology could be present — however the soils did not demonstrate clear reducing conditions (in most cases). The entire region has been significantly developed and it is possible that ditches, or re-routing of surface waters throughout the vicinity have altered the former “natural” state of hydrology. Even if some very small areas could be ponded for short duration, there did not appear to be any hydrologic connections with off-site “Waters of the US”, and hence any potential wetland areas (if present) would likely be considered “isolated” by the Corps, and hence not regulated.

I conclude there are no wetlands on the Litehouse Property

Thank you for requesting my services. Let me know if you have any questions or need additional information.

Sincerely,

Tom Duebendorfer, MA, PWS (Emeritus)



encls: Figure 1: Vicinity Map
 Figure 2: National Wetland Inventory and NRCS Soils Map
 Figure 3: Data Plot Location Map
 Data Plots (11) 2-page forms
 Résumé

References Used (not necessarily cited):

Bonner County Viewer (on-line mapping tool)

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. Office of Biological Services, Fish and Wildlife Service, U.S. Dept. of the Interior, FWS/OBS-79/31.

Environmental Laboratory. 1987. Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1, US Army Engineer Waterways Experiment Station, Vicksburg, Miss.

ESRI. ArcMap 10.5.1 GIS software. Arrow Series 100 GPS unit.

Hitchcock, C.L., A. Cronquist, M. Ownbey, and J.W. Thompson. 1977 (and as updated 2018 in 2nd Edition). Vascular Plants of the Pacific Northwest. University of Washington Press. Seattle, Washington (five volumes).

NAIP 2013. USDA Aerial photography of Bonner County, ID.

NRCS. US Department of Agriculture, National Resources Conservation Service. Soil Survey (website).

NRCS. 2010. United States Department of Agriculture, Natural Resources Conservation Service. 2010. Field Indicators of Hydric Soils in the United States, Version 7.0. L.M. Vasilas, G.W. Hurt, and C.V. Noble (eds.). USDA, NRCS, in cooperation with the National Technical Committee for Hydric Soils.

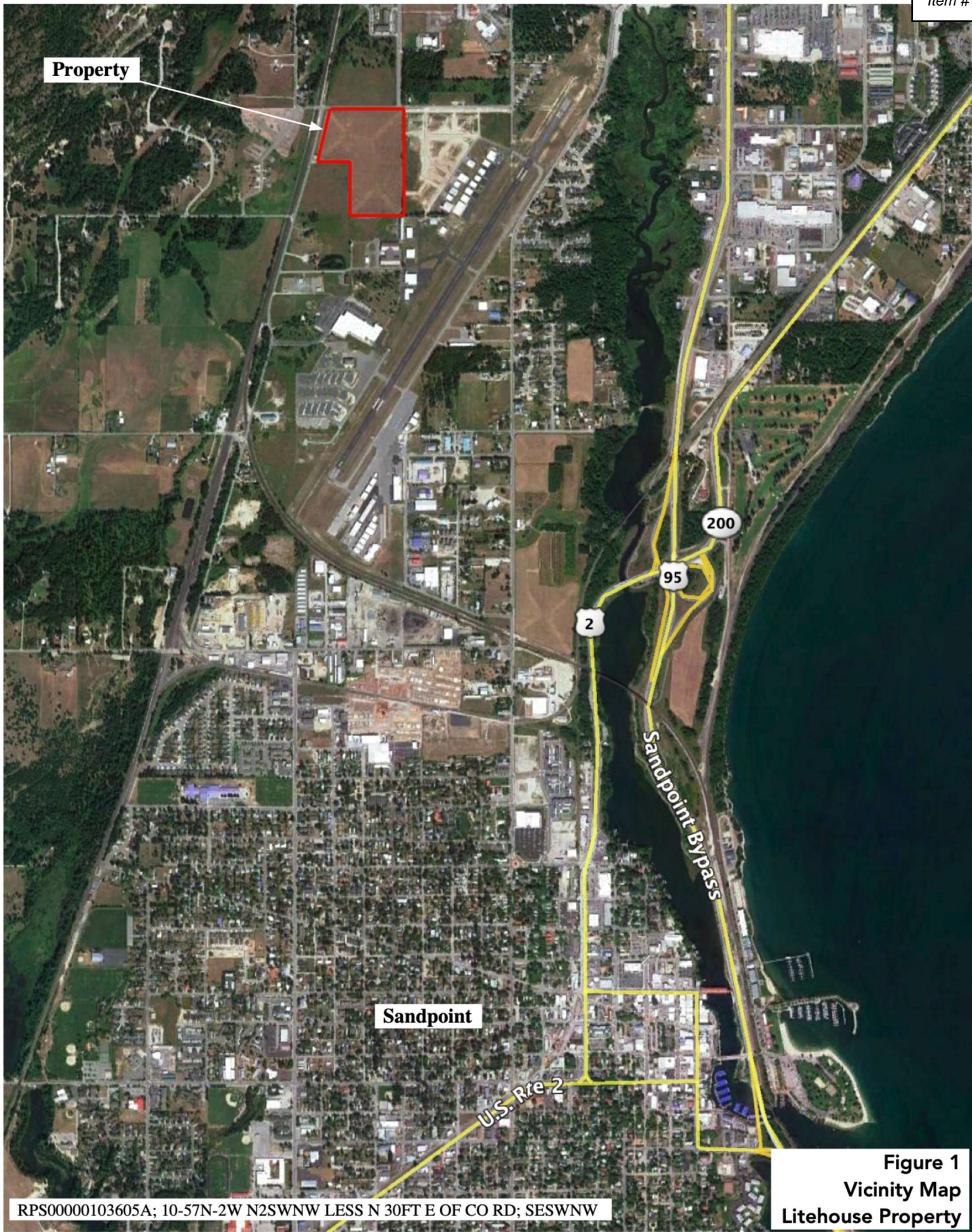
NTCHS. 1995. National Technical Committee for Hydric Soils, Natural Resources Conservation Service (formerly Soil Conservation Service).

Vepraskas, M.J. 1992. Redoximorphic Features for Identifying Aquic Conditions. North Carolina Agricultural Research Service. Raleigh, North Carolina.

U.S. Army Corps of Engineers 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region.

USDI. National Wetland Inventory mapping (website).

USGS. Sandpoint, ID 7.5' topographic quadrangle.



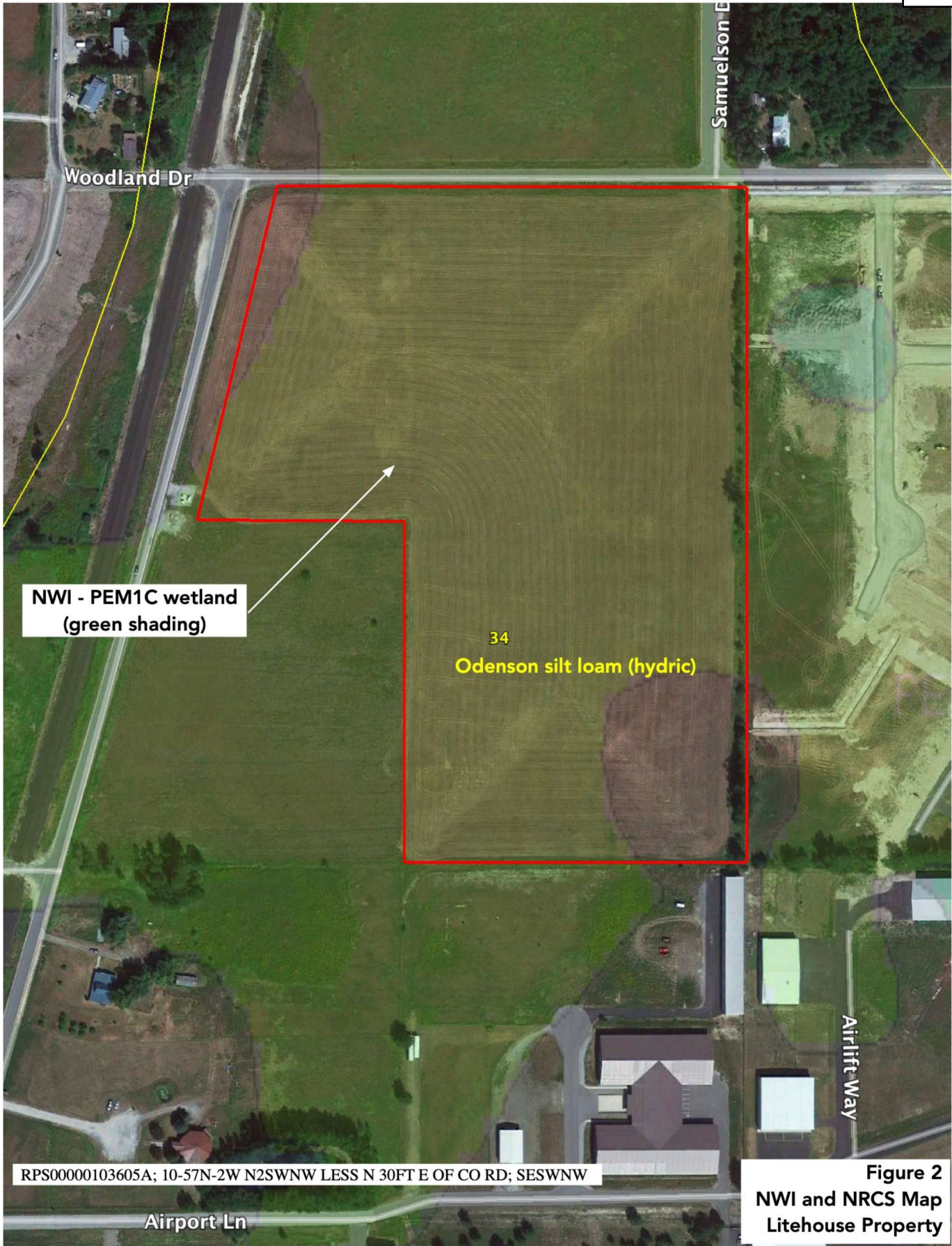


Figure 2
NWI and NRCS Map
Lighthouse Property



WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 1
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'14.93"N Long.: 116°33'51.21"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	
Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), hydric soil and wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species 0 x 1 = 0 FACW species 0 x 2 = 0 FAC species 100 x 3 = 300 FACU species 0 x 4 = 0 UPL species 0 x 5 = 0 Column Totals: 100 (A) 300 (B) Prevalence Index = B/A = <u>3.000</u>
Sapling/Shrub Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrologic Vegetation
 2 - Dominance Test is > 50%
 3 - Prevalence Index is ≤ 3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 5 - Wetland Non-Vascular Plants¹
 Problematic Hydrophytic Vegetation¹ (Explain)
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: DP 1

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)	%	%	Color (moist)	%	Type ¹	Loc ²		
0-6	10YR	3/3	100%					Silt Loam	
6-14	2.5YR	5/3	70%	10YR	4/4	30%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.) <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)		<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)	Indicators for Problematic Hydric Soils³: <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
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³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma too high

Hydrology

Wetland Hydrology Indicators: Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 2
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'14.84"N Long.: 116°33'48.75"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
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Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), hydric soil and wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0	<input type="checkbox"/> 0.0%	_____	Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>100</u> x 3 = <u>300</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>300</u> (B) Prevalence Index = B/A = <u>3.000</u>
Sapling/Shrub Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0	<input type="checkbox"/> 0.0%	_____	
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	100			
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
2. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0			

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 2**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)		%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR	3/3	100%					Silt Loam	
8-16	2.5YR	5/3	90%	10YR	4/4	10%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Muck Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma too high

Hydrology

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> FAC-neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes No Depth (inches):

Water Table Present? Yes No Depth (inches):

Saturation Present? (includes capillary fringe) Yes No Depth (inches): **Wetland Hydrology Present?** Yes No

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 3
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'14.78"N Long.: 116°33'46.43"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Remarks: Although hydrophytic vegetation is present (2 FAC pasture grasses), hydric soil and wetland hydrology not observed. Plot not in a wetland.	

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species 0 x 1 = 0 FACW species 0 x 2 = 0 FAC species 100 x 3 = 300 FACU species 0 x 4 = 0 UPL species 0 x 5 = 0 Column Totals: 100 (A) 300 (B) Prevalence Index = B/A = <u>3.000</u>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 3**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)		%	Color (moist)	%	Type ¹	Loc ²		
0-10	10YR	3/3	100%					Silt Loam	
10-18	10YR	4/4	70%	7.5YR	4/4	30%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

<p>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</p> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)	<p>Indicators for Problematic Hydric Soils³:</p> <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
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³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma too high

Hydrology

Wetland Hydrology Indicators:

<p>Primary Indicators (minimum of one required; check all that apply)</p> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<p>Secondary Indicators (minimum of two required)</p> <input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)
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Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Lighthouse City/County: Bonner State: ID Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort Sampling Point: DP 4
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'13.33"N Long.: 116°33'46.87"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Hydric Soil Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	
Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses) and hydric soil indicators observed, but wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>100</u> x 3 = <u>300</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>300</u> (B) Prevalence Index = B/A = <u>3.000</u>
Sapling/Shrub Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrologic Vegetation
 2 - Dominance Test is > 50%
 3 - Prevalence Index is ≤ 3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 5 - Wetland Non-Vascular Plants¹
 Problematic Hydrophytic Vegetation¹ (Explain)
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 4**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)		%	Color (moist)	%	Type ¹	Loc ²		
0-7	10YR	3/3	100%					Silt Loam	
7-16	2.5Y	5/2	50%	7.5YR	4/6	50	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Muck Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators observed - matrix chroma of 2 with value of 4+ with redox indicates reducing conditions

Hydrology

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Dry Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift deposits (B3)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> FAC-neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Frost Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	
<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	
<input type="checkbox"/> Salt Crust (B11)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	
<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:

Surface Water Present? Yes No Depth (inches):

Water Table Present? Yes No Depth (inches):

Saturation Present? (includes capillary fringe) Yes No Depth (inches): **Wetland Hydrology Present?** Yes No

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Lighthouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 5
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'12.59"N Long.: 116°33'49.39"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
---	---

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses) and hydric soil indicators observed, but wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>100</u> x 3 = <u>300</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>300</u> (B) Prevalence Index = B/A = <u>3.000</u>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
Herb Stratum (Plot size: _____)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 5**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)	%	%	Color (moist)	%	Type ¹	Loc ²		
0-7	10YR	3/3	100%					Silt Loam	
7-9	10YR	4/3	100%					Silt Loam	
9-16	2.5YR	5/2	60%	10YR	4/4	40%	C M	Silt Loam	

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Muck Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators observed - matrix chroma of 2 with value of 4+ with redox indicates reducing conditions

Hydrology

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> FAC-neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 6
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'12.52"N Long.: 116°33'52.34"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	
Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), neither hydric soil indicators nor wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	0	<input type="checkbox"/> 0.0%	_____	Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____	0	<input type="checkbox"/> 0.0%	_____	Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
4. _____	0	<input type="checkbox"/> 0.0%	_____	
	0	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Total % Cover of: Multiply by:
2. _____	0	<input type="checkbox"/> 0.0%	_____	OBL species <u>0</u> x 1 = <u>0</u>
3. _____	0	<input type="checkbox"/> 0.0%	_____	FACW species <u>0</u> x 2 = <u>0</u>
4. _____	0	<input type="checkbox"/> 0.0%	_____	FAC species <u>100</u> x 3 = <u>300</u>
5. _____	0	<input type="checkbox"/> 0.0%	_____	FACU species <u>0</u> x 4 = <u>0</u>
	0	= Total Cover		UPL species <u>0</u> x 5 = <u>0</u>
Herb Stratum (Plot size: _____)				Column Totals: <u>100</u> (A) <u>300</u> (B)
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	Prevalence Index = B/A = <u>3.000</u>
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
	100	= Total Cover		
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
	0	= Total Cover		
% Bare Ground in Herb Stratum: <u>0</u>				

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrologic Vegetation
 2 - Dominance Test is > 50%
 3 - Prevalence Index is ≤ 3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 5 - Wetland Non-Vascular Plants¹
 Problematic Hydrophytic Vegetation¹ (Explain)
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 6**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)	%	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR	3/3	100%					Silt Loam	
8-10	10YR	3/6	100%					Silt Loam	
10-17	2.5YR	5/3	70%	10YR	4/4	30%	C M	Silt Loam	

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.) <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)		<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)	Indicators for Problematic Hydric Soils³: <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
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³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma of 3 with value of 4+ with redox does not indicate reducing conditions

Hydrology

Wetland Hydrology Indicators: Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 7
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'9.75"N Long.: 116°33'53.55"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
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Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), neither hydric soil indicators nor wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species 0 x 1 = 0 FACW species 0 x 2 = 0 FAC species 100 x 3 = 300 FACU species 0 x 4 = 0 UPL species 0 x 5 = 0 Column Totals: 100 (A) 300 (B) Prevalence Index = B/A = <u>3.000</u>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 7**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)		%	Color (moist)	%	Type ¹	Loc ²		
0-9	10YR	3/3	100%					Silt Loam	
9-16	2.5Y	5/3	90%	10YR	4/4	10%	C	M	Silt Loam
									Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Muck Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma of 3 with value of 4+ with redox does not indicate reducing conditions

Hydrology

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> FAC-neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes No Depth (inches):

Water Table Present? Yes No Depth (inches):

Saturation Present? (includes capillary fringe) Yes No Depth (inches):

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 8
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'9.16"N Long.: 116°33'51.31"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	
Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), neither hydric soil indicators nor wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
Sapling/Shrub Stratum (Plot size: _____)				Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
1. _____	0	<input type="checkbox"/> 0.0%	_____	Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>100</u> x 3 = <u>300</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>300</u> (B) Prevalence Index = B/A = <u>3.000</u>
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤ 3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 8**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)		%	Color (moist)	%	Type ¹	Loc ²		
0-9	10YR	3/3	100%					Silt Loam	
9-16	2.5Y	5/3	90%	10YR	4/4	10%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

<p>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</p> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)	<p>Indicators for Problematic Hydric Soils³:</p> <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
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³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma of 3 with redox does not indicate reducing conditions

Hydrology

<p>Wetland Hydrology Indicators:</p> <p>Primary Indicators (minimum of one required; check all that apply)</p> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<p>Secondary Indicators (minimum of two required)</p> <input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)
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Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 9
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'8.85"N Long.: 116°33'49.19"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
---	---

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), neither hydric soil indicators nor wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0	<input type="checkbox"/> 0.0%	_____	Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>100</u> x 3 = <u>300</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>300</u> (B) Prevalence Index = B/A = <u>3.000</u>
Sapling/Shrub Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0	<input type="checkbox"/> 0.0%	_____	
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	100	<input type="checkbox"/> 100.0%	_____	
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
= Total Cover				
_____	0	<input type="checkbox"/> 0.0%	_____	
% Bare Ground in Herb Stratum: <u>0</u>				

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrologic Vegetation
 2 - Dominance Test is > 50%
 3 - Prevalence Index is ≤ 3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 5 - Wetland Non-Vascular Plants¹
 Problematic Hydrophytic Vegetation¹ (Explain)
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 9**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-11	10YR	3/3	100%				Silt Loam	
11-18	10YR	5/3	100%				Silt Loam	

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Muck Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma of 3 lacking redox does not indicate reducing conditions

Hydrology

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Dry Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift deposits (B3)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> FAC-neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Frost Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	
<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	
<input type="checkbox"/> Salt Crust (B11)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	
<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:

Surface Water Present? Yes No Depth (inches):

Water Table Present? Yes No Depth (inches):

Saturation Present? (includes capillary fringe) Yes No Depth (inches):

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 10
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'15.31"N Long.: 116°33'55.98"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/> Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/> Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
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Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), hydric soil and wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species 0 x 1 = 0 FACW species 0 x 2 = 0 FAC species 100 x 3 = 300 FACU species 0 x 4 = 0 UPL species 0 x 5 = 0 Column Totals: 100 (A) 300 (B) Prevalence Index = B/A = <u>3.000</u>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
1. _____	0	<input type="checkbox"/> 0.0%	_____	
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 10**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)	%		Color (moist)	%	Type ¹	Loc ²		
0-6	10YR	3/3	100%					Silt Loam	
6-14	2.5YR	5/3	70%	10YR	4/4	30%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

<p>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</p> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)	<p><input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)</p>	<p>Indicators for Problematic Hydric Soils³:</p> <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks) <p>³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.</p>
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Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma too high

Hydrology

Wetland Hydrology Indicators:

<p>Primary Indicators (minimum of one required; check all that apply)</p> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<p>Secondary Indicators (minimum of two required)</p> <input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)
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Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Item # 2.

Project/Site: Litehouse City/County: Bonner Sampling Date: 16-Apr-21
 Applicant/Owner: Cliff Mort State: ID Sampling Point: DP 11
 Investigator(s): Tom Duebendorfer, PWS Section, Township, Range: S 10 T 57N R 2W
 Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0 °
 Subregion (LRR): LRR E Lat.: 48°18'17.25"N Long.: 116°33'47.21"W Datum: WGS 84
 Soil Map Unit Name: Odenson silt loam NWI classification: PEM1C

Are climatic/hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>	Is the Sampled Area within a Wetland? Yes <input type="radio"/> No <input checked="" type="radio"/>
Hydric Soil Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	
Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>	

Remarks:
 Although hydrophytic vegetation is present (2 FAC pasture grasses), hydric soil and wetland hydrology not observed. Plot not in a wetland.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status	Dominance Test worksheet:
1. _____	0	<input type="checkbox"/> 0.0%	_____	Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
Sapling/Shrub Stratum (Plot size: _____)				Percent of dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)
1. _____	0	<input type="checkbox"/> 0.0%	_____	Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species 0 x 1 = 0 FACW species 0 x 2 = 0 FAC species 100 x 3 = 300 FACU species 0 x 4 = 0 UPL species 0 x 5 = 0 Column Totals: 100 (A) 300 (B) Prevalence Index = B/A = <u>3.000</u>
2. _____	0	<input type="checkbox"/> 0.0%	_____	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
Herb Stratum (Plot size: _____)				
1. <u>Agrostis stolonifera</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrologic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is > 50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>Alopecurus pratensis</u>	50	<input checked="" type="checkbox"/> 50.0%	FAC	
3. _____	0	<input type="checkbox"/> 0.0%	_____	
4. _____	0	<input type="checkbox"/> 0.0%	_____	
5. _____	0	<input type="checkbox"/> 0.0%	_____	
6. _____	0	<input type="checkbox"/> 0.0%	_____	
7. _____	0	<input type="checkbox"/> 0.0%	_____	
8. _____	0	<input type="checkbox"/> 0.0%	_____	
9. _____	0	<input type="checkbox"/> 0.0%	_____	
10. _____	0	<input type="checkbox"/> 0.0%	_____	
11. _____	0	<input type="checkbox"/> 0.0%	_____	
100 = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. _____	0	<input type="checkbox"/> 0.0%	_____	Hydrophytic Vegetation Present? Yes <input checked="" type="radio"/> No <input type="radio"/>
2. _____	0	<input type="checkbox"/> 0.0%	_____	
0 = Total Cover				
% Bare Ground in Herb Stratum: <u>0</u>				

Remarks:
 Vegetation is hydrophytic (FAC pasture grasses) - both tests met

¹Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Soil

Sampling Point: **DP 11**

Item # 2.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix			Redox Features				Texture	Remarks
	Color (moist)	%	%	Color (moist)	%	Type ¹	Loc ²		
0-6	10YR	3/3	100%					Silt Loam	
6-14	2.5YR	5/3	70%	10YR	4/4	30%	C	M	Silt Loam

¹Type: C=Concentration. D=Depletion. RM=Reduced Matrix, CS=Covered or Coated Sand Grains ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.) <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Muck Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)		<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) (except in MLRA 1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox depressions (F8)	Indicators for Problematic Hydric Soils³: <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
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³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 Hydric indicators not observed - matrix chroma too high

Hydrology

Wetland Hydrology Indicators: Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry Season Water Table (C2) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-neutral Test (D5) <input type="checkbox"/> Raised Ant Mounds (D6) (LRR A) <input type="checkbox"/> Frost Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	Wetland Hydrology Present? Yes <input type="radio"/> No <input checked="" type="radio"/>
Water Table Present?	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	
Saturation Present? (includes capillary fringe)	Yes <input type="radio"/> No <input checked="" type="radio"/>	Depth (inches): <input type="text"/>	

Describe Recorded Data (stream gauge, monitor well, aerial photos, previous inspections), if available:

Remarks:
 No water in soil pit April 16, 2021.

Tom Duebendorfer - Professional Wetland Scientist (#000157), Biologist, Botanist**OBJECTIVE**

Provide botanical and ecological services to a wide range of organizations and individuals for projects involving land development, wetland delineation, vegetation mapping, rare plant surveys, resource inventories, Environmental Assessments, Biological Evaluations and Assessments, and research-level studies on specific habitats or species.

EDUCATION

WSPSS, SWS Hydric Soils Workshop, Soils and Hydrology, June 2009

Wetland Training Institute, Soils and Hydrology, August 1990

Humboldt State University, Arcata, California

M.A. Biology May 1987

California State Teaching Credential May 1987

B.A. Biology June 1977

University of California, Irvine (2 years - biology major)

EMPLOYMENT

- **Self-employed wetland and botanical consultant (1981 to present)**

Provided botanical and wildlife surveys, floristic research, habitat characterization, ecological sampling, synecological analysis, aerial photo mapping, wetland delineation, impact analysis, restoration and mitigation, resource planning, permitting, rare and endangered plant surveys, plant taxonomy, soil analysis, computer-aided multivariate analyses and statistics, computer-aided graphics and drafting. Involved with design (as part author/editor) of Washington Dept of Ecology Hydrogeomorphic approach to wetland function assessment program (Assessment Team). Trained in E WA DOE Assessment Methodology (assisted in development of the methodology). Wetland Mitigation Bank preparation. Teaches wetland delineation and plant identification courses to Tribes, agencies, and groups.

Project locations include rare plant surveys/studies and wetland work in southern, central, northern and coastal California; coastal, southwestern, and northeastern Oregon; north, east-central, and southwest Idaho; eastern and western Washington; and northwest Montana.

- **Senior Wetland Ecologist, Client/Project Manager, Corporate Botanist (1989-1994)**

David Evans and Associates, Inc. Bellevue, Washington

Provided wetland delineation, impact assessment, conceptual and final mitigation design, monitoring, cumulative impact assessment, wetland permitting, habitat characterization, rare plant and T&E animal surveys, Biological Evaluations and Assessments, as well as instruction and guidance in systematics and classification to staff in 7 west coast offices. Maintained excellent rapport with clients and other project team members (both in office and as field crew leader). Managed projects from proposals, contracting, budgeting, scheduling and invoicing, to collections.

Project locations include: Pacific Northwest, from central and coastal Oregon to eastern, western, and coastal Washington, and northwest Montana.

CERTIFICATIONS

Professional Wetland Scientist, Society of Wetland Scientists (#000157)

Certified Wetland Delineator, Corps of Engineers (Seattle District)

Qualified Wetland Specialist, Spokane County, Washington

Qualified Wetland Specialist, City of Spokane, Washington

Completed Training in NEPA/EPA Process

Completed Soils and Hydrology workshops (WTI); Hydric Soils (WSSPSS - Updates 2009)

Tom Duebendorfer - Professional Wetland Scientist (#000157), Biologist, Botanist**SPECIFIC EXPERIENCE**

Habitats include: dune coastline, coastal and inland forested, scrub, and marsh wetlands, oak woodlands, steppe scrubland, grasslands, sagebrush, agricultural areas (wetlands), coniferous and deciduous montane, alpine, bog (fen), and serpentine vegetation.

Permitting knowledge and direct use of wetland methodologies (USFWS, US Army Corps of Engineers, WA Dept of Ecology, and local county and city jurisdictions); knowledge of Corps Permit process. Restoration activities. Biological Assessments (BA), USFS Evaluations (BE), Environmental Assessments (EA); SEPA/NEPA; T&E species monitoring, Raptor Monitoring, Wetland Mitigation Bank Design.

Rare plant studies include approximately 45 sensitive plant and vegetation surveys on private, state, and federal lands for small to medium scale hydroelectric plants, stream corridors, sewage treatment facilities, water treatment facilities, prison site, seeding experiments, road and highway construction, transmission corridors (utilities), fiber optic cable routes, and mining companies. Biological Evaluations for USFS-listed sensitive species in four states.

Clients (independently and during tenure as employee) include:

Small- and Large-scale Developers:

Burlington-Northern, Puget Western, Glacier Park Company, Trillium Corporation, Quadrant, Blackhawk/Port Blakely Communities, Coldwater Creek, Valencia Wetlands Trust, Waterfront Property Mgmt., Kirk-Hughes Development, Fortress LLC, & others

Public Entities:

Washington Department of Ecology, Benewah County (through EDA), Federal Highways Administration, Bureau of Reclamation, King Co., US Army Corps of Engineers, Spokane County Engineering and Public Works, Oregon Nature Conservancy, Humboldt County Planning, Humboldt State University Research Program; Benewah County; Idaho Soil and Conservation District, City of Winchester, Idaho Transportation Department, Washington Department of Transportation, Kalispell Indian Tribe, City of Colville, Rathdrum

Communications (fiber optic projects):

AT&T, MCI/WorldCom, Cascade Utilities

Exploratory and Active Mining Companies:

Emerald Creek Garnet Company, American Gold Resources, Cal Nickel Corp., Baretta, Noranda

Assisting other Consulting Firms and Numerous Private Landowners.

The Soils Group, Intermountain Resources, Inc., Hart-Crowser, Inc., Welch-Comer Eng., Land Profile, Inc., Selkirk Environmental, David Evans and Associates, J.A. Sewell and Assoc., EarthTech, ALSC Architects; Ecological Resources, Forsgren Assoc., JUB Eng., Adolfson Assoc. Copper Basin Constr., Toothman-Orton Eng., Rocky Point Investments, HAWKEFA, Tate Engineering.

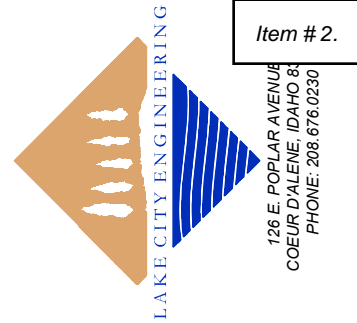
PUBLICATIONS

- Duebendorfer, T.E. 1990. "An Integrated Approach to Enhancing Rare Plant Populations through Habitat Restoration: II. Habitat Characterization through Classification of Dune Vegetation." Pp. 478-487 in: Bonnicksen, T.M. and H.G. Hughes, eds. Proceedings of the first annual meeting of the Society for Ecological Restoration and Management. Also presented at Society of Wetland Scientists, May 1993.
- Pickart, A.J., L.M. Miller, and T.E. Duebendorfer. 1998. "Yellow bush lupine invasion in northern California coastal dunes. I. Ecological impacts and manual restoration techniques". Restoration Ecology Vol 6 No 1, pp59-68.
- Seattle Audubon Series, "Wetland Plants of the Western Washington and NW Oregon" (Cooke 1997, editor): My role was as a contributor and technical editor.
- Hruby, T., S. Stanley, T. Granger, T. Duebendorfer, R. Friesz, B. Lang, B. Leonard, K. March, and A. Wald. 2000. Methods for Assessing Wetlands Functions. Volume II, Part 1: Assessment Methods - Depressional Wetlands in the Columbia Basin of Eastern Washington, WA State Department of Ecology Publication #00-06-47.

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

PRELIMINARY IMPROVEMENT PLANS
NOT FOR CONSTRUCTION
APPROVED BY:

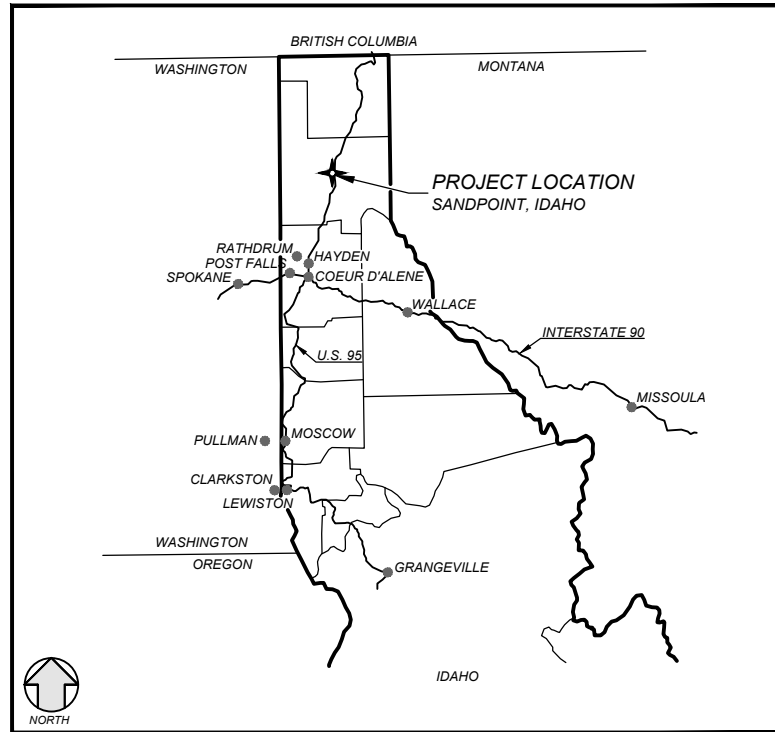
BRANDON STAGLUND, P.E.
CITY ENGINEER
7-9-2025
DATE



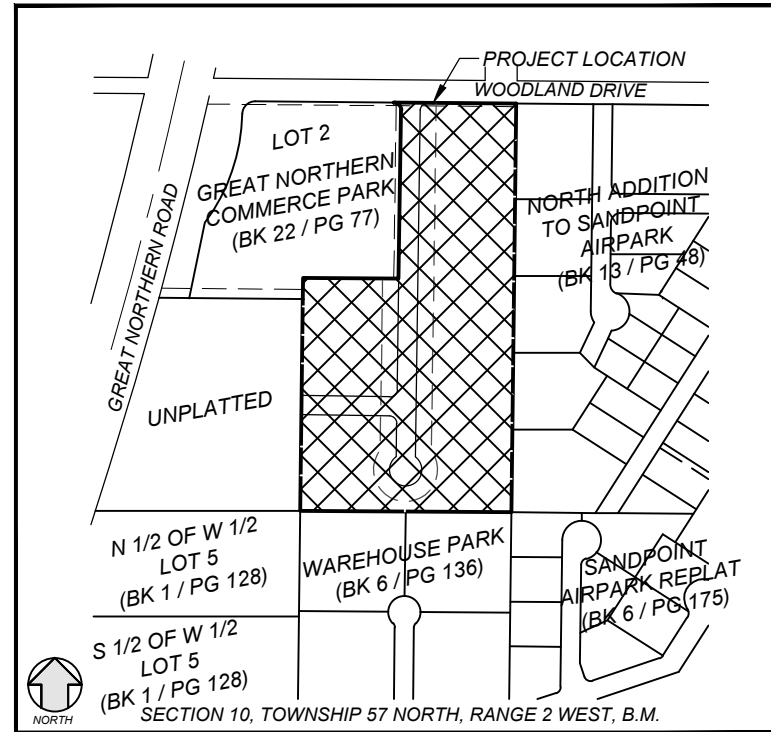
Item # 2.

PRELIMINARY SUBDIVISION - IMPROVEMENT PLAN SET

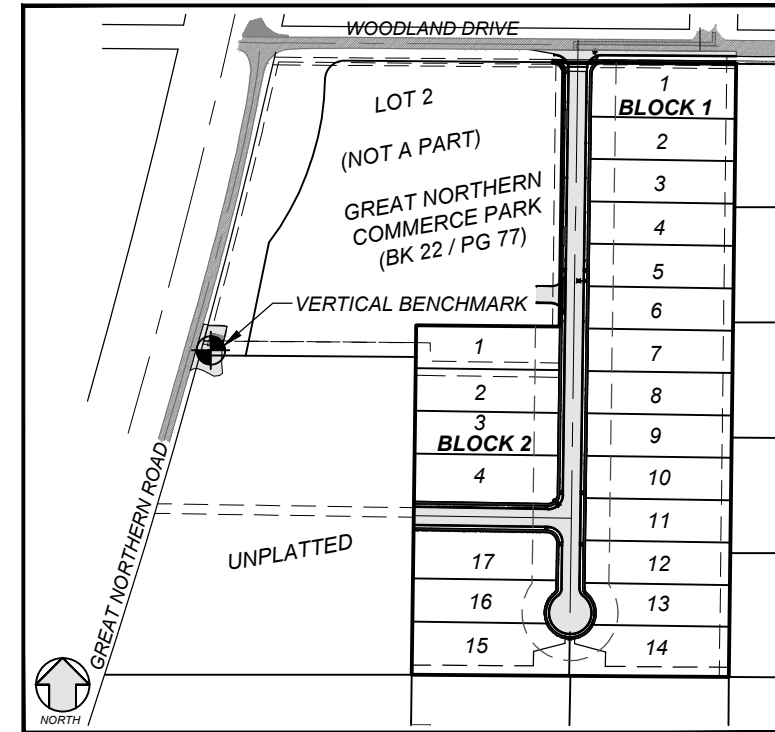
A REPLAT OF LOT 1, BLOCK 1 OF GREAT NORTHERN COMMERCE PARK
SECTION 10, TOWNSHIP 57 NORTH, RANGE 2 WEST, B.M.
CITY OF SANDPOINT, BONNER COUNTY, IDAHO



VICINITY MAP
NTS



PROJECT LOCATION
1" = 600'



PROJECT SITE
1" = 400'

PROJECT OWNER
BIG CREEK LAND COMPANY, LLC
1950 W. BELLERIVE LANE, SUITE 107
COEUR D'ALENE, IDAHO 83814
PH: (208) 777-3000

PROJECT ENGINEER
LAKE CITY ENGINEERING, INC.
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PH: (208) 676-0230

PROJECT MATRIX
LEGAL DESCRIPTION: LOT 1, BLOCK 1
GREAT NORTHERN COMMERCE PARK
(BK 22, PG 77)

AREA: 15.58 ACRES
ZONING: IG (INDUSTRIAL GENERAL)
INTENDED USES: USES AS ALLOWED WITHIN ZONE IG

OF LOTS: 21
MINIMUM LOT SIZE: 25,678 sf
MAXIMUM LOT SIZE: 34,523 sf
AVERAGE LOT SIZE: 27,958 sf
RIGHT-OF-WAY AREA: 89,884 sf

CONTACT INFORMATION

WATER PURVEYOR
CITY OF SANDPOINT - PUBLIC WORKS DEPARTMENT
1123 LAKE STREET
SANDPOINT, IDAHO 83864
PH: (208) 263-3407

SEWER PURVEYOR
CITY OF SANDPOINT - PUBLIC WORKS DEPARTMENT
1123 LAKE STREET
SANDPOINT, IDAHO 83864
PH: (208) 263-3407

STREET AND STORMWATER PURVEYOR
CITY OF SANDPOINT - PUBLIC WORKS DEPARTMENT
1123 LAKE STREET
SANDPOINT, IDAHO 83864
PH: (208) 263-3407

UTILITY CONTACT LIST

NORTHERN LIGHTS ELECTRIC COOPERATIVE (POWER): (808) 326-9594
AVISTA (GAS): (800) 227-9187
NORTHLAND COMMUNICATIONS (COMM): (208) 263-4070
INTERMAX NETWORKS (COMM): (208) 265-3533

INDEX OF SHEETS

- TITLE SHEET
- TENTATIVE PLAT
- PRELIMINARY SITE AND UTILITY PLAN
- PLAN & PROFILE - COMMERCE AVENUE
- PLANS & PROFILES - COMMERCE AVENUE & INNOVATIVE DRIVE
- EXISTING CONDITIONS MAP
- PROJECT DETAILS AND STORMWATER CALCULATIONS

VERTICAL BENCHMARK
PUNCH MARK IN NORTHEAST CORNER OF
SEWER VAULT
ELEV: 2137.39 (NAVD 88)

PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

TITLE SHEET
CITY OF SANDPOINT, IDAHO

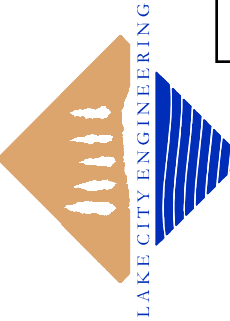
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DRAFTED BY: TCD/SEG
DATE: 6/10/2025
JOB NO: LCE 24-059
SCALE: N.T.S.

Not To Scale



gilletto, Plotted: Jun 10, 2025 - 2:00pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg

Item # 2.




LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

TENTATIVE PLAT
CITY OF SANDPOINT, IDAHO

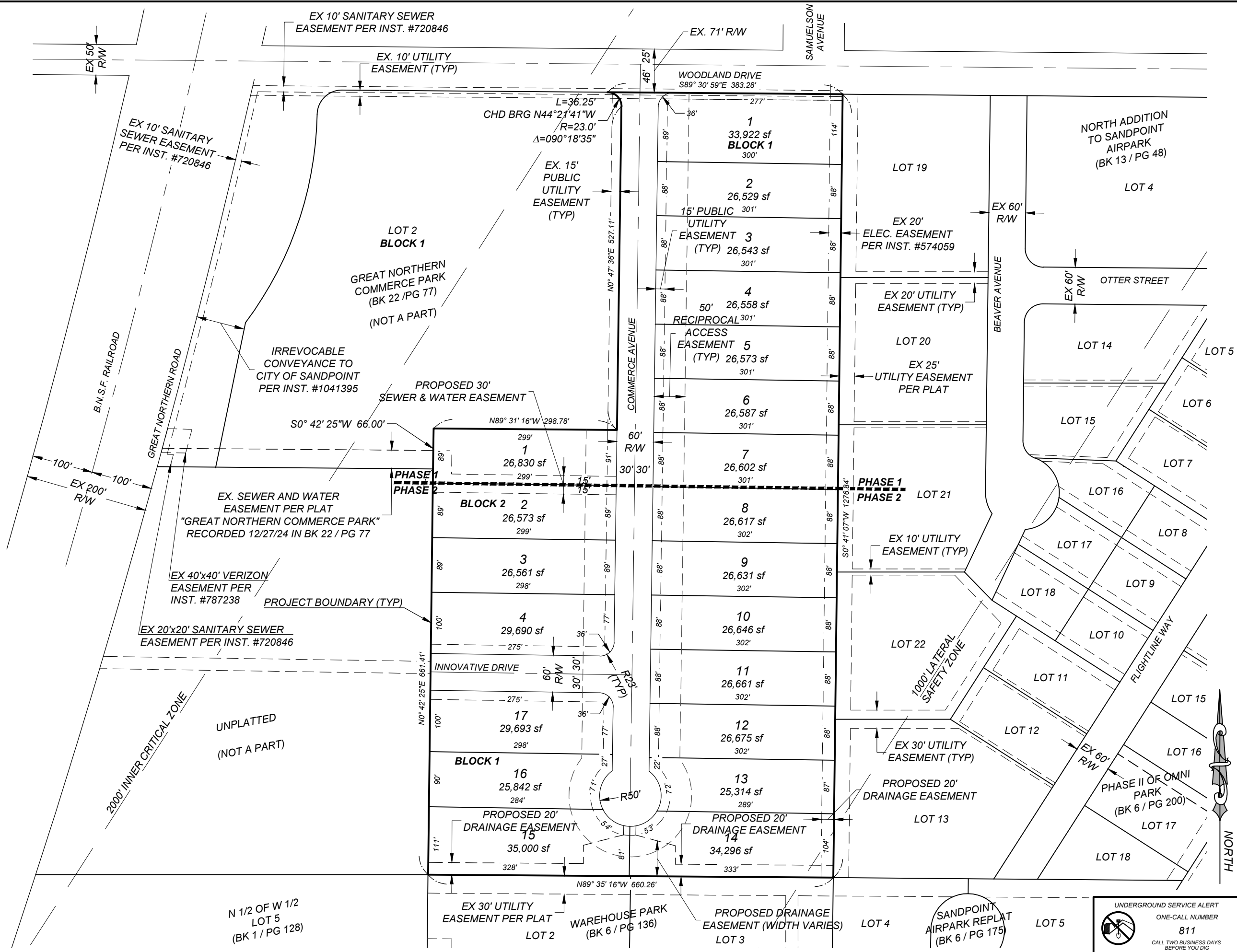
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DATE:	6/10/2025
JOB NO:	LCE 24-059
SCALE:	1" = 150'



0 75 150 300

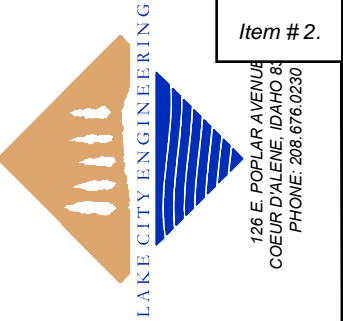
2 7 61

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS
BEFORE YOU DIG

N 1/2 OF W 1/2
LOT 5
(BK 1 / PG 128)

gilletto, Plotted: Jun 10, 2025 - 2:00pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg



Item # 2.

PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

PRELIMINARY SITE AND UTILITY PLAN

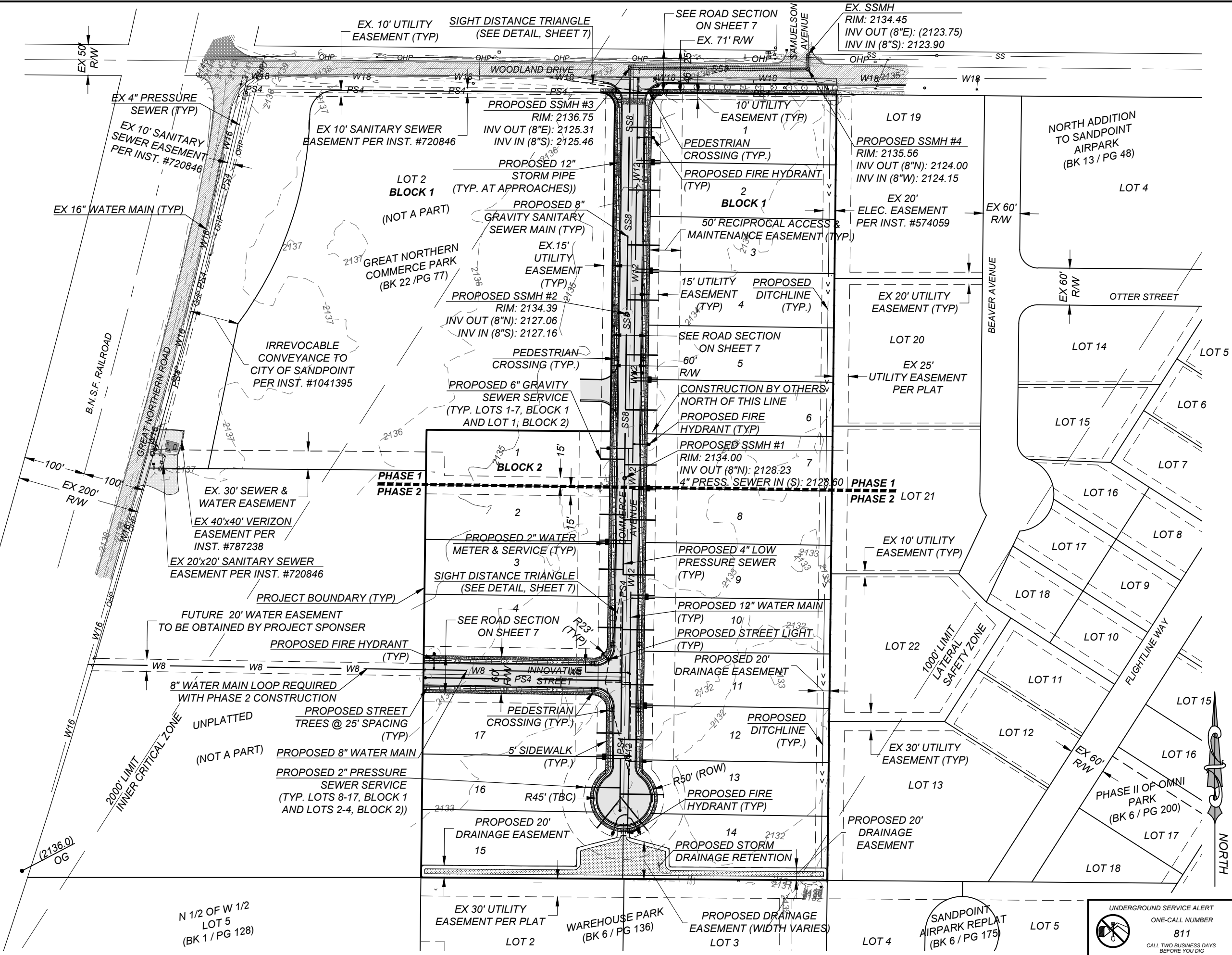
CITY OF SANDPOINT, IDAHO

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DRAFTED BY:	TCD/SEG
DATE:	6/10/2025
JOB NO:	LCE 24-059
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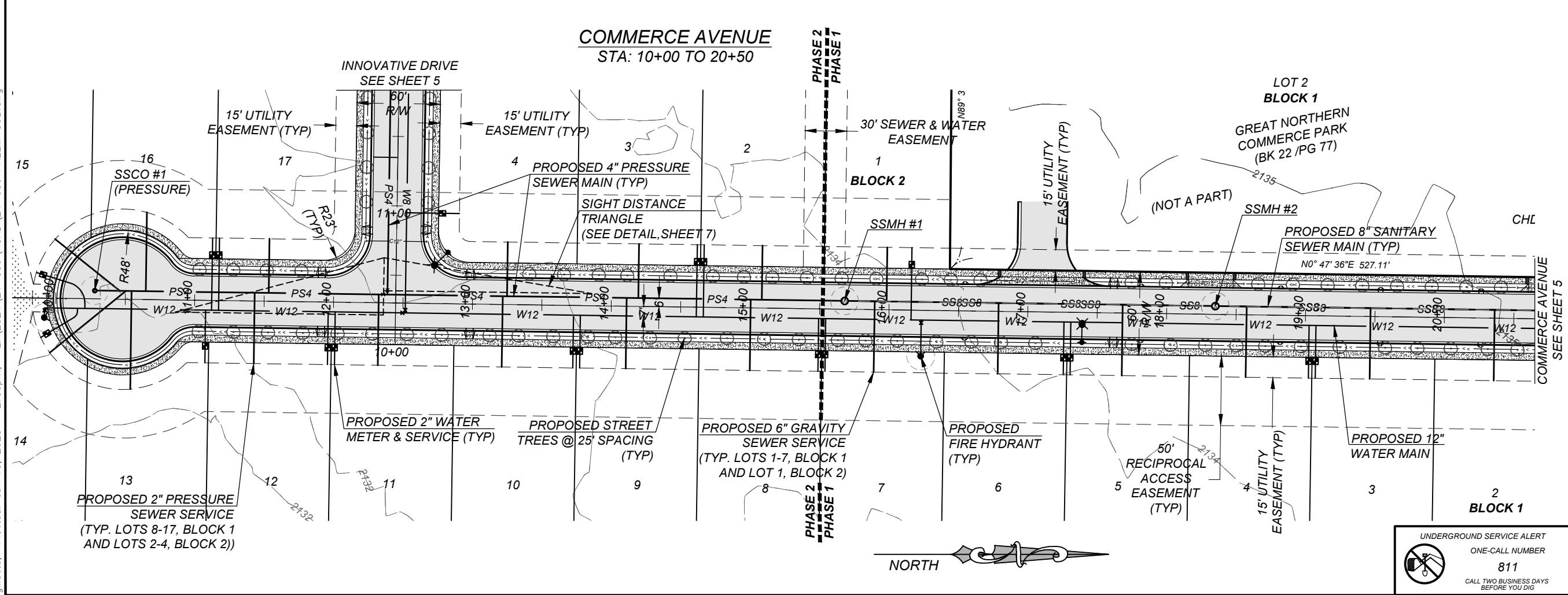
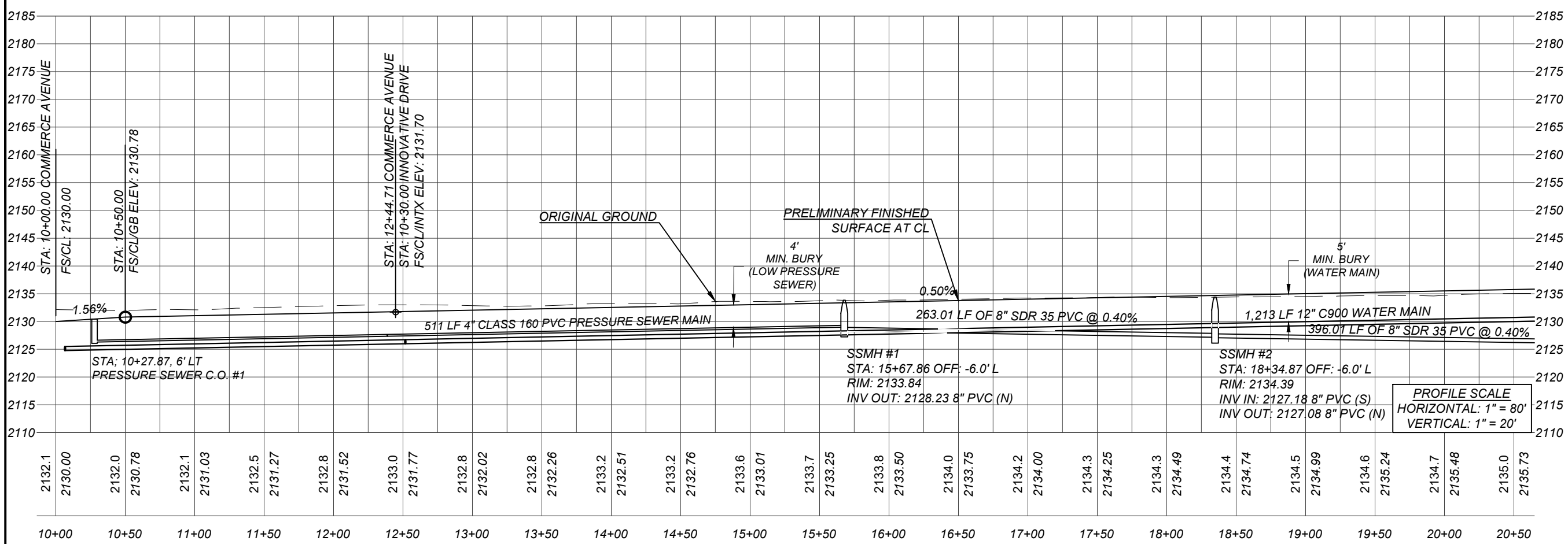
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3 **7** **62**

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS
BEFORE YOU DIG



gillet, Plotted: Jun 10, 2025 - 2:00pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg



Item # 2.

LAKE CITY ENGINEERING

126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

PLAN & PROFILE - COMMERCE AVENUE

CITY OF SANDPOINT, IDAHO

DESIGNED BY: DCD

DRAFTED BY: TCD/SEG

DATE: 6/10/2025

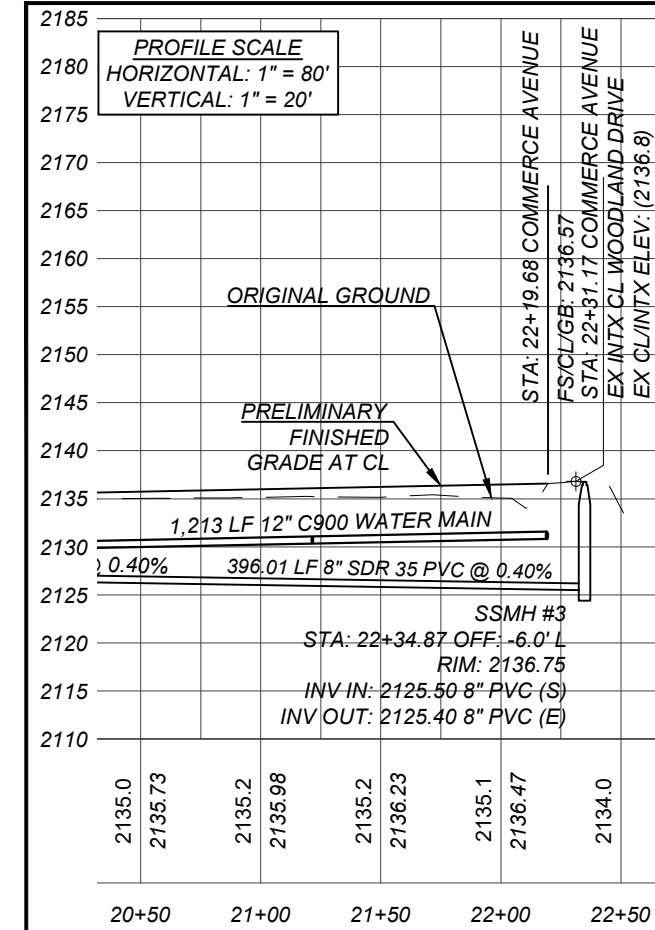
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SCALE: 1" = 80'

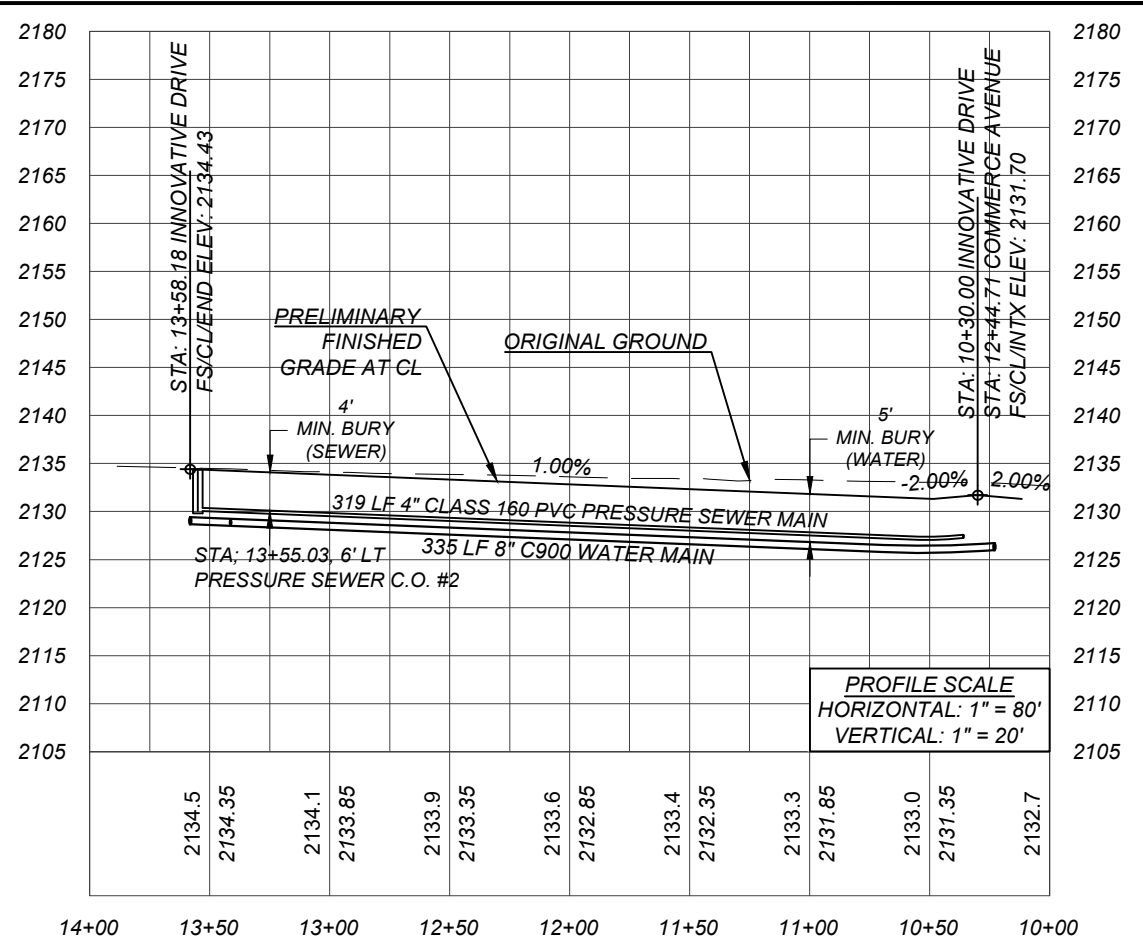
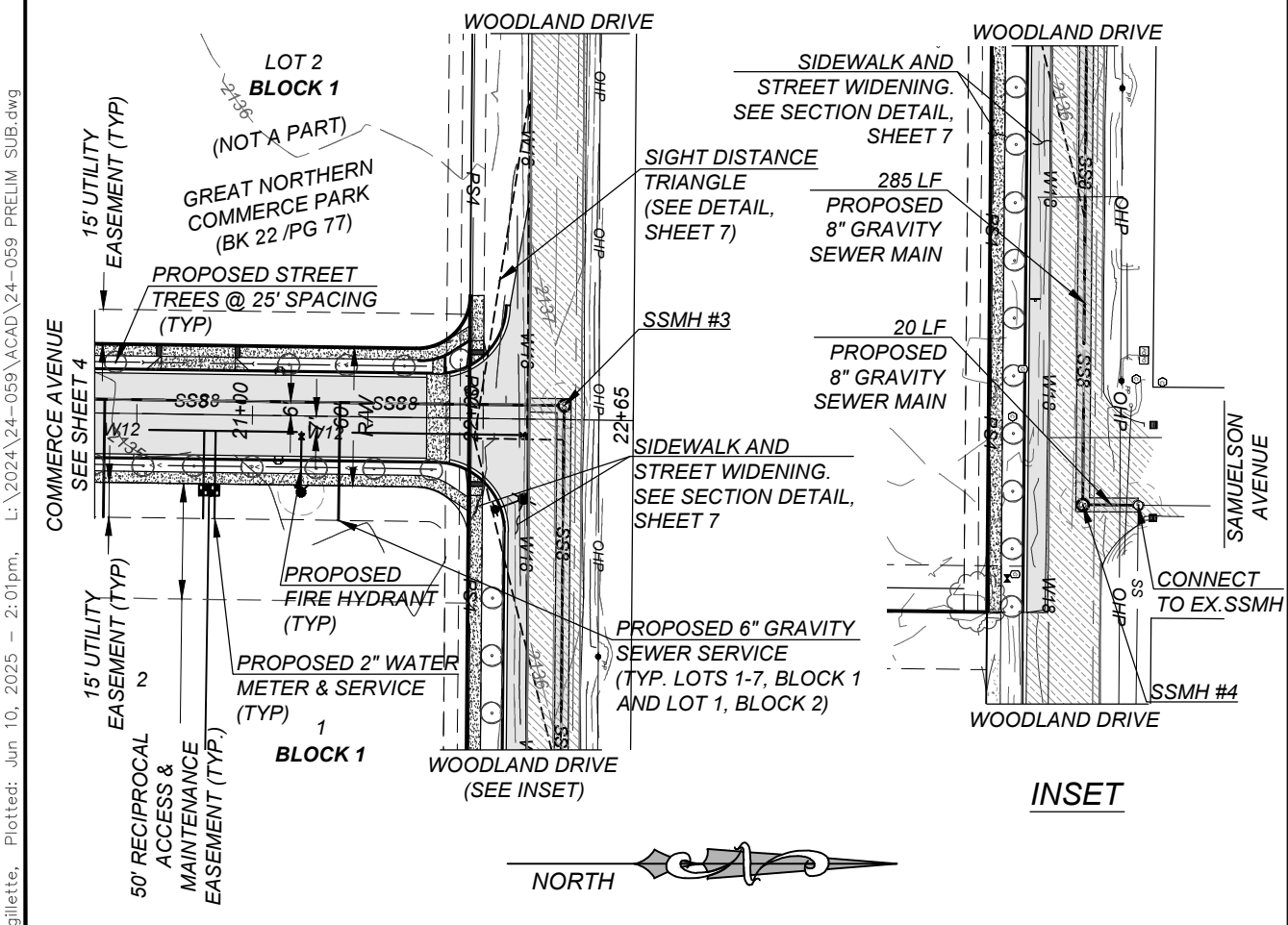
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4 7 63

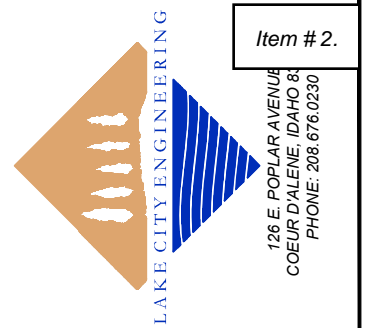
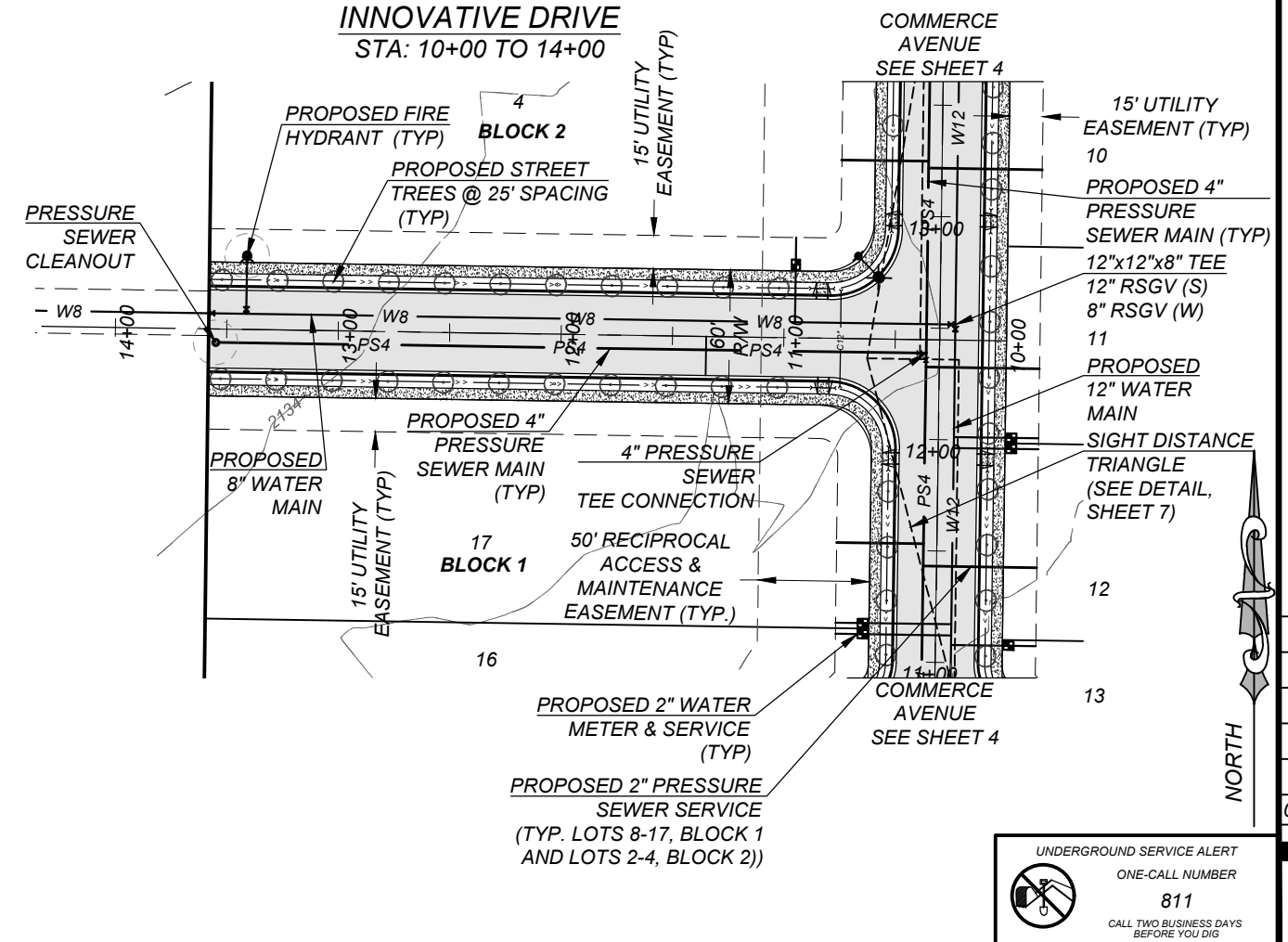
UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS
BEFORE YOU DIG



COMMERCE AVENUE
STA: 20+50 TO 22+65



INNOVATIVE DRIVE
STA: 10+00 TO 14+00



PRELIMINARY
NOT FOR CONSTRUCTION

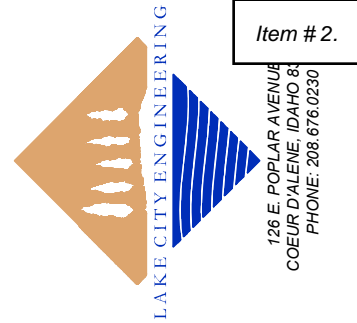
GREAT NORTHERN COMMERCE PARK FIRST ADDITION
PLANS & PROFILES - COMMERCE AVENUE & INNOVATIVE DRIVE
CITY OF SANDPOINT, IDAHO

DESIGNED BY:	DCD
DRAFTED BY:	TCD/SEG
DATE:	6/10/2025
JOB NO:	LCE 24-059
SCALE:	1" = 80'



gillet, Plotted: Jun 10, 2025 - 2:01pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg

gilletto, Plotted: Jun 10, 2025 - 2:01pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg

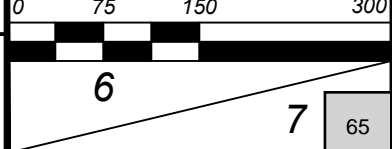


Item # 2.

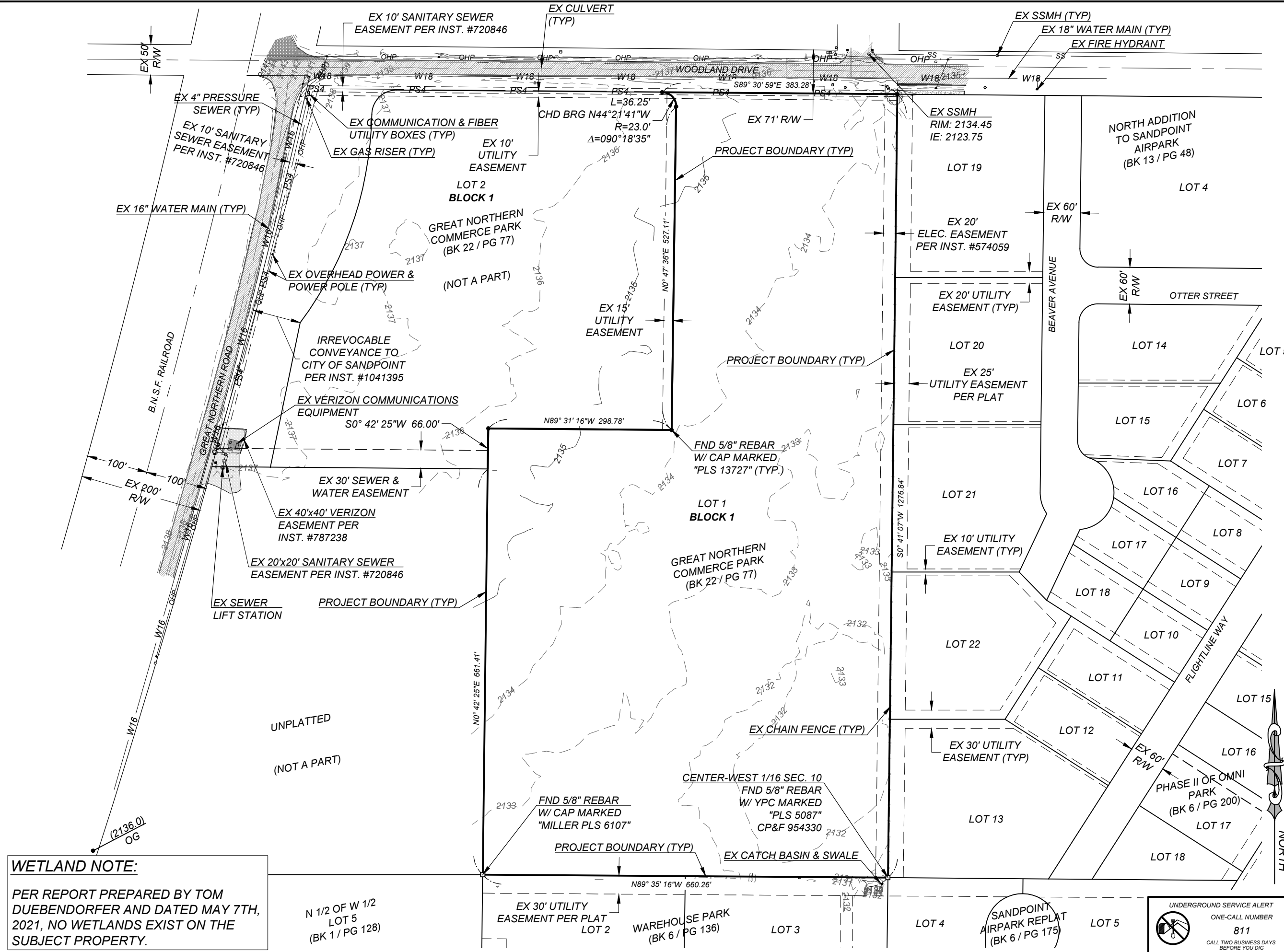
PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION
EXISTING CONDITIONS MAP
CITY OF SANDPOINT, IDAHO

DESIGNED BY:	DCD
DRAFTED BY:	TCD/SEG
DATE:	6/10/2025
JOB NO:	LCE 24-059
SCALE:	1" = 150'

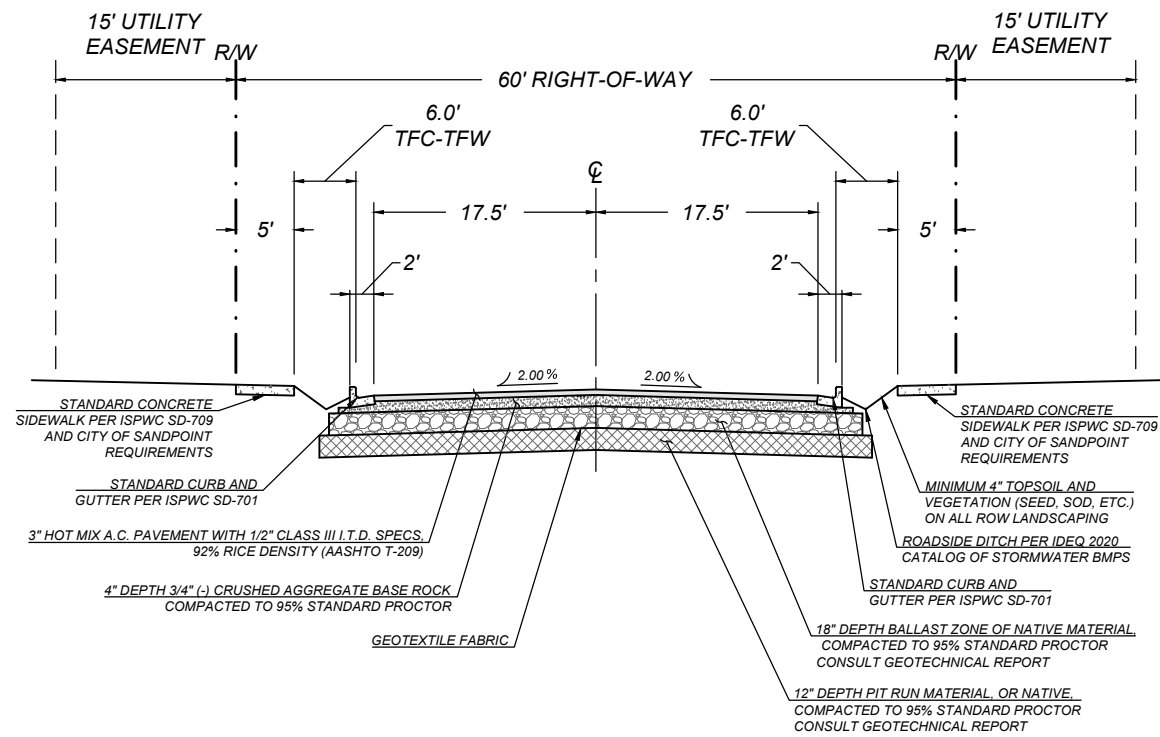


WETLAND NOTE:
PER REPORT PREPARED BY TOM DUEBENDORFER AND DATED MAY 7TH, 2021, NO WETLANDS EXIST ON THE SUBJECT PROPERTY.



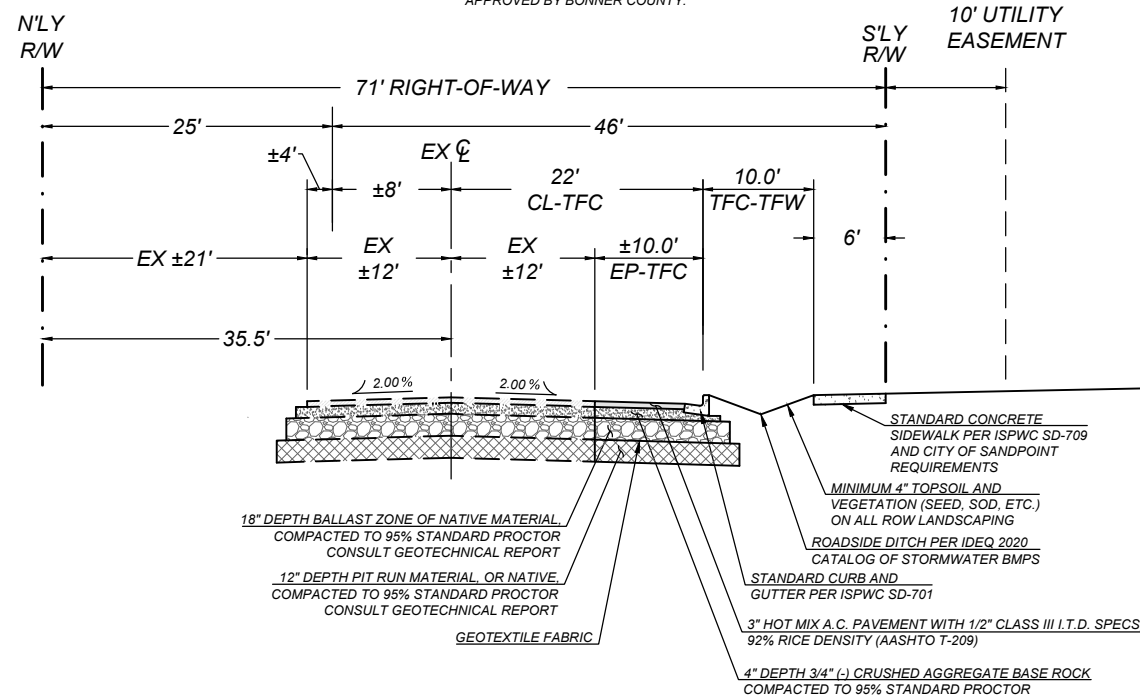
UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

gilletto, Plotted: Jun 10, 2025 - 2:01pm, L:\2024\24-059\ACAD\24-059 PRELIM SUB.dwg

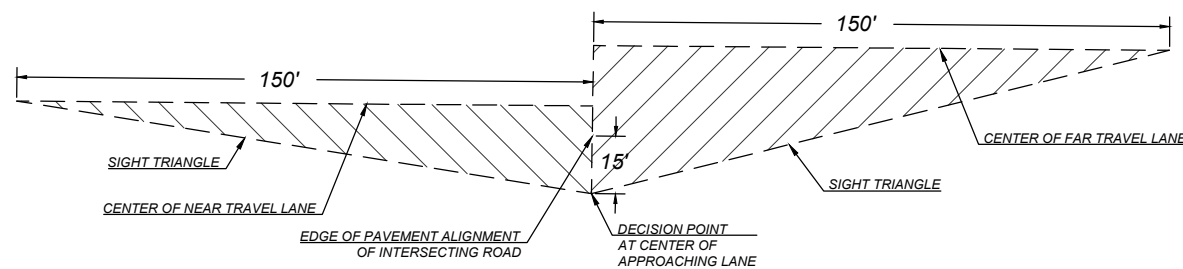


TYPICAL INTERNAL STREET SECTION (COMMERCE AVENUE & INNOVATIVE DRIVE)

NOTE: STREET NAMES HAVE BEEN APPROVED BY BONNER COUNTY.



TYPICAL WOODLAND DRIVE STREET SECTION



PROJECT:		Project Name		BOWSTRING METHOD	
JOB NAME:	24-059	Basin: A		Drywell Outflow (cfs):	0.00
DATE:	4/25/25	RATIONAL METHOD Q=CA		Shallow Injection Well Type:	-
Basin: A		Design Type: 208 Design		Swale Outflow (cfs):	0.00
Design Event: 25 yr		Case: Post developed		Swale Depth to FL (ft):	2.00
				Swale Depth to Rim (ft):	2.00
				Typical Infiltration Rate (in/hr):	0.0
				Swale Top Area (SF):	19360
				Swale Bottom Area (SF):	10940

Description	"C" Factor	Area (ft ²)	Area (acres)	A * C
Asphalt / Sidewalk	0.90	75,948	1.74	1,569
Driveway	0.80	-	0.00	0.000
Grass	0.15	-	0.00	0.000
Residential	0.30	-	0.00	0.000
Total Basin Area =		75,948 SF	1.74 ac	
Calculated Composite "C" =		0.90		
Total Impervious Area =		75,948 SF		

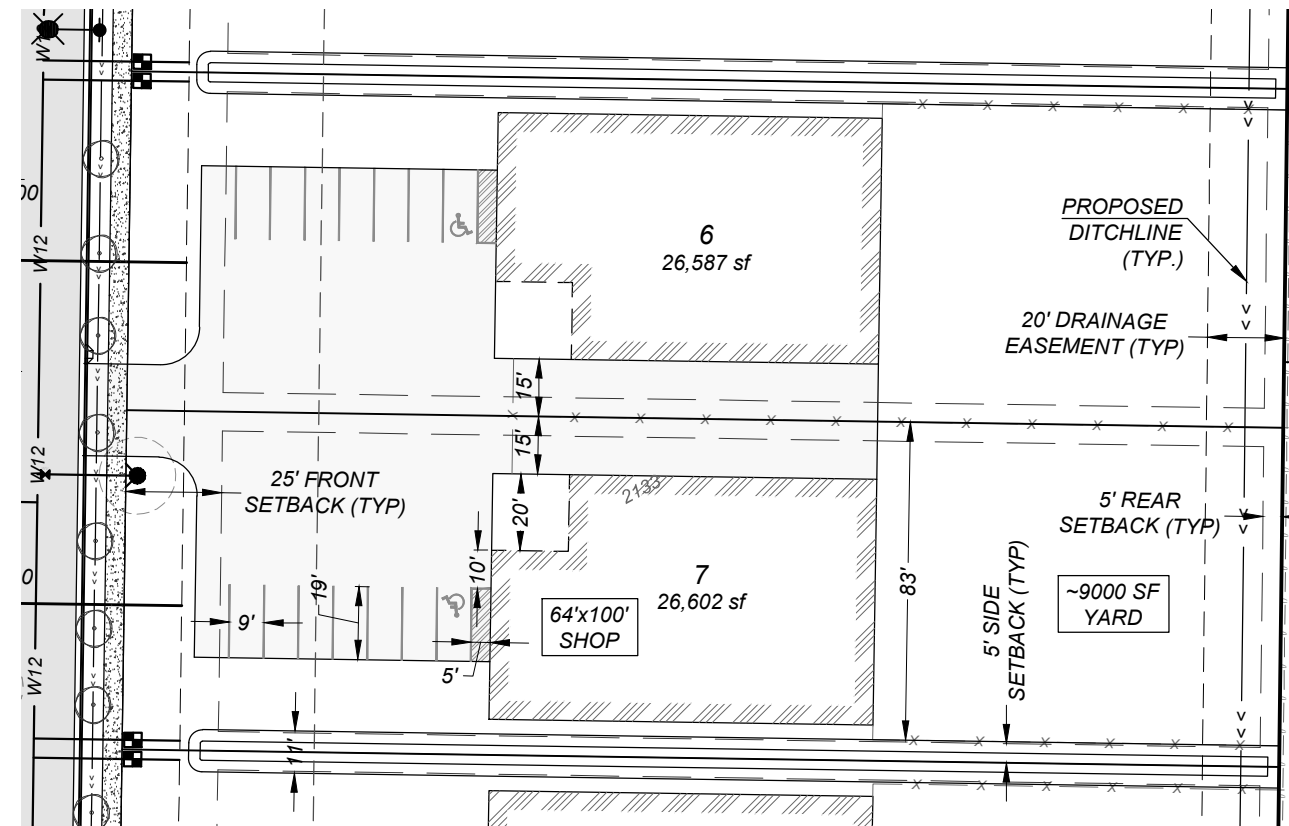
Time (min)	Time (sec)	Intensity (in/hr)	QDEV (cfs)	VIN (ft ³)	VOUT (ft ³)	Storage (ft ³)
5	300	2.80	4.39	1766	0	1766
10	600	2.10	3.30	2649	0	2649
15	900	1.70	2.67	3217	0	3217
20	1200	1.60	2.51	4037	0	4037
25	1500	1.40	2.20	4416	0	4416
30	1800	1.20	1.88	4542	0	4542
35	2100	1.10	1.73	4857	0	4857
40	2400	0.95	1.49	3894	0	3894
45	2700	0.90	1.41	4113	0	4113
50	3000	0.87	1.37	4386	0	4386
55	3300	0.85	1.33	4685	0	4685
60	3600	0.78	1.22	4666	0	4666
65	3900	0.75	1.18	4840	0	4840
70	4200	0.70	1.10	4847	0	4847
75	4500	0.69	1.08	5102	0	5102
80	4800	0.67	1.05	5270	0	5270
85	5100	0.65	1.02	5419	0	5419
90	5400	0.63	0.99	5548	0	5548
95	5700	0.60	0.94	5567	0	5567
100	6000	0.59	0.93	5752	0	5752
105	6300	0.58	0.91	5927	0	5927
110	6600	0.55	0.86	5879	0	5879
115	6900	0.52	0.82	5804	0	5804
120	7200	0.50	0.78	5816	0	5816

Time of Concentration (TR-55)	
Data	Ditch Flow
P2 (in) = 1.6	
L (ft) = 1250	
S (ft/ft) = 0.0100	
Ct = 0.40	
N = 0.011	
Vavg = 2	
Tc (min) = 10.42	

Calculated Peak Runoff using the Rational Method	
Estimated Rainfall Intensity based on Tc =	2.80 in/hr
Calculated Peak Runoff Rate (Q) =	4.39 cfs

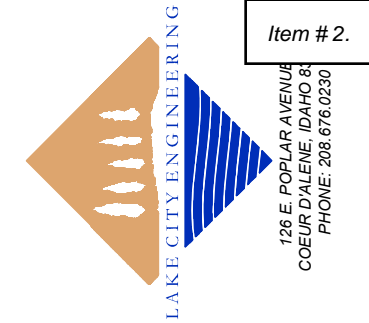
Storage Volume Required = 5927 ft ³	
208 Swale Volume =	30300 ft ³ (DDW=115CF)
Drywell Volume =	0 ft ³ (SDW=80CF)
Total Volume Provided =	30300 ft ³
Required Treatment Volume =	3,167 ft ³
Treatment Volume Provided =	30300 ft ³

STORMWATER CALCULATIONS



TYPICAL CONCEPTUAL LOT DESIGN

* FOR INFORMATIONAL PURPOSE ONLY *



Item # 2.

PRELIMINARY
NOT FOR CONSTRUCTION

GREAT NORTHERN COMMERCE PARK FIRST ADDITION

PROJECT DETAILS AND STORMWATER CALCULATIONS

CITY OF SANDPOINT, IDAHO

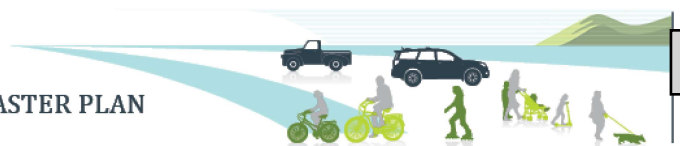
DESIGNED BY:	DCD
DRAFTED BY:	TCD/SEG
DATE:	6/10/2025
JOB NO:	LCE 24-059
SCALE:	N.T.S.

Not To Scale

Sandpoint Multimodal Transportation Plan

Appendix A

Networks, Corridors, and Improvement Concepts



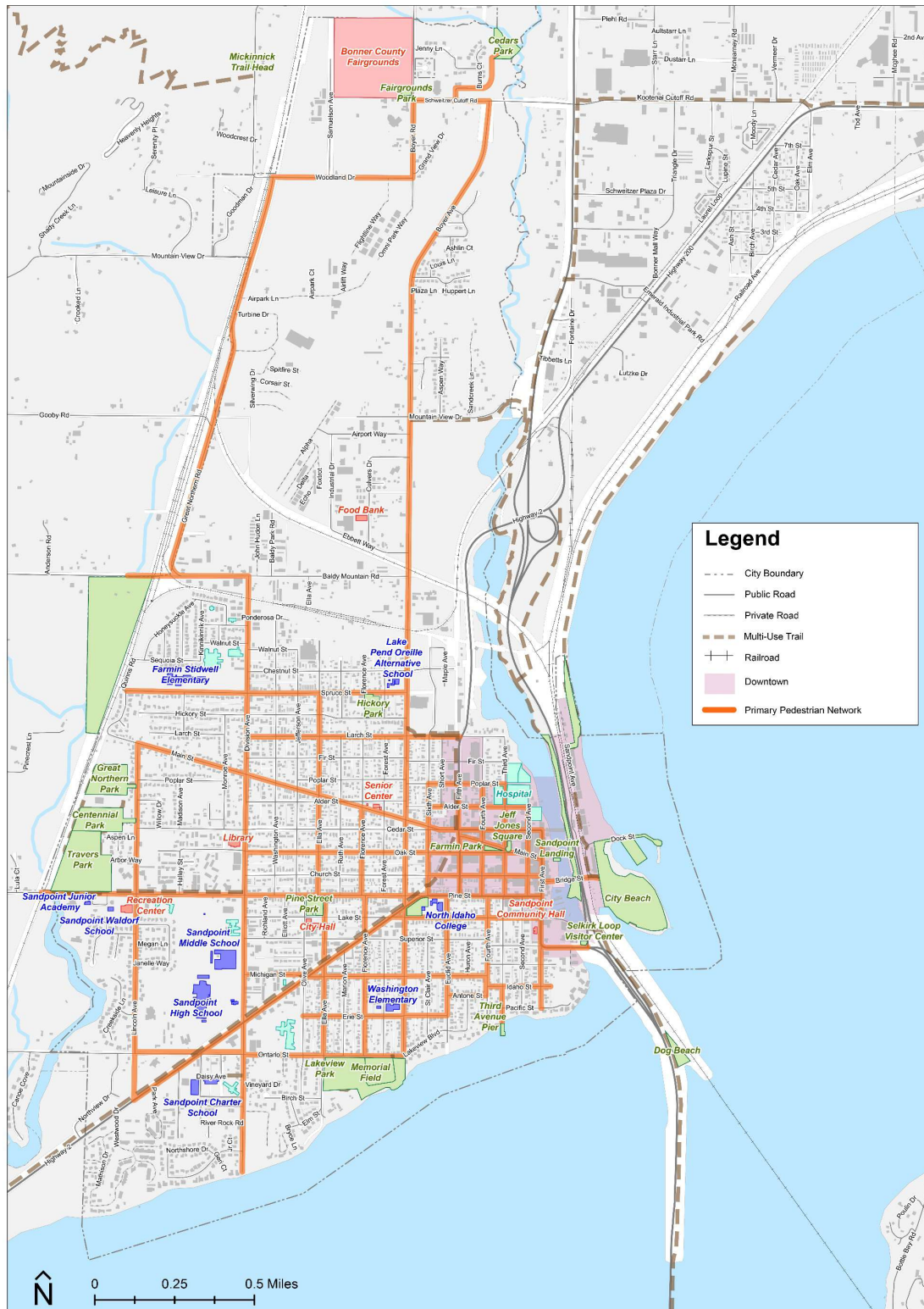


Figure 15 Pedestrian Priority Network



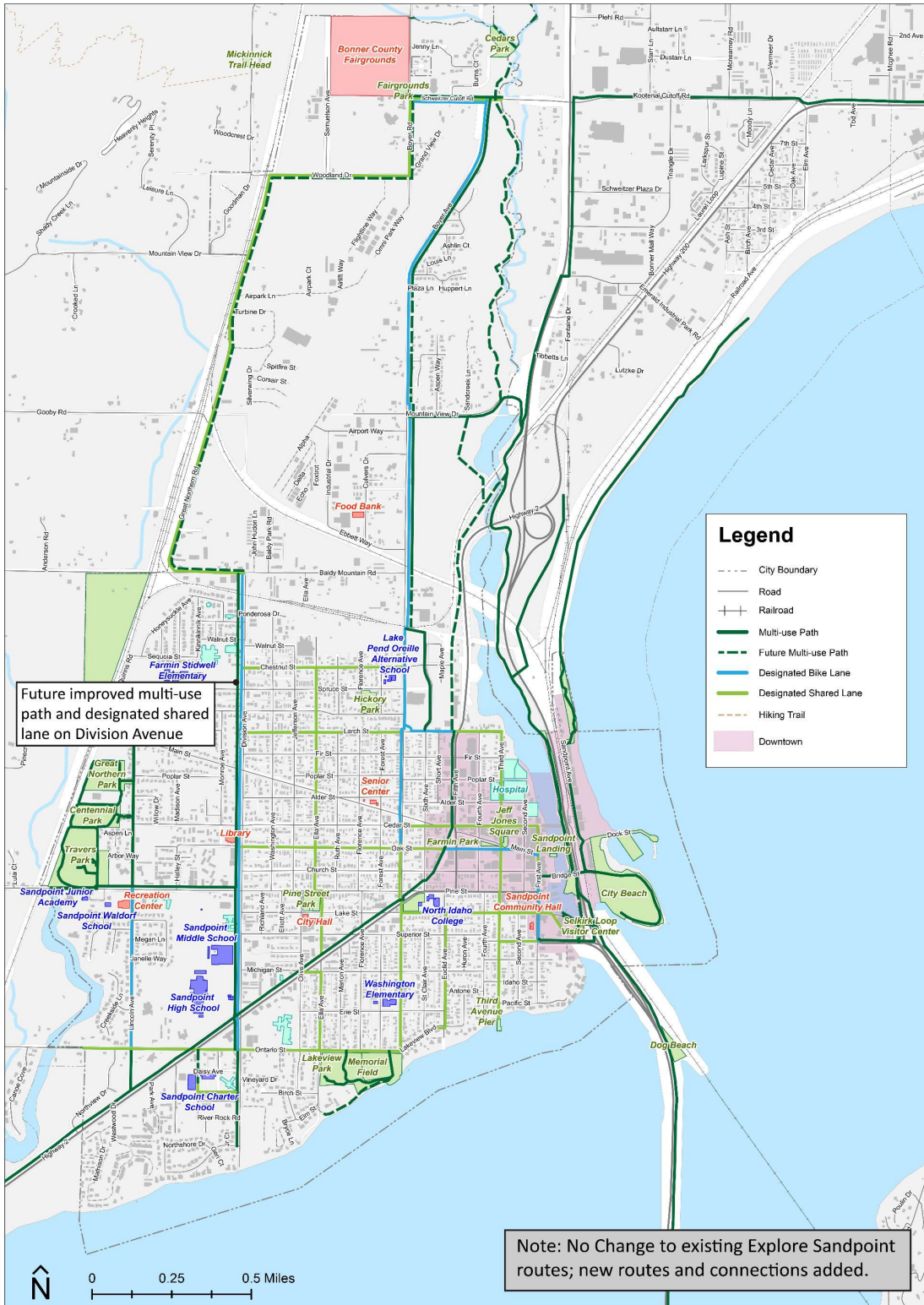


Figure 16 Bicycle Priority Network



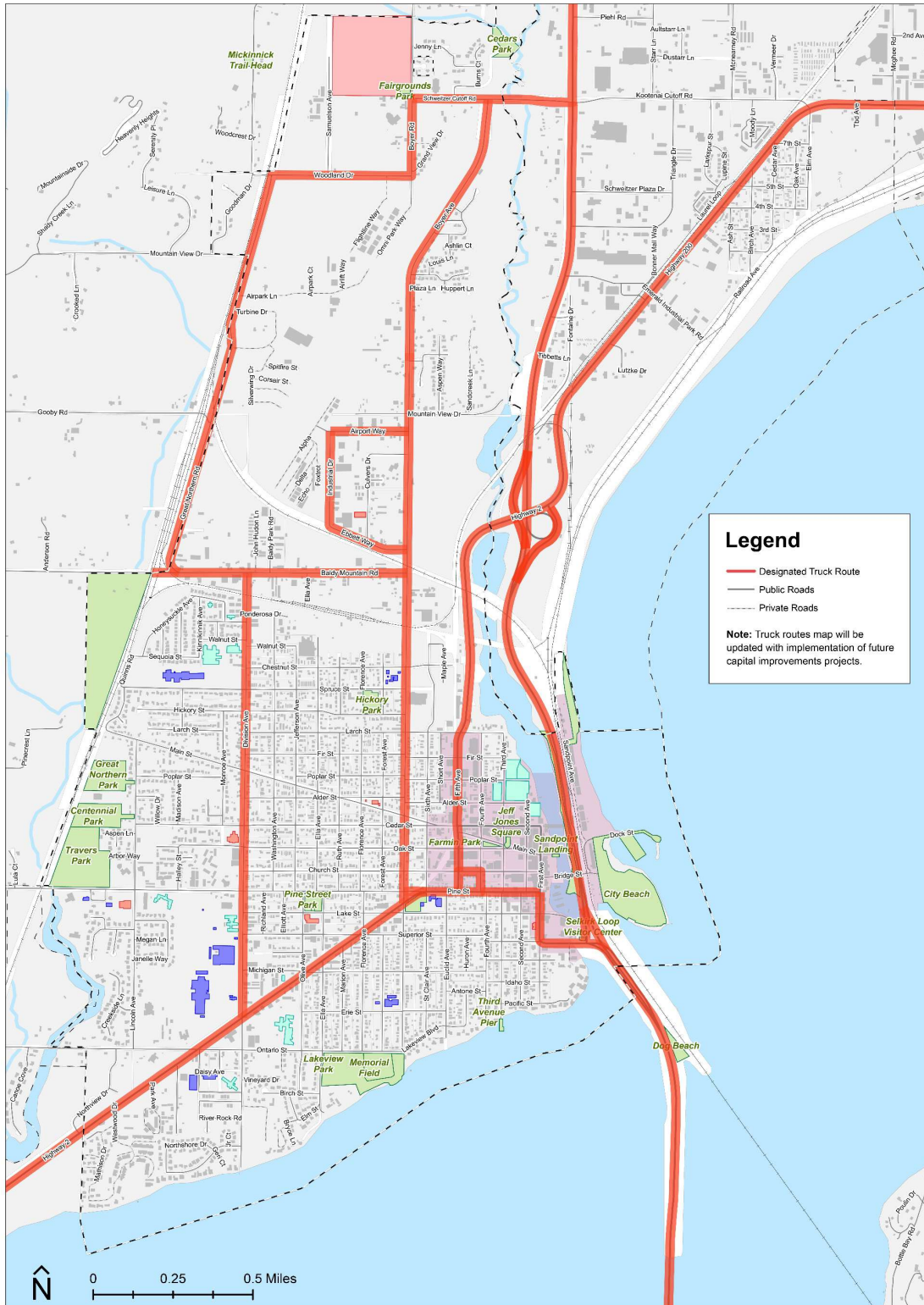


Figure 17 Updated Designated Truck Routes Map



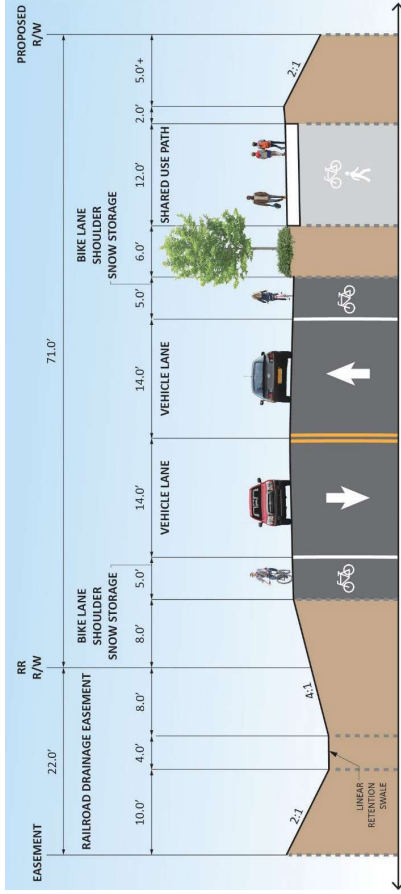


Figure 21 Great Northern Road Concept

Adapted from drawings by JUB Engineering

GREAT NORTHERN ROAD SECTION A-A



SANDPOINT MULTIMODAL TRANSPORTATION MASTER PLAN



Item # 2.

No: 10-75
Date: December 15, 2010

RESOLUTION
OF THE CITY COUNCIL
CITY OF SANDPOINT

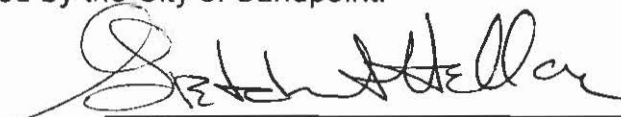
TITLE: SANDPOINT COMPLETE STREETS POLICY

WHEREAS: The National Complete Streets Coalition defines "complete" streets as streets that are designed and operated to enable safe access for all users;

WHEREAS: The Sandpoint Pedestrian Advisory Committee ("PAC") and Sandpoint Bicycle Advisory Committee ("BAC") have drafted a Complete Streets Policy for the City of Sandpoint; and

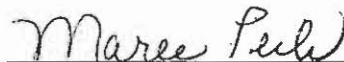
WHEREAS: The City Council agrees with PAC and BAC that Sandpoint's streets, intersections, bridges and transit stops should be designed, constructed, reconstructed, operated and maintained so that all users, pedestrians, bicyclists, transit riders, motorists, and people with disabilities can travel safely and independently to and from their respective destinations.

NOW, THEREFORE, BE IT RESOLVED THAT: The Sandpoint Complete Streets Policy, a copy of which is attached hereto and made a part hereof by reference, is hereby adopted by the City of Sandpoint.



Gretchen A. Hellar, Mayor

ATTEST:



Maree Peck, City Clerk

City Council Members:

		YES	NO	ABSTAIN	ABSENT
1.	Snedden Motion	X			
2.	Logan	X			
3.	Reuter Second	X			
4.	Ogilvie	X			
5.	Davis	X			
6.	Schuck	X			

SANDPOINT COMPLETE STREETS POLICY

Introduction and Vision

A "complete" street addresses the needs of all users. In so doing, it furthers implementation of the transportation section of the Sandpoint Comprehensive Plan. People driving, walking, cycling and riding transit, of all ages and abilities, can be safely accommodated within the overall street network. Making streets attractive to "active users" will promote public health and fitness in Sandpoint's youth and for adults of all ages. Planning for this diverse user group requires many of the following elements:

1. Appropriately-sized travel lanes for cars, trucks and delivery/emergency service vehicles consistent with desired vehicle speeds
2. Sidewalk space for pedestrians
3. Bike signals, lanes, sharrows, signed bike routes or separated pathways
4. Transit facilities and routes
5. On-street parking, where applicable
6. Medians, used for traffic flow, safety and pedestrian refuge
7. Adequate buffer areas for pedestrian safety, utility placement, snow storage and landscaping, including trees
8. Visually appealing landscaping or hardscaping to add shade and pedestrian protection
9. Land uses that generate and warrant such treatment
10. Frequent, safe crossings for people walking and bicycling

The City of Sandpoint recognizes that all streets are different and that not all streets will necessarily incorporate all elements described above. Streets within the City will be designed to meet user needs, provide connectivity, and incorporate elements that match the land use context.

Through contextually-sensitive design, a "complete" street can accomplish greater public benefits, improve safety, increase transportation options, encourage active lifestyles, strengthen the overall benefit of transportation investments, and enhance air quality.

The City of Sandpoint is committed to carrying out the charge of "complete streets". With funding for roadway construction becoming scarce, it is in the best interest of the public and private sectors to plan and construct streets that address the needs of the community as a whole. The inclusion of all needed facilities in the early planning phases of roadway construction in both residential and commercial development and redevelopment reduces the complexity and costs of attempting to retrofit years later. The City encourages and supports the creation of "complete" streets by providing the following policies.

Policy Statements

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless significant safety or other challenges making

bicycle and pedestrian facilities dangerous to potential users cannot be overcome. Where a determination is made that providing pedestrian and/or bicycle facilities would be unsafe, alternative considerations will be planned to offset any deficiencies.

2. All facilities for people walking, including sidewalks, shared use paths, street crossings (including over and under crossings), pedestrian signals, signs, transit facilities and all connections, shall be designed, constructed, operated, and maintained so that children, the elderly, and people with disabilities have safe access.
3. The design and development of the transportation infrastructure shall improve conditions for all likely users through the following steps:
 - a. *Plan projects for the long-term.* Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate future demand for bicycling, walking and transit facilities and not preclude the provision of future improvements except as outlined in Section 1.
 - b. *Coordinate with adjacent municipalities to provide regional connectivity.* Future bicycle, pedestrian and transit facilities shall connect to pedestrian, bicycle and transit facilities in adjacent municipalities to provide regional connectivity.
 - c. *Address the need for bicyclists and pedestrians to cross corridors as well as travel along them.* Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, roundabouts, interchanges and overpasses shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - d. *Consider enhancements, such as landscaped medians and buffer areas, pedestrian lighting, seating and on-street parking, in new construction and reconstruction projects.* Landscaping, on-street parking and the other features mentioned will not be appropriate for all streets and corridors. These features should be considered when supported by adjacent land uses. Safe access for people with disabilities should be carefully considered in areas where landscaping, parking or other enhancements are placed within or near pedestrian ways.
 - e. *Design facilities based on recognized standards for all users.* Published standards, such as those from the City of Sandpoint, the American Association of State Highway and Transportation Officials (AASHTO), the Access Board, and the Manual on Uniform Traffic Control Devices (MUTCD), should be used in the design of pedestrian, bicycle, motor vehicle and transit facilities.

Guiding Principle

Streets, intersections, bridges and transit stops within Sandpoint should be designed, constructed, reconstructed, operated and maintained so that all users, pedestrians, bicyclists, transit riders, motorists, and people with disabilities can travel safely and independently to and from their respective destinations.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Sandpoint Planning and Zoning Commission will hold a public hearing at their meeting on Tuesday, July 15, 2025, at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho, to consider the following:

City Application PS25-0001, a request for approval of a preliminary plat to subdivide one (1) parcel (Bonner County Parcels RPS40010010010A) to create twenty-one (21) lots. The subject property is known as Lot 1, Block 1 of the recently recorded 2-lot short plat known as Great Northern Commerce Park. It is situated southeast of the intersection, of Great Northern Road and Woodland Drive, and is located in the NW Quarter of Section 10, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County Idaho.

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

Copies of the complete files for this matter are available for review online at <http://www.sandpointidaho.gov/greatnorthern> or at the Sandpoint Planning and Building office at City Hall (address above), 208-263-3370. Any written testimony to be considered at this meeting must be delivered to City Hall or by email to cityclerk@sandpointidaho.gov before 5:00 p.m. on July 10, 2025. To request special accommodation to view the application files or participate in the above-noticed meeting, send a message to the email address above or call 208-263-3310 at least two (2) business days prior to the meeting.

Farm Search Criteria

Averages

Loan Amt	\$182,999.29
SqFt	1,423 SqFt
Assessed Total Value	\$406,161.40
Market Total Value	\$506,622.00
Price/SqFt	



#1			
Parcel #:	RP57N02W103351A	Tax Account:	
Owner:	Book, Larry & Ardella	Owner Occupied:	Yes
Site Address #:	93 Woodland Dr Sandpoint ID 83864	Owner Address #:	93 Woodland Dr Sandpoint ID 83864
Year Built:	1976	Building	1,548 SqFt/1.47
Assessed Total Value:	\$349,026.00	SqFt/Acres:	Acres
Market Total Value:	\$328,457.00	Bedrooms:	3
Rec. Date:		Bathrooms:	2
Sale Date:		Total Rooms:	
		Sale Price:	



#2			
Parcel #:	RP57N02W103401A	Tax Account:	
Owner:	Oliver Revocable Living Trust	Owner Occupied:	Yes
Site Address #:	81 Woodland Dr Sandpoint ID 83864	Owner Address #:	81 Woodland Dr Sandpoint ID 83864
Year Built:	1977	Building	2,000 SqFt/0.75
Assessed Total Value:	\$306,388.00	SqFt/Acres:	Acres
Market Total Value:	\$294,698.00	Bedrooms:	2
Rec. Date:	09/19/2023	Bathrooms:	2
Sale Date:	09/11/2023	Total Rooms:	
		Sale Price:	

#3			
Parcel #:	RPS00000102900A	Tax Account:	
Owner:	Cookman, Eric N & Corinne D	Owner Occupied:	No
Site Address #:	N Boyer Rd Sandpoint ID 83864	Owner Address #:	5914 Dufort Rd Sagle ID 83860
Year Built:		Building SqFt/Acres:	/6.63 Acres
Assessed Total Value:	\$302,243.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:		Total Rooms:	
Sale Date:		Sale Price:	



#4			
Parcel #:	RPS00000102950A	Tax Account:	
Owner:	Cookman, Eric & Corrine	Owner Occupied:	No
Site Address #:	1200 Woodland Dr Sandpoint ID 83864	Owner Address #:	5914 Dufort Rd Sagle ID 83860
Year Built:	1910	Building	2,344 SqFt/1.10
Assessed Total Value:	\$325,704.00	SqFt/Acres:	Acres
Market Total Value:		Bedrooms:	4
Rec. Date:	09/22/2017	Bathrooms:	3
Sale Date:	09/18/2017	Total Rooms:	
		Sale Price:	

#5			
Parcel #:	RPS00000102960A	Tax Account:	
Owner:	Cookman, Eric & Corrine	Owner Occupied:	No
Site Address #:	Sandpoint ID 83864	Owner Address #:	5914 Dufort Rd Sagle ID 83860
Year Built:		Building SqFt/Acres:	/2.00 Acres
Assessed Total Value:	\$208,146.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:	07/03/2019	Total Rooms:	
Sale Date:	07/02/2019	Sale Price:	

#6
Parcel #: RPS00000103901A
Owner: Big Creek Land Company LLC
Site Address #: Sandpoint ID 83864
Tax Account:
Owner Occupied: No
Owner Address #: 1910 W Bellerive Ln
 #b107
 Coeur D Alene ID
 83814
 /8.51 Acres
Year Built:
Assessed Total Value: \$275,292.00
Market Total Value:
Rec. Date: 01/03/2025
Sale Date: 12/19/2024
Building SqFt/Acres:
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:



#7
Parcel #: RPS00000105551A
Owner: Freedom House Inc
Site Address #: 3200 Great Northern
 Sandpoint ID 83864
Tax Account:
Owner Occupied: No
Owner Address #: PO Box 183
 Ponderay ID 83852
Year Built: 1920
Building SqFt/Acres: 2,375 SqFt/4.67
 Acres
Assessed Total Value:
Market Total Value:
Rec. Date: 10/01/2019
Sale Date: 09/27/2019
Bedrooms: 4
Bathrooms: 2
Total Rooms:
Sale Price:



#8
Parcel #: RPS37210000030A
Owner: Sandpoint Hangars LLC
Site Address #: 1017 Airpark Way
 Sandpoint ID 83864
Tax Account:
Owner Occupied: No
Owner Address #: PO Box 213
 Hope ID 83836
Year Built: 2003
Building SqFt/Acres: /0.51 Acres
Assessed Total Value: \$675,320.00
Market Total Value:
Rec. Date: 11/28/2005
Sale Date: 10/31/2005
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#9
Parcel #: RPS37210000040A
Owner: Behrens, Rob S
Site Address #: Airpark Way
 Sandpoint ID 83864
Tax Account:
Owner Occupied: No
Owner Address #: 84 Stewarts Dr
 Sagle ID 83860
Year Built:
Assessed Total Value: \$184,258.00
Market Total Value:
Rec. Date: 01/07/2021
Sale Date: 01/10/2019
Building SqFt/Acres: /0.56 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:



#10
Parcel #: RPS37210000050A
Owner: Anderson Trust
Site Address #: Airpark Way
 Sandpoint ID 83864
Tax Account:
Owner Occupied: No
Owner Address #: PO Box 411
 Wellington NV
 89444
Year Built: 2004
Building SqFt/Acres: /0.85 Acres
Assessed Total Value: \$750,737.00
Market Total Value:
Rec. Date: 05/30/2008
Sale Date: 04/02/2008
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#11
Parcel #: RPS37210000060A
Owner: Casey, William & Holly Trust
Site Address #: 1014 Airlift Way
 Sandpoint ID 83864
Year Built: 2023
Assessed Total Value: \$685,187.00
Market Total Value:
Rec. Date: 07/22/2021
Sale Date: 07/21/2021

Tax Account:
Owner Occupied: No
Owner Address #: 105 Vermeer #2-134
 Ponderay ID 83852
Building SqFt/Acres: /0.60 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#12
Parcel #: RPS372100002A0A
Owner: Sugden, Richard G & Susan
Site Address #: Airpark Way
 Sandpoint ID 83864
Year Built:
Assessed Total Value: \$312,378.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 489
 Jackson WY 83001
Building SqFt/Acres: /0.50 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#13
Parcel #: RPS37210000ALAA
Owner: Sandpoint Airpark Inc
Site Address #: Airpark Ln
 Sandpoint ID 83864
Year Built:
Assessed Total Value: \$100.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1996
 Sandpoint ID 83864
Building SqFt/Acres: /2.13 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#14
Parcel #: RPS37220000020A
Owner: Dh2-Ventures LLC
Site Address #: 1115 Airpark Ct
 Sandpoint ID 83864
Year Built:
Assessed Total Value: \$361,362.00
Market Total Value:
Rec. Date: 10/20/2021
Sale Date: 10/20/2020

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1501
 Sandpoint ID 83864
Building SqFt/Acres: /2.37 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:



#15
Parcel #: RPS37220000030A
Owner: Gomieland LLC
Site Address #: 1112 Airpark Ct
 Sandpoint ID 83864
Year Built:
Assessed Total Value: \$281,441.00
Market Total Value:
Rec. Date: 09/18/2018
Sale Date: 09/13/2018

Tax Account:
Owner Occupied: No
Owner Address #: 8654 Sunnyside Rd
 Sandpoint ID 83864
Building SqFt/Acres: /1.89 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#16
Parcel #: RPS38170000030A
Owner: Lewis Land & Resources LLC
Site Address #: Sandpoint ID 83864
Year Built:
Assessed Total Value: \$825,462.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 182
 Sandpoint ID 83864
Building SqFt/Acres: /3.79 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#17

Parcel #: RPS38220000160A
Owner: Ororke, Rory P
Site Address #: 3320 Goodman Dr
 Sandpoint ID 83864
Year Built: 2021

Assessed Total Value: \$722,602.00
Market Total Value: \$722,602.00
Rec. Date: 04/16/2021
Sale Date: 04/15/2021

Tax Account:
Owner Occupied: Yes
Owner Address #: 3320 Goodman Dr
 Sandpoint ID 83864
Building 2,769 SqFt/0.50
SqFt/Acres: Acres
Bedrooms: 3
Bathrooms: 2
Total Rooms:
Sale Price:

#18

Parcel #: RPS38220000170A
Owner: Attanasio Trust
Site Address #: 3312 Goodman Dr
 Sandpoint ID 83864
Year Built: 2022

Assessed Total Value: \$604,597.00
Market Total Value: \$604,597.00
Rec. Date: 01/04/2023
Sale Date: 12/30/2022

Tax Account:
Owner Occupied: Yes
Owner Address #: 3312 Goodman Dr
 Sandpoint ID 83864
Building 1,894 SqFt/0.50
SqFt/Acres: Acres
Bedrooms: 3
Bathrooms: 2
Total Rooms:
Sale Price:

#19

Parcel #: RPS38220000180A
Owner: Deboer, Tanner
Site Address #: 3306 Goodman Dr
 Sandpoint ID 83864
Year Built: 2022

Assessed Total Value: \$604,826.00
Market Total Value: \$302,413.00
Rec. Date: 11/15/2022
Sale Date: 11/11/2022

Tax Account:
Owner Occupied: Yes
Owner Address #: 3306 Goodman Dr
 Sandpoint ID 83864
Building 2,006 SqFt/0.50
SqFt/Acres: Acres
Bedrooms: 2
Bathrooms: 2
Total Rooms:
Sale Price:

#20

Parcel #: RPS38220000190A
Owner: Drexel, Andrew C & Jessica G
Site Address #: 3212 Goodman Dr
 Sandpoint ID 83864
Year Built: 2022

Assessed Total Value: \$615,273.00
Market Total Value: \$615,273.00
Rec. Date: 02/28/2023
Sale Date: 02/23/2023

Tax Account:
Owner Occupied: Yes
Owner Address #: 3212 Goodman Dr
 Sandpoint ID 83864
Building 1,971 SqFt/0.58
SqFt/Acres: Acres
Bedrooms: 3
Bathrooms: 2
Total Rooms:
Sale Price:

#21

Parcel #: RPS38220000200A
Owner: Player Trust
Site Address #: 3206 Goodman Dr
 Sandpoint ID 83864
Year Built: 2021

Assessed Total Value: \$708,494.00
Market Total Value: \$678,314.00
Rec. Date: 04/16/2021
Sale Date: 04/15/2021

Tax Account:
Owner Occupied: Yes
Owner Address #: 3206 N Goodman Dr
 Sandpoint ID 83864
Building 2,304 SqFt/0.86
SqFt/Acres: Acres
Bedrooms: 4
Bathrooms: 2
Total Rooms:
Sale Price:

#22

Parcel #:	RPS3822000CA0A	Tax Account:	
Owner:	Timberline Estates Homeowners Assoc	Owner Occupied:	No
Site Address #:	Goodman Dr Sandpoint ID 83864	Owner Address #:	
Year Built:		Building SqFt/Acres:	/4.05 Acres
Assessed Total Value:		Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:		Total Rooms:	
Sale Date:		Sale Price:	

#23

Parcel #:	RPS38850000110A	Tax Account:	
Owner:	Easton Trust	Owner Occupied:	No
Site Address #:	3713 Flightline Way Sandpoint ID 83864	Owner Address #:	818 Bryce Ln Sandpoint ID 83864
Year Built:	2023	Building SqFt/Acres:	/0.46 Acres
Assessed Total Value:	\$622,276.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:	03/24/2021	Total Rooms:	
Sale Date:	03/24/2021	Sale Price:	

#24

Parcel #:	RPS38850000120A	Tax Account:	
Owner:	Mulgrew Capital LLC	Owner Occupied:	No
Site Address #:	3707 Flightline Way Sandpoint ID 83864	Owner Address #:	PO Box 373 Laclede ID 83841
Year Built:	2022	Building SqFt/Acres:	/0.46 Acres
Assessed Total Value:	\$967,274.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:	03/08/2021	Total Rooms:	
Sale Date:	02/22/2021	Sale Price:	

#25

Parcel #:	RPS38850000130A	Tax Account:	
Owner:	Simmonds, Don & Judy	Owner Occupied:	No
Site Address #:	Woodland Dr Sandpoint ID 83864	Owner Address #:	3706 Flightline Way Sandpoint ID 83864
Year Built:		Building SqFt/Acres:	/1.75 Acres
Assessed Total Value:	\$762,300.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:	04/11/2022	Total Rooms:	
Sale Date:	04/08/2022	Sale Price:	

#26

Parcel #:	RPS38850000140A	Tax Account:	
Owner:	Bost Trust	Owner Occupied:	No
Site Address #:	Woodland Dr Sandpoint ID 83864	Owner Address #:	PO Box 638 Sagle ID 83860
Year Built:		Building SqFt/Acres:	/0.79 Acres
Assessed Total Value:	\$397,751.00	Bedrooms:	
Market Total Value:		Bathrooms:	
Rec. Date:	04/11/2022	Total Rooms:	
Sale Date:	04/08/2022	Sale Price:	

#27

Parcel #: RPS3885000150A
Owner: Tricore Investments LLC
Site Address #: Woodland Dr
Sandpoint ID 83864

Tax Account:
Owner Occupied: No
Owner Address #: 1950 Bellerive Ln - Ste
107
Coeur D Alene ID
83814
/0.54 Acres

Year Built:**Building
SqFt/Acres:****Assessed Total Value:** \$341,237.00**Bedrooms:****Market Total Value:****Bathrooms:****Rec. Date:** 01/27/2021**Total Rooms:****Sale Date:** 01/23/2021**Sale Price:**

#28

Parcel #: RPS3885000170A
Owner: Antilla, Daniel R & Kristine L
Site Address #: Woodland Dr
Sandpoint ID 83864

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1506
Sandpoint ID 83864

Year Built:**Building SqFt/Acres:** /0.29 Acres**Assessed Total Value:** \$180,648.00**Bedrooms:****Market Total Value:****Bathrooms:****Rec. Date:** 07/11/2019**Total Rooms:****Sale Date:** 07/10/2019**Sale Price:**

#29

Parcel #: RPS3885000180A
Owner: Wilson, James Michael
Site Address #: 3702 Beaver Ave
Sandpoint ID 83864

Tax Account:
Owner Occupied: No
Owner Address #: 17811 - 41st St SE
Snohomish WA
98290
/0.30 Acres

Year Built: 2023**Building
SqFt/Acres:****Assessed Total Value:** \$501,470.00**Bedrooms:****Market Total Value:****Bathrooms:****Rec. Date:** 04/11/2022**Total Rooms:****Sale Date:** 04/11/2022**Sale Price:**

#30

Parcel #: RPS3885000190A
Owner: Moore Trust
Site Address #: 1189 Woodland Dr
Sandpoint ID 83864

Tax Account:
Owner Occupied: No
Owner Address #: 23940 Madison St
Torrance CA 90505

Year Built:**Building SqFt/Acres:** /1.64 Acres**Assessed Total Value:** \$716,130.00**Bedrooms:****Market Total Value:****Bathrooms:****Rec. Date:****Total Rooms:****Sale Date:****Sale Price:**

#31

Parcel #: RPS3885000200A
Owner: Bost Trust
Site Address #: Woodland Dr
Sandpoint ID 83864

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 638
Sagle ID 83860

Year Built:**Building SqFt/Acres:** /1.32 Acres**Assessed Total Value:** \$577,170.00**Bedrooms:****Market Total Value:****Bathrooms:****Rec. Date:** 09/21/2020**Total Rooms:****Sale Date:** 09/10/2020**Sale Price:**

#32

Parcel #: RPS3885000210A
Owner: Bost Trust
Site Address #: Woodland Dr
Sandpoint ID 83864

Year Built:
Assessed Total Value: \$568,020,00
Market Total Value:
Rec. Date: 09/21/2020
Sale Date: 09/10/2020

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 638
Sagle ID 83860

Building SqFt/Acres: /1.30 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#33

Parcel #: RPS3885000220A
Owner: Bost Trust
Site Address #: Woodland Dr
Sandpoint ID 83864

Year Built:
Assessed Total Value: \$580,650,00
Market Total Value:
Rec. Date: 09/21/2020
Sale Date: 09/10/2020

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 638
Sagle ID 83860

Building SqFt/Acres: /1.33 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#34

Parcel #: RPS3885000ROADA
Owner: Feenstra Investments LLC
Site Address #: Woodland Dr
Sandpoint ID 83864

Year Built:

Assessed Total Value:
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: 18521 E Queen Creek
Rd
Queen Creek AZ
85142
/1.32 Acres

**Building
SqFt/Acres:**
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#35

Parcel #: RPS39190000020A
Owner: Samuelson Seniors LLC
Site Address #: 1221 Scotchman Loop
Sandpoint ID 83864

Year Built: 2024
Assessed Total Value: \$1,346,220,00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1478
Hayden ID 83835

Building SqFt/Acres: /6.18 Acres
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#36

Parcel #: RPS73160000010A
Owner: Gleason, Sandra
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1581
Sandpoint ID 83864

Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#37

Parcel #: RPS7316000020A
Owner: Gleason, Sandra J
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1581
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#38

Parcel #: RPS7316000030A
Owner: Bult Holding Company LLC
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 08/06/2019
Sale Date: 08/02/2019

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1334
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#39

Parcel #: RPS7316000040A
Owner: Bult, James A & Pearl F
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 06/20/2014
Sale Date: 06/16/2014

Tax Account:
Owner Occupied: No
Owner Address #: 4117 W Offner Rd
Monee IL 60449
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#40

Parcel #: RPS7316000050A
Owner: Cipriano, Douglas A & Oksana
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: 1751 Gooby Rd
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#41

Parcel #: RPS7316000060A
Owner: Mc Kee, Mina Genevieve
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 08/22/2013
Sale Date: 08/21/2013

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 702
Thibodaux LA 70302
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#42

Parcel #: RPS7316000070A
Owner: Bensen, Robert C & Carol A
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 05/08/2014
Sale Date: 05/07/2014

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1851
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#43

Parcel #: RPS7316000080A
Owner: Bensen, Robert C & Carol A
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 01/04/2023
Sale Date: 12/29/2022

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 1851
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#44

Parcel #: RPS7316000090A
Owner: Nixon, Grant & Marla
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date:
Sale Date:

Tax Account:
Owner Occupied: No
Owner Address #: 11864 Amethyst Dr
Hayden ID 83835
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#45

Parcel #: RPS73160000100A
Owner: Cornett, John B Jr & Barbara E
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 09/19/2007
Sale Date: 09/17/2007

Tax Account:
Owner Occupied: No
Owner Address #: PO Box 795
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

#46

Parcel #: RPS73160000110A
Owner: Hanlan Properties LLC
Site Address #: Sandpoint ID 83864

Year Built: 2007
Assessed Total Value: \$73,178.00
Market Total Value:
Rec. Date: 04/23/2021
Sale Date: 04/16/2021

Tax Account:
Owner Occupied: No
Owner Address #: 527 S 4th Ave
Sandpoint ID 83864
Building SqFt/Acres: 840 SqFt/
Bedrooms:
Bathrooms:
Total Rooms:
Sale Price:

Larry & Ardella Book
93 Woodland Dr
Sandpoint ID 83864

Oliver Revocable Living Trust
81 Woodland Dr
Sandpoint ID 83864

Eric & Corinne Cookman
5914 Dufort Rd
Sagle ID 83860

Eric & Corrine Cookman
5914 Dufort Rd
Sagle ID 83860

Eric & Corrine Cookman
5914 Dufort Rd
Sagle ID 83860

Big Creek Land Company LLC
1910 W Bellerive Ln #b107
Coeur D Alene ID 83814

Freedom House Inc
PO Box 183
Ponderay ID 83852

Sandpoint Hangars LLC
PO Box 213
Hope ID 83836

Rob Behrens
84 Stewarts Dr
Sagle ID 83860

Anderson Trust
PO Box 411
Wellington NV 89444

Casey, William & Holly Trust
105 Vermeer #2-134
Ponderay ID 83852

Richard & Susan Sugden
PO Box 489
Jackson WY 83001

Sandpoint Airpark Inc
PO Box 1996
Sandpoint ID 83864

Dhc2-Ventures LLC
PO Box 1501
Sandpoint ID 83864

Gomieland LLC
8654 Sunnyside Rd
Sandpoint ID 83864

Lewis Land & Resources LLC
PO Box 182
Sandpoint ID 83864

Rory P Ororke
3320 Goodman Dr
Sandpoint ID 83864

Attanasio Trust
3312 Goodman Dr
Sandpoint ID 83864

Tanner Deboer
3306 Goodman Dr
Sandpoint ID 83864

Andrew & Jessica Drexel
3212 Goodman Dr
Sandpoint ID 83864

Player Trust
3206 N Goodman Dr
Sandpoint ID 83864

Timberline Estates Homeowners
Assoc

Easton Trust
818 Bryce Ln
Sandpoint ID 83864

Mulgrew Capital LLC
PO Box 373
Laclede ID 83841

Don & Judy Simmonds
3706 Flightline Way
Sandpoint ID 83864

Bost Trust
PO Box 638
Sagle ID 83860

Tricore Investments LLC
1950 Bellerive Ln - Ste 107
Coeur D Alene ID 83814

Daniel & Kristine Antilla
PO Box 1506
Sandpoint ID 83864

James Michael Wilson
17811 - 41st St SE
Snohomish WA 98290

Moore Trust
23940 Madison St
Torrance CA 90505

Bost Trust
PO Box 638
Sagle ID 83860

Bost Trust
PO Box 638
Sagle ID 83860

Bost Trust
PO Box 638
Sagle ID 83860

Feenstra Investments LLC
18521 E Queen Creek Rd
Queen Creek AZ 85142

Samuelson Seniors LLC
PO Box 1478
Hayden ID 83835

Sandra Gleason
PO Box 1581
Sandpoint ID 83864

Sandra Gleason
PO Box 1581
Sandpoint ID 83864

Bult Holding Company LLC
PO Box 1334
Sandpoint ID 83864

James & Pearl Bult
4117 W Offner Rd
Monee IL 60449

Douglas & Oksana Cipriano
1751 Gooby Rd
Sandpoint ID 83864

Mina Genevieve Mc Kee
PO Box 702
Thibodaux LA 70302

Robert & Carol Bensen
PO Box 1851
Sandpoint ID 83864

Robert & Carol Bensen
PO Box 1851
Sandpoint ID 83864

Grant & Marla Nixon
11864 Amethyst Dr
Hayden ID 83835

John & Barbara Cornett Jr
PO Box 795
Sandpoint ID 83864

Hanlan Properties LLC
527 S 4th Ave
Sandpoint ID 83864



RE: Great Northern Commerce Agency - Corrected Deadline

From Stephanie Bury <Stephanie.Bury@itd.idaho.gov>

Date Mon 6/23/2025 3:21 PM

To maryann.monaldi@bnsf.com <maryann.monaldi@bnsf.com>; Mandy Brown <mbrown@sandpointidaho.gov>

Cc City Planning <cityplanning@sandpointidaho.gov>

📎 1 attachment (5 MB)

Final GNR Field Diagnostic Notes 20656 WOODLAND DR., BNSF RRX 058725R, SANDPOINT BONNER CO.pdf;

Some people who received this message don't often get email from stephanie.bury@itd.idaho.gov. [Learn why this is important](#)

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Hello Mary Ann,

The most recent Diagnostic Meeting and coordination I have had regarding this crossing was with Erik Bush, Sandpoint, and Kevin Smith, JUB. See page 4 of attached Diagnostic notes.

The ITD KN 20656 WOODLAND DR., BNSF RRX 058725R is in the ITD Rail Program as: "Install type 1 signal including constant warning protection, planking, and cabinet." Depending on what the city is looking to do in that area now that the Great Northern Road projects may have gone a different direction, ITD is happy to coordinate this project if possible.

Thank you,

Stephanie Bury

Transportation Technician

D1 Rail-Highway Crossing Coordinator

ITD District 1 Traffic

Monday - Friday 7 a.m. to 4 p.m.

Work: 208.772.1259 Cell: 986.999.8864

From: Monaldi, Mary Ann <MaryAnn.Monaldi@BNSF.com>

Sent: Monday, June 16, 2025 10:00 AM

To: Mandy Brown <mbrown@sandpointidaho.gov>

Cc: City Planning <cityplanning@sandpointidaho.gov>; Stephanie Bury <Stephanie.Bury@itd.idaho.gov>

Subject: RE: Great Northern Commerce Agency - Corrected Deadline

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BNSF requesting another diagnostic at Woodland Drive with the changes in phasing the city project and creating a new development.

From: Mandy Brown <mbrown@sandpointidaho.gov>
Sent: Monday, June 16, 2025 9:44 AM
Cc: City Planning <cityplanning@sandpointidaho.gov>
Subject: Great Northern Commerce Agency - Corrected Deadline

EXTERNAL EMAIL

Dear Agencies,

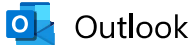
We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by July 10th, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant
208.263.3370
mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864



RE: Great Northern Commerce Agency - Corrected Deadline

From DEQ Comments <deqcomments@deq.idaho.gov>

Date Wed 6/18/2025 3:11 PM

To Mandy Brown <mbrown@sandpointidaho.gov>

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Good Afternoon,

Thank you for providing the opportunity to comment. DEQ has no environmental impact comments for the project listed above at this stage of development.

Thank you,

Idaho Department of Environmental Quality
2110 Ironwood Parkway, Coeur d'Alene, Idaho 83814
Office Line: 208.769.1422
www.deq.idaho.gov

Our mission: To protect human health and the quality of Idaho's air, land, and water.

From: Mandy Brown <mbrown@sandpointidaho.gov>
Sent: Monday, June 16, 2025 8:44 AM
Cc: City Planning <cityplanning@sandpointidaho.gov>
Subject: Great Northern Commerce Agency - Corrected Deadline

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Dear Agencies,

We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by July 10th, 2025. Additional details can be found in the attached documents.

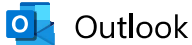
Thank you for your time and consideration.

Best regards,



Mandy Brown

City of Sandpoint – Administrative Assistant
208.263.3370
mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864



RE: Great Northern Commerce Agency - Corrected Deadline

From Robert Beachler <Robert.Beachler@itd.idaho.gov>

Date Tue 6/17/2025 6:39 AM

To Mandy Brown <mbrown@sandpointidaho.gov>

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No comments from the Idaho Transportation Department.

Respectfully,

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: Mandy Brown <mbrown@sandpointidaho.gov>

Sent: Monday, June 16, 2025 8:44 AM

Cc: City Planning <cityplanning@sandpointidaho.gov>

Subject: Great Northern Commerce Agency - Corrected Deadline

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Dear Agencies,

We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by July 10th, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,



Mandy Brown

City of Sandpoint – Administrative Assistant

208.263.3370

mbrown@sandpointidaho.gov

1123 Lake St. Sandpoint, ID 83864

Item # 2.

RE: Great Northern Commerce Agency - Corrected Deadline

From D1Permits <D1Permits@itd.idaho.gov>
Date Mon 6/16/2025 8:53 AM
To Mandy Brown <mbrown@sandpointidaho.gov>
Cc City Planning <cityplanning@sandpointidaho.gov>

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ITD has no comment at this time.

Have a nice day!



Kimberly Hobson
Project Coordinator
Innovation Steward
District 1
Work: 208.772.8079
Email: kimberly.hobson@itd.idaho.gov
Website: itd.idaho.gov
Work schedule: M-W-Th-F 6AM- 4:30 PM

From: Mandy Brown <mbrown@sandpointidaho.gov>
Sent: Monday, June 16, 2025 8:44 AM
Cc: City Planning <cityplanning@sandpointidaho.gov>
Subject: Great Northern Commerce Agency - Corrected Deadline

CAUTION: This email originated outside the State of Idaho network. Verifv links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Dear Agencies,

We appreciate your review of the attached file in accordance with your agency’s expertise. Please provide any recommended conditions of approval along with the applicable code sections by July 10th, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,



Mandy Brown

City of Sandpoint – Administrative Assistant
208.263.3370

mbrown@sandpointidaho.gov

1123 Lake St. Sandpoint, ID 83864

Item # 2.

Re: Agency Notice - Great Northern Subdivision

From Sam Ross <sam.ross@nli.coop>

Date Mon 6/23/2025 11:35 AM

To Mandy Brown <mbrown@sandpointidaho.gov>

Cc Kristin Burge <kristin.burge@nli.coop>; Matthew Channell <matthew.channell@nli.coop>; Dan Scholz <Dan.Scholz@nli.coop>

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Mandy,

NLI is aware of the proposed subdivision and is prepared to extend three phases and/or single electrical services to the proposed lots.

NLI has three phase lines along the eastern property boundaries and along Woodland Drive.

We will also be extending the line underground along the south side of Woodland for the new Amazon facility.



The property owners will need to apply for a [developer's application](#) on our website at www.nli.coop.

We appreciate the opportunity to review and comment on the project--sincerely,

Samuel Ross

Engineering Assistant I

Northern Lights, INC.

Email: Sam.ross@nli.coop

Office: 208.255.7183

Cell: 208.946.7787

NWPPA Certified Staking Technician



The power of local service

SINCE 1935



ADDRESSES



HEADQUARTERS
421 Chevy St
Sagle, ID 83860



MAILING ADDRESS
PO Box 269
Sagle, ID 83860

PHONE NUMBERS



MAIN OFFICE
(208) 263-5141



TOLL-FREE
(800) 326-9594

REPORT AN OUTAGE



OUTAGE HOTLINE
(866) 665-4837

CALL BEFORE YOU DIG



Know what's below.
Call before you dig.

From: Mandy Brown <mbrown@sandpointidaho.gov>
Sent: Friday, June 13, 2025 2:03 PM
Cc: City Planning <cityplanning@sandpointidaho.gov>
Subject: Agency Notice - Great Northern Subdivision

Dear Agencies,

We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by next Thursday May 29th, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant
208.263.3370
mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

[CAUTION: This email originated from outside of Northern Lights Inc. Do not click links or open attachments unless you recognize the sender and know the content is safe]

Krista Lester

From: Bill Dean
Sent: Thursday, April 17, 2025 10:02 AM
To: Krista Lester
Subject: FW: E-Add Response Rejected (LCE 24-059)

Hi, can you put this email into BSA as pdf for GN Commerce subdivision, por favor?



sandpointidaho.gov

1123 Lake St. Sandpoint,
ID 83864

City of Sandpoint Planning**Bill Dean** | City Planner

Office | (208)265-1480

From: Drew Dittman <Dittman@lakecityengineering.com>
Sent: Thursday, April 17, 2025 9:23 AM
To: Bill Dean <bdean@sandpointidaho.gov>
Subject: FW: E-Add Response Rejected (LCE 24-059)

[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](#)

Correspondence from the FAA regarding Great Northern Commerce Park.

- Dittman

From: noreply@faa.gov <noreply@faa.gov>
Sent: Monday, April 14, 2025 5:43 AM
To: LCE Admin <admin@lakecityengineering.com>
Subject: E-Add Response Rejected

Your filing is assigned Aeronautical Study Number (ASN): 2025-ANM-1976-OE

The FAA rejected your response to the request for additional information regarding your filing because: Your uploaded Memo states that there are no proposed buildings at this time. Please confirm that you would like to Terminate your study.

A revised response is required from you or the case will be terminated. If you require additional assistance, please contact Diana V. Pinos via (817) 222-4104 or diana.v.pinos@faa.gov. Please refer to the assigned ASN on all future inquiries regarding this filing.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

FINAL FIELD DIGANOSTIC NOTES

DATE: 4/10/2024
 TIME: 10:00am – 2:00pm PST
 PROJECT: Great Northern Road Project – City of Sandpoint Idaho
 MEETING: Field Diagnostic Meeting – Meet at intersection of Baldy Mountain Road and Great
 LOCATION: Northern Road

I. Introductions/Attendees

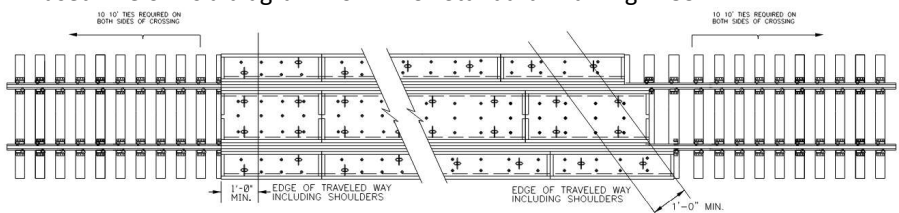
NAME	COMPANY/AGENCY	PHONE NUMBER	EMAIL
Erik Bush	City of Sandpoint	208.269.5571	ebush@sandpointidaho.gov
Braiden Markham	J-U-B Engineers	509.951.2957	bmarkham@jub.com
Kevin Smith	J-U-B Engineers	208.783.7482	ksmith@jub.com
Brian Klatt	J-U-B Engineers	208.762.8787	bklatt@jub.com
Mary Ann Monaldi	BNSF	303.906.6523	maryannmonaldi@bnsf.com
Shawn Hall	BNSF	913.951.7381	Shawn.hall@bnsf.com
Eric Nixon	BNSF	509.342.8415	Eric.nixon@bnsf.com
Dan Mavrikac	BNSF	406.559.0544	Daniel.mavrikac@bnsf.com
Del Black	BNSF	509.263.8583	Delvin.black@bnsf.com
Shell Brooks	BNSF	209.703.0963	Ralph.brooks@bnsf.com
Clint Brown	BNSF	208.610.8593	Clint.brown@bnsf.com
Alan Raebel	BNSF	208.610.1738	Alan.raebel@bnsf.com
Jeff Patty	BNSF	928.880.0198	Jefferson.patty1@bnsf.com
Michael Pruneau	BNSF	682.410.7180	Michael.pruneau@bnsf.com
Travis Bailey	Olsson	801.550.8037	tbailey@olsson.com
Stephanie Bury	ITD	208.772.1259	Stephanie.bury@itd.idaho.gov
Blaine Schwendiman	ITD	208.334.8522	Blaine.schwendiman@itd.idaho.gov
Nathan Herbst	ITD	208.772.1218	Nathan.herbst@itd.idaho.gov

II. Review Pre-Diagnostic Packet Information

Discussion/Notes	Action Item
1. Travis Bailey held a safety briefing identifying track, train, and roadway safety elements to be followed at the site visit. No incidents were reported during the site visit.	1. None 2. None
2. Kevin Smith introduced the project and provided a pre-diagnostic packet to each attendee. The pre-diagnostic packet is attached to these notes for reference.	

III. Field Review Each Crossing

a. 065934R – Baldy Mountain Road Spur

065934R – Baldy Mountain Road Discussion/Notes	Action Item
<p>1. Kevin Smith introduced the intersection and project purpose. The reconstructed Great Northern Road (GNR) will reconnect to Baldy Mountain Road at the same intersecting point as the current intersection. The intersection is in close proximity to a UPRR spur line that receives low train usage. The project proposes to reconstruct the pavement up to the existing crossing with no planned improvements to the crossing. Pedestrian improvements are planned to be constructed on the east side of GNR with no pedestrian improvements planned over the rail crossing at Baldy Mountain Road.</p>	<ul style="list-style-type: none"> • None
<p>2. Travis Bailey discussed the following modifications that would be required by the railroad:</p> <p>a. <u>Immediate Needs:</u></p> <ol style="list-style-type: none"> Add W10-1 sign west of the crossing for eastbound traffic Add W10-4 sign north of the crossing for southbound traffic Collect traffic counts at each crossing and provide to BNSF <p>b. <u>Design Needs:</u></p> <ol style="list-style-type: none"> Move the R15-1, R15-02P, and R1-2 at station 9+10 Lt to the correct offset from track refer to MUTCD for sign location spacing from tracks. Revise the callouts on the plans from W10-2 to W10-1 signs. 	<ul style="list-style-type: none"> • Erik Bush to address “Immediate Needs” with City crews. • Brian Klatt to add “Design Needs” to project plans.
<p>3. Blaine Schwendiman noted that the State requires a more stringent standard than BNSF related to the distance from edge of traveled way to edge of concrete track panel. ITD requires 5’ where BNSF requires 1’. It is unknown if this ITD standard will apply to crossings where panels are not planned to be replaced or in instances where ITD programmed funding is not planned to be used. Below is a diagram from BNSF Standard Drawing 2259.</p> 	<ul style="list-style-type: none"> • Kevin Smith to coordinate requirements with ITD, but hold the 1’ minimum as required by BNSF in all instances.



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b. 058819S and 058728L – Gooby Road

058819S and 058728L – Gooby Road Discussion/Notes	Action Item
<p>1. Kevin Smith introduced the intersection configuration and purpose. 058819S is the mainline with approximately 24 trains/day, 058728L is a side-track leading to the BNSF train yard with approximately 1 train per week (data from FRA crossing inventory). Great Northern Road (GNR) will construct a T-intersection with stop control in the northbound direction and free flow traffic movements in the eastbound/westbound directions. The intersection is being modified to increase safety at this crossing by squaring up the currently skewed crossings with the road. The location of the roadway crossing will need to be extended and shifted easterly, requiring new gating, track panels, and the relocation of an existing bungalow. GNR will be realigned to the east and will reconnect to GNR approximately 1100' north of the crossing. The City desires to incorporate elements of quiet zone design where significant modifications are being made to crossings, however the City does not desire to implement a quiet zone at this time.</p>	<ul style="list-style-type: none"> • None
<p>2. Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad:</p> <p>a. <u>Immediate Needs:</u></p> <ol style="list-style-type: none"> i. Move the advanced warning sign (W10-1) west of 058728L to the pavement markings per MUTCD. ii. Send project geotechnical report to BNSF to aid in signal foundation design. iii. Collect traffic counts at each crossing and provide to BNSF. <p>b. <u>Design Needs:</u></p> <ol style="list-style-type: none"> iii. Provide curb and gutter where gates are being replaced which reduces the cantilever distance needed by the gate. Railroad access will be provided via rolled curb at existing maintenance roads. iv. Continue edge of pavement striping through railroad crossings. v. Remove proposed R8-10 signs vi. Check clearances to underground and overhead lines with new gate placements. Relocate utilities or move gates as appropriate. vii. Add 2' of asphalt where pedestrian path abuts and crosses the tracks. viii. BNSF to provide current signal foundation detail to J-U-B to aid in clearance checks for utilities. <p>c. <u>Discussions:</u></p> <ol style="list-style-type: none"> i. A discussion determined that underdrains would not be required at any crossings. ii. BNSF noted that they will be redoing the paneling on this crossing soon but it will not include extending it for this project. 	<ul style="list-style-type: none"> • Erik Bush to address "Immediate Needs" with City crews. • Brian Klatt to add "Design Needs" to project plans. • Kevin Smith to send the draft project geotechnical report to BNSF. • BNSF to send signal foundation detail to J-U-B.



J-U-B ENGINEERS, INC.

J-U-B FAMILY OF COMPANIES

c. 058727E – Mountain View Road

058727E – Mountain View Road Discussion/Notes	Action Item
<p>1. Kevin Smith introduced the intersection configuration and purpose. The City is currently seeking grant funding that would require the closure of the Mountain View at-grade crossing. If successful on the grant, the City will need to hold a public outreach campaign and receive City council concurrence that a closure is desired. The field diagnostic team evaluated the crossing from 2 scenarios: a full closure scenario, and a scenario where the crossing remains open and the crossing is brought up to current standards with new gates.</p>	<ul style="list-style-type: none"> • Erik Bush to update the BNSF team after grant season to see if closure is desired and approved by City Council.
<p>2. Scenario 1 – Full At-grade Crossing Closure</p> <p>a. <u>Design Needs</u>: The team determined that if a closure of Mountain View is deemed feasible, the roadway should be closed at Goodman Drive. The roadway between Goodman Drive and the railroad tracks will be demolished.</p>	<ul style="list-style-type: none"> • Brian Klatt to add “Design Needs” to project plans.
<p>3. Scenario 2 – Crossing Remains Open</p> <p>Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad:</p> <p>a. <u>Immediate Needs</u>:</p> <ol style="list-style-type: none"> None <p>b. <u>Design Needs</u>:</p> <ol style="list-style-type: none"> The future gate along great northern Road (NE quadrant) should be placed at the location of the existing warning sign. Truck turning should be checked with this gate location. Add a W10-3 warning sign south of the crossing for northbound traffic. If signalized, the future bungalow location would be best in the NW quadrant. Rerouting of stormwater will be needed with this bungalow location. The crossing will require sidelights, gates, new paneling, and standard signing/stripping on all approaches. <p>4. BNSF noted that in order to signalize this crossing, trenching, conduit, and interconnect wiring will need to be placed back to the Boyer crossing. New track paneling, gates, and the wiring needed would cost roughly \$1M.</p>	<ul style="list-style-type: none"> • Brian Klatt to add “Design Needs” to project plans.



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d. 058725R – Woodland Drive Mainline

058725R – Woodland Drive Mainline	Action Item
1. Kevin Smith introduced the intersection configuration and purpose. With the potential closure of the Mountain View crossing, the City desires to upgrade Woodland Drive and connect pedestrian facilities from the west side of the track to the east, while also accounting for full width shoulders. This crossing would require new track paneling, gates, and a pedestrian crossing.	<ul style="list-style-type: none"> • None
2. Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad: <ol style="list-style-type: none"> <u>Immediate Needs:</u> <ol style="list-style-type: none"> Add advanced warning sign (W10-1) and rail crossing striping on the east-west approaches of the crossing per MUTCD. Add W10-3L sign for vehicles traveling northbound on GNR. Collect traffic counts at each crossing and provide to BNSF. <u>Design Needs:</u> <ol style="list-style-type: none"> Pavement markings are not required on crossings under 40mph, but are recommended. Continue access to side maintenance roads, either with dedicated driveways or rolled curb. Consider adding a 60' median, 2' wide instead of installing a quad-gate system. With the curbed median, only the 2 approach gates would be needed. Design team to evaluate options related to truck turning from GNR onto westbound Woodland. Either option is deemed feasible. Remove R8-10 signs from the plans Confirm the sidewalk crossing does not have a skew greater than 60 degrees. Revise sidewalk alignment if necessary. Move tactile warning surfaces closer to the track crossing. The proposed bungalow location will be on the southeast quadrant located 25' from track centerline and 30' from the roadway edge of traveled way. No off-quadrant flashing for pedestrians is needed due to the clear sight triangles. <u>Discussions:</u> <ol style="list-style-type: none"> The track and gate improvements are estimated at \$1M due to the work in getting interconnected conduit up to the Boyer Road crossing. There is a significant grade difference (~1.0 ft) between the two sets of tracks and significant vehicle scraping can be observed on the pavement. BNSF will look into raising the easterly track 6-8 inches to flatten out the grade difference between the two tracks. 	<ul style="list-style-type: none"> • Erik Bush to address "Immediate Needs" with City crews. • Brian Klatt to add "Design Needs" to project plans. • BNSF to evaluate raising the easterly track 6"-8" to decrease the grade difference between the tracks.

End of Field Diagnostic Minutes

Attachments:

1. Field Diagnostic Sign in Sheet
2. Pre-Diagnostic Meeting Packet



SIGN IN SHEET

DATE: 4/10/2024

TIME: 10:00am - 2:00pm PST

PROJECT: Great Northern Road Project - City of Sandpoint Idaho

MEETING LOCATION: Field Diagnostic Meeting - Meet at intersection of Baldy Mountain Road and Great Northern Road

Name	Company/Agency	Phone Number	Email	Signature
Shawn Hall	BNSF	(913) 957-7381	Shawn.Hall@BNSF.com	
Braiden Markham	JUB	509-951-2957	bmarkham@jub.com	
Brian Klatt	JUB	208-762-8787	bklatt@jub.com	
Mary Ann Mahaboi	BNSF	303-910-0583	maryann.mahaboi@bnsf.com	
Eric Nixon	BNSF	509-342-8415	eric.nixon@bnsf.com	
Dan Navinac	BNSF	406-559-0544	Daniel.Navinac@BNSF.com	
Del Tsande	TNSF	509-253-8583	Delvin.Buckler@TNSF.com	
Shell Brooks	BNSF	509-703-0963	Shell.Brooks@BNSF.com	
Chant Brow	BNSF	208-610-8543	chant.brow@BNSF.com	
Alan Raebel	BNSF	208-610-1738	Alan.Raebel@BNSF.com	
TRAVIS BAILEY	OLSSON	801-550-8057	TBailey@olsson.com	



SIGN IN SHEET

Name	Company/Agency	Phone Number	Email	Signature
Kevin Smith	J-U-B	208-782-7402	ksmith@jub.com	
Sccc Ratty	BNSF	928 220 0198	Sccc_ratty1@BNSF.com	
Michael PrunEAU	BNSF	682 410-7180	MICHAEL.PRUNEAU@BNSF.COM	
Stephanie Bury	ITD	208-772-1259	Stephanie.bury@itd.idaho.gov	
Blaine Schwendiman	ITD	208-334-8572	Blaine.Schwendiman@itd.idaho.gov	
Nathan Herbst	ITD	208.772.1218	nathan.herbst@itd.idaho.gov	
ERIK BUSA	SANDPOINT	208 264 5571	ERIK@SANDPOINTIDAHOGOV	



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

AGENDA

DATE: 4/10/2024

TIME: 10:00am – 2:00pm PST

PROJECT: Great Northern Road Project – City of Sandpoint Idaho

MEETING LOCATION: Field Diagnostic Meeting – Meet at intersection of Baldy Mountain Road and Great Northern Road

ATTENDEES:

- I. Introductions
- II. Review Pre-Diagnostic Packet Information
- III. Field Review Each Crossing



J-U-B ENGINEERS, INC.



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

a. 065934R – Baldy Mountain Road Spur

b. 058728L – Gooby Road Spur

c. 058819S – Gooby Road Mainline



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

d. 058727E – Mountain View Road Mainline

e. 058725R – Woodland Drive Mainline

IV. Right of Way Review

V. Closing Thoughts



JUB ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

NO.	DESCRIPTION	BY	APP.	DATE

RAILROAD FIELD DIAGNOSTIC EXHIBIT
MOUNTAIN VIEW DRIVE
CITY OF SANDPOINT, ID
GREAT NORTHERN ROAD

DATE: 08/20/2023	DESIGNED BY: JUB
CHECKED BY: JUB	DATE: 08/20/2023
PROJECT: SANDPOINT	PROJECT NO: 23-001
SHEET NUMBER: 1	TOTAL SHEETS: 1

Item # 2.

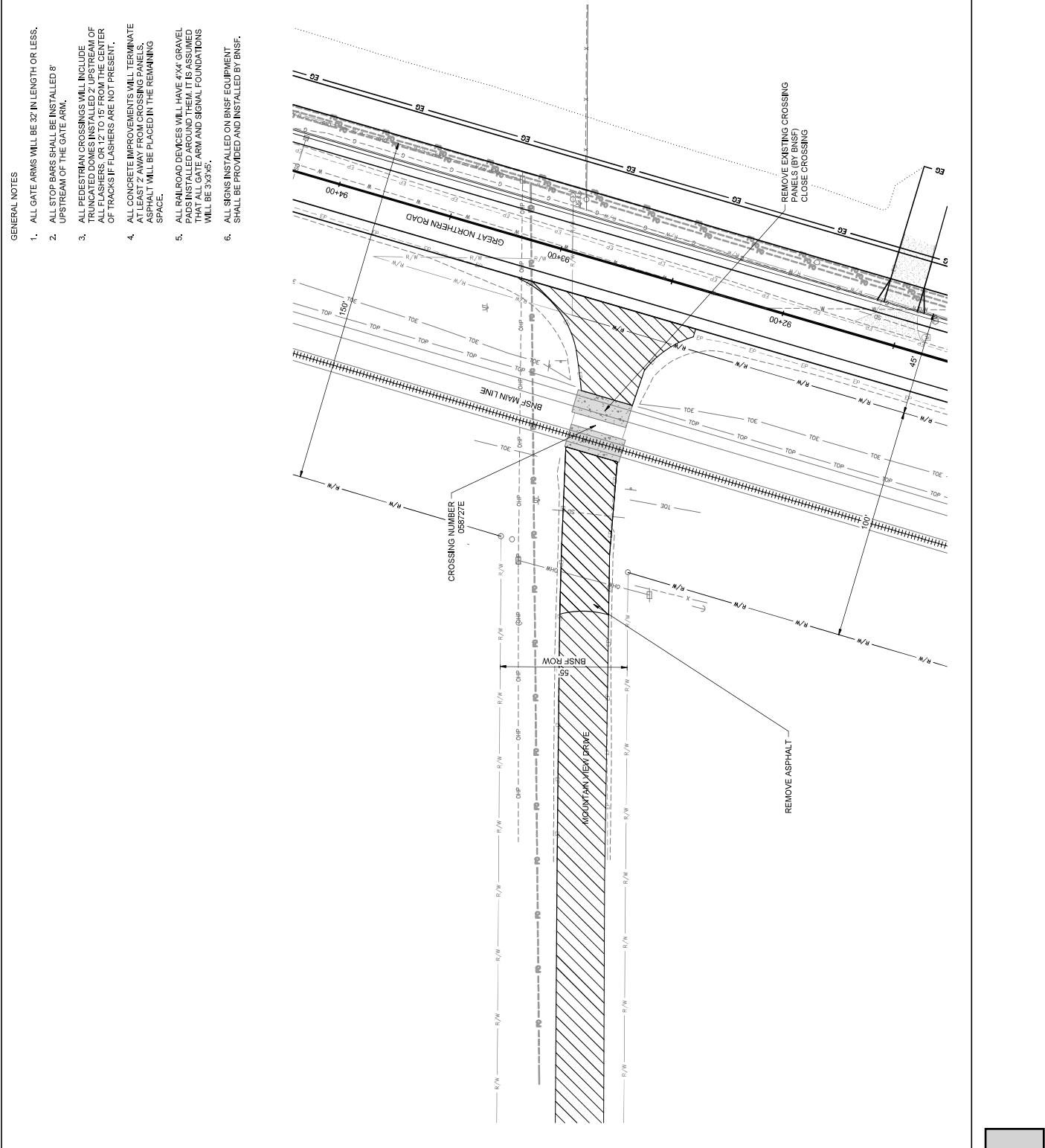
- GENERAL NOTES**
- ALL GATE ARMS WILL BE 32" IN LENGTH OR LESS.
 - ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
 - ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12" TO 15" FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
 - ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
 - ALL RAILROAD DEVICES WILL HAVE 1/4" GRAVEL PAVING UNDER THE DEVICES. FLASHERS SHALL BE INSTALLED AT THE GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'S.
 - ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.

- A MINIMUM OF 6" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB.
- A MINIMUM OF 4" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS.
- A MINIMUM OF 12" WILL BE PROVIDED BETWEEN ALL GATE ARMS AND THE CENTER OF TRACK, 15" WILL BE THE DESIGN INTENT.
- ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
- ALL CROSSING PANELS WILL HAVE 7' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.

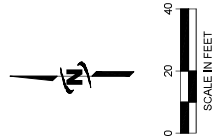
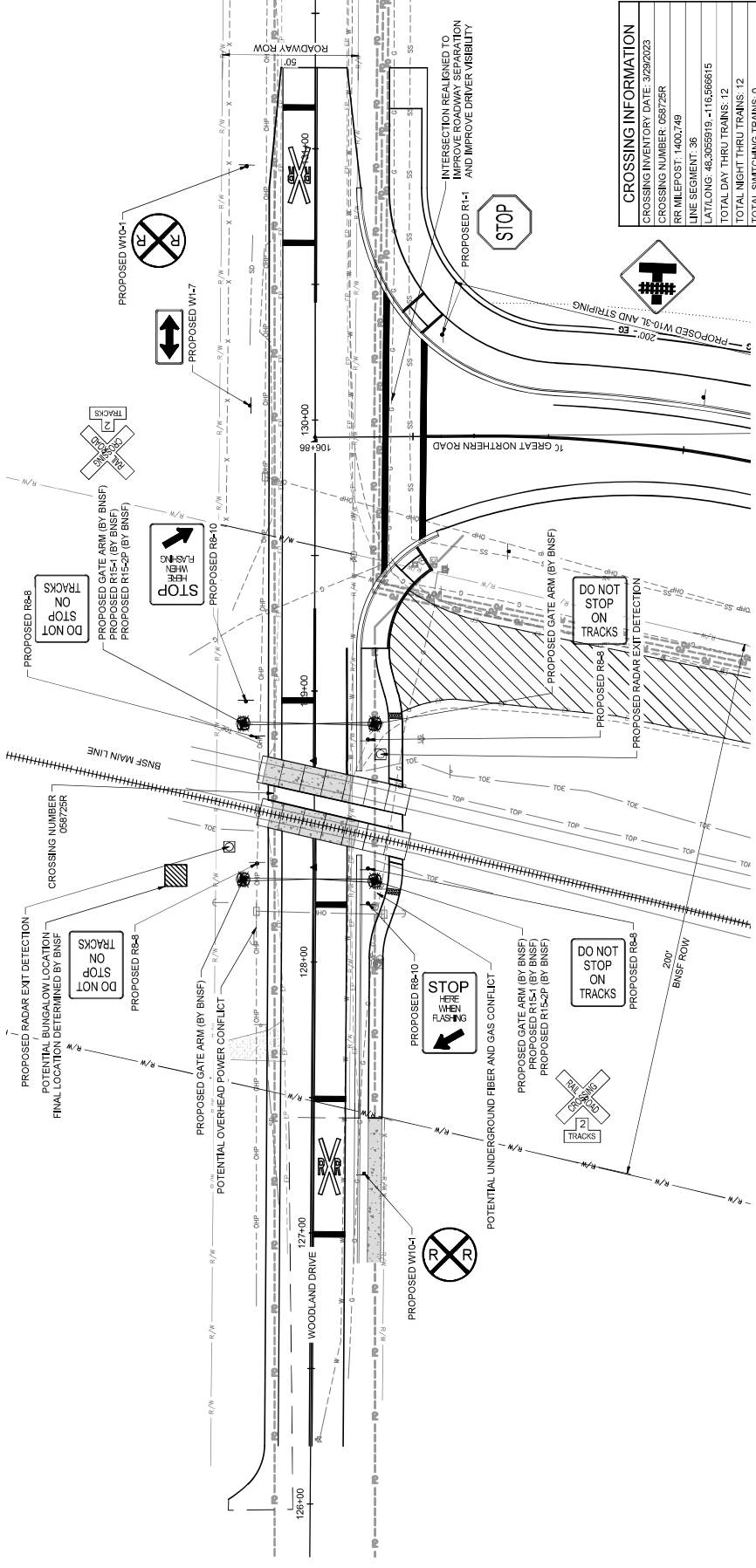


CROSSING INFORMATION

CROSSING INVENTORY DATE: 3/29/2023
RR MILEPOST: 1401.012
LINE SEGMENT: 36
LAT/LONG: 48.3019816, -116.568380
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 75MPH (MAX), 1MPH-75MPH (TYPICAL)



- GENERAL NOTES**
- ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
 - ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
 - ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRAILING MESH FENCING TO THE UPSTREAM OF TRACKS IF FLASHERS ARE NOT PRESENT.
 - ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT THE EDGE OF THE ASPHALT REMAINING SPACE.
 - ALL RAILROAD DEVICES WILL HAVE 2X4x4 GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3x3x5.
 - ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
- A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF THE ASPHALT AND 5'2" BE PROVIDED FROM THE PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB.
 - A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS.
 - A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
 - ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
 - ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY ON FAIRWAY.



REVISION

NO.	DESCRIPTION	BY	DATE

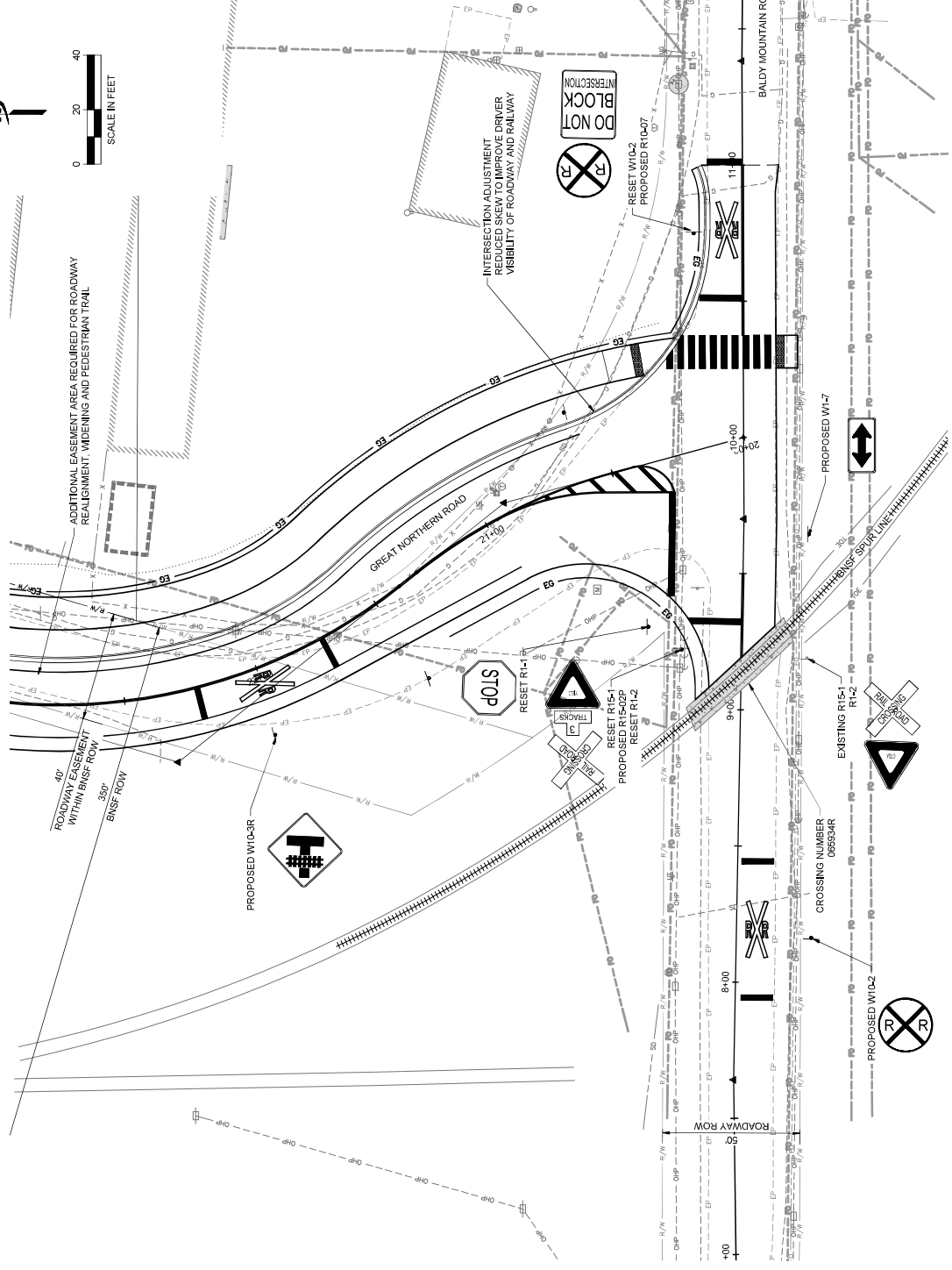
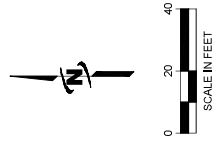
REUSE OF DRAWINGS
OTHER REVISIONS OF THIS DRAWING AND THE SAME ARE REPRODUCED BY THIS FIRM WITHOUT CONSENT. THIS DRAWING IS THE PROPERTY OF JUB ENGINEERS, INC. AND SHALL REMAIN THE PROPERTY OF JUB ENGINEERS, INC. SOLE RISK AND WITHOUT LIABILITY OR LEAD. EXPOSURE TO 4-1-18.

CROSSING INFORMATION

CROSSING INVENTORY DATE:	3/29/2023
CROSSING NUMBER:	058725R
RR MILEPOST:	1400.749
LINE SEGMENT:	36
LAT/LONG:	48.3055919, -116.566615
TOTAL DAY THRU TRAINS:	12
TOTAL NIGHT THRU TRAINS:	12
TOTAL SWITCHING TRAINS:	0
TOTAL TRANSIT TRAINS:	0
SPEED OF TRAIN AT CROSSING:	75MPH (MAX), 1MPH+75MPH (TYPICAL)

GENERAL NOTES

- ALL GATE ARMS WILL BE 32 IN LENGTH OR LESS.
- ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
- ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS OR 12 TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
- ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
- ALL RAILROAD DEVICES WILL HAVE 4"x4" GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'.
- ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
- A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE FACE OF CURB AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB.
- A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS.
- A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
- ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
- ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.



U. S. DOT CROSSING INVENTORY FORM

Item # 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 29 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input checked="" type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 065934R
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State IDAHO		3. County BONNER	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near SANDPOINT		5. Street/Road Name & Block Number BALDY MOUNTAIN ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None MONTANA		10. Railroad Subdivision or District <input type="checkbox"/> None BOYER YD ID		11. Branch or Line Name <input type="checkbox"/> None POLE YD LEAD	
12. RR Milepost 1402.074 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 661			
14. Nearest RR Timetable Station * SANDPOINT MRL		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 48.2874890		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -116.573140	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Ye			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 208-334-8522	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input checked="" type="checkbox"/> How many trains per week? 1
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10		
4. Type and Count of Tracks Main 0 Siding 0 Yard 1 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

A. Revision Date (MM/DD/YYYY) 03/29/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 065934R	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 1	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway _____ Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane _____ <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) _____ <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
3.E. Total Count of Flashing Light Pairs		3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required	3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3.I. Bells (count) 0		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2023 AADT 1600		8. Estimated Percent Trucks 5 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

NO.	DESCRIPTION	BY	DATE

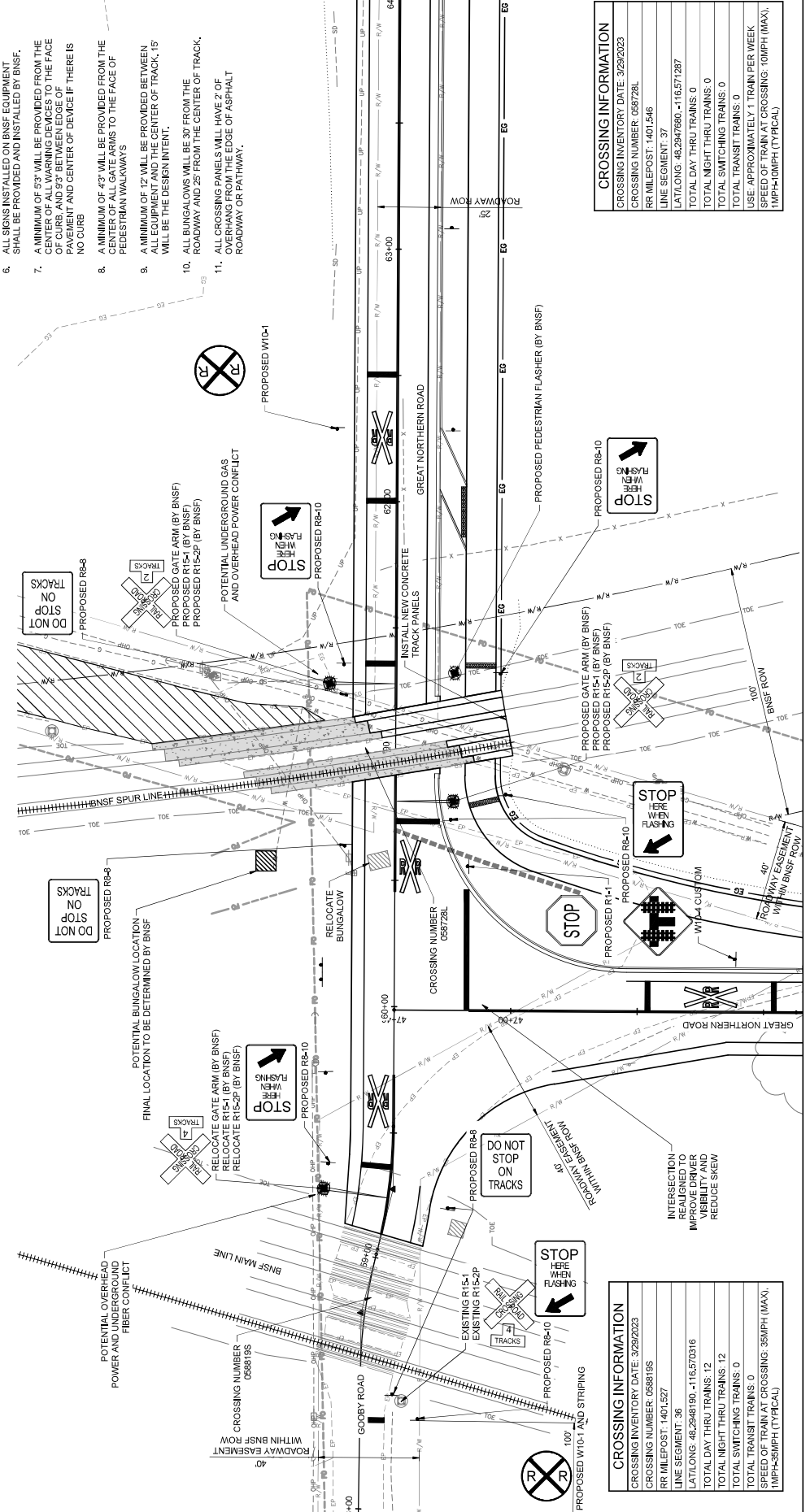
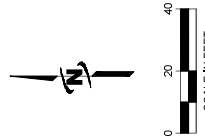
RAILROAD FIELD DIAGNOSTIC EXHIBIT
GOOBY ROAD
CITY OF SANDPOINT, ID
GREAT NORTHERN ROAD

CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058728L
RR MILEPOST: 1401.546
LINE SEGMENT: 37
LAT/LONG: 48.29497680, -116.571287
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

Item # 2.

GENERAL NOTES

- ALL GATE ARMS WILL BE 32" IN LENGTH OR LESS.
- ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
- ALL PEDESTRIAN CROSSINGS WILL INCLUDE RUBBER TYPED STOP BARS 24" HIGH AT THE CENTER OF TRACKS AND 24" HIGH AT THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
- ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 7' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
- ALL RAILROAD DEVICES WILL HAVE 4"x4" GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3"x3'.
- ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
- A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB.
- A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS.
- A MINIMUM OF 5' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
- ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
- ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.



CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058819S
RR MILEPOST: 1401.527
LINE SEGMENT: 36
LAT/LONG: 48.2949190, -116.570316
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 35MPH (MAX), 1MPH-35MPH (TYPICAL)

INTERSECTION REALIGNED TO IMPROVE DRIVER VISIBILITY AND REDUCE SKEW

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 29 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input checked="" type="checkbox"/> Admin. Correction <input type="checkbox"/> Quiet Zone Update	D. DOT Crossing Inventory Number 058728L
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State IDAHO		3. County BONNER	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near SANDPOINT		5. Street/Road Name & Block Number GOOBY ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None MONTANA		10. Railroad Subdivision or District <input type="checkbox"/> None KOOTENAI RIVER		11. Branch or Line Name <input type="checkbox"/> None BOYER-DOVER JCT	
12. RR Milepost 1401.546 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 37			
14. Nearest RR Timetable Station SANDPOINT		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 48.2947680		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -116.571287	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		30.C. Railroad Use *			
30.D. Railroad Use *		30.E. Railroad Use *			
31.A. State Use *			31.B. State Use *		
31.C. State Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Ye			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 208-334-8522	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input checked="" type="checkbox"/> How many trains per week? 1
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10		
4. Type and Count of Tracks Main 0 Siding 0 Yard 4 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input checked="" type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

A. Revision Date (MM/DD/YYYY) 03/29/2023	PAGE 2	D. Crossing Inventory Number (7 char.) 058728L
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Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals?	2. Types of Passive Traffic Control Devices associated with the Crossing				
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None	
				<input checked="" type="checkbox"/> W10-1 1	<input type="checkbox"/> W10-3
				<input type="checkbox"/> W10-2	<input type="checkbox"/> W10-4
				<input type="checkbox"/> W10-11	<input type="checkbox"/> W10-12
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No	2.F. Pavement Markings		2.G. Channelization Devices/Medians		2.H. EXEMPT Sign (R15-3)
	<input type="checkbox"/> Stop Lines	<input type="checkbox"/> Dynamic Envelope	<input type="checkbox"/> All Approaches <input type="checkbox"/> Median		<input type="checkbox"/> Yes
	<input type="checkbox"/> RR Xing Symbols	<input checked="" type="checkbox"/> None	<input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		<input type="checkbox"/> No
2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			2.K. Private Crossing Signs (if private)		2.L. LED Enhanced Signs (List types)
Specify Type <u>R15-2P</u> Count <u>2</u>			<input type="checkbox"/> Yes <input type="checkbox"/> No		
Specify Type _____ Count _____					
Specify Type _____ Count _____					

3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)

3.A. Gate Arms (count)	3.B. Gate Configuration	3.C. Cantilevered (or Bridged) Flashing Light Structures (count)	3.D. Mast Mounted Flashing Lights (count of masts) 2	3.E. Total Count of Flashing Light Pairs
Roadway <u>2</u> Pedestrian _____	<input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED	<input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	4
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY)		3.G. Wayside Horn		3.H. Highway Traffic Signals Controlling Crossing
_____/_____/_____ <input type="checkbox"/> Not Required		<input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3.J. Non-Train Active Warning			3.K. Other Flashing Lights or Warning Devices	
<input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None			Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices (Check all that apply)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	<input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	<input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	<input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail)
<input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ Width * _____ Length * _____			
<input checked="" type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet?		7. Smallest Crossing Angle	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>200</u>		<input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	
8. Is Commercial Power Available? *			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
<input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID	<input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<u>35</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT)	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	
Year <u>1989</u> AADT <u>000200</u>	<u>14</u> %	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	
10. Emergency Services Route			
<input type="checkbox"/> Yes <input type="checkbox"/> No			

Submission Information - This information is used for administrative purposes and is not available on the public website.

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

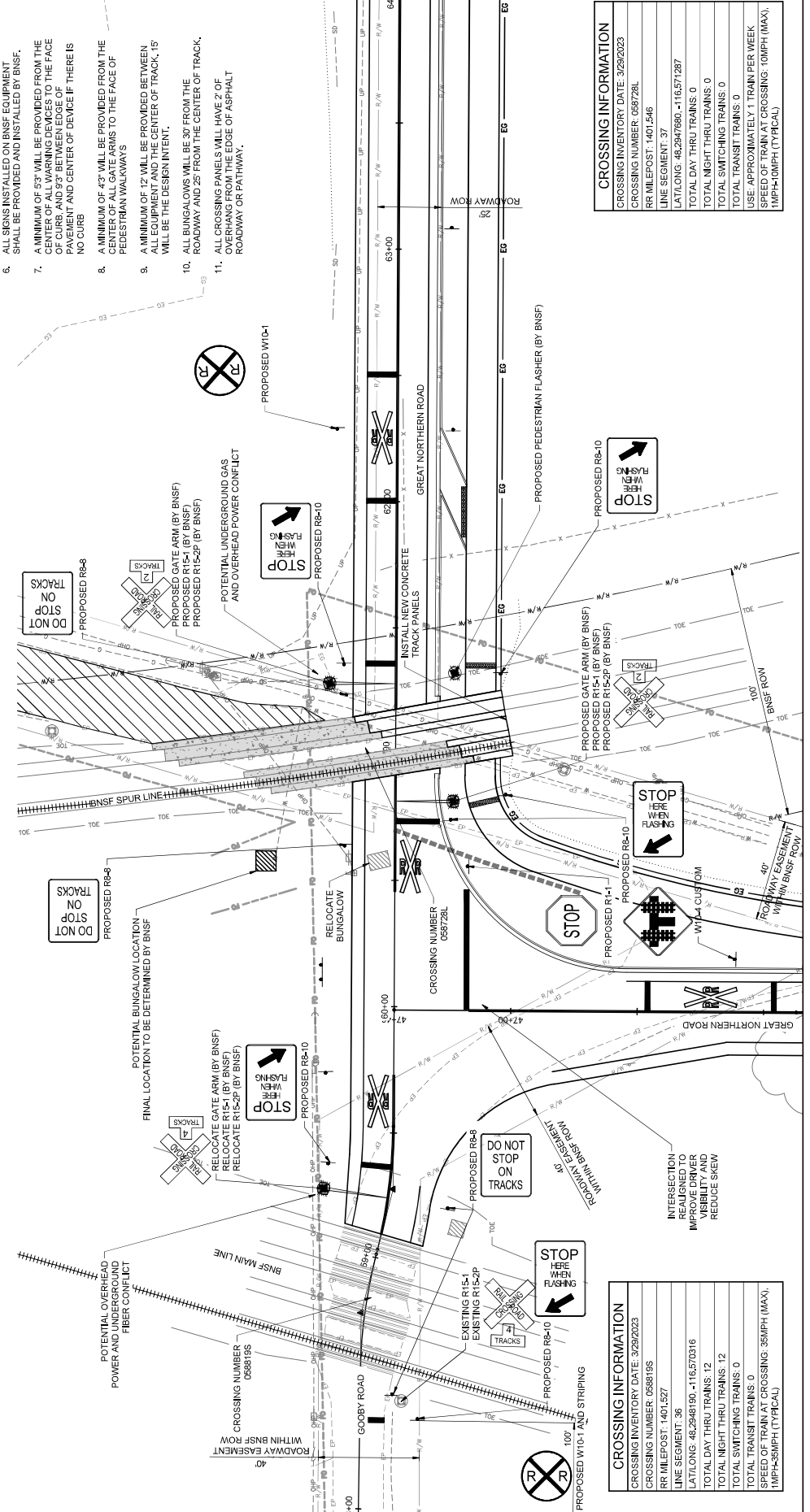
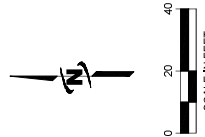
120

DATE: 3/29/2023
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058728L
RR MILEPOST: 1401.546
LINE SEGMENT: 37
LAT/LONG: 48.2947680, -116.571287
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

Item # 2.

GENERAL NOTES

1. ALL GATE ARMS WILL BE 32" IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE RUBBER TYPED STOP BARS 24" HIGH WITH FLASHERS. ONE (1) SHALL BE AT THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 7' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4"x4" GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3"x3'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB.
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS.
9. A MINIMUM OF 5' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK, 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.



CROSSING INFORMATION

CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058728L
RR MILEPOST: 1401.546
LINE SEGMENT: 37
LAT/LONG: 48.2947680, -116.571287
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

CROSSING INFORMATION

CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058819S
RR MILEPOST: 1401.527
LINE SEGMENT: 36
LAT/LONG: 48.2949190, -116.570316
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 35MPH (MAX), 1MPH-35MPH (TYPICAL)

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 29 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input checked="" type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 058819S
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State IDAHO		3. County BONNER	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near SANDPOINT		5. Street/Road Name & Block Number GOOBY ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None MONTANA		10. Railroad Subdivision or District <input type="checkbox"/> None KOOTENAI RIVER		11. Branch or Line Name <input type="checkbox"/> None WHTFISH-SANDP J	
12. RR Milepost 1401.527 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 36			
14. Nearest RR Timetable Station * SANDPOINT MRL		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 48.2948190		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -116.570316	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Ye			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 208-334-8522	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 12	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 35 3.B. Typical Speed Range Over Crossing (mph) From 1 to 35		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 29 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input checked="" type="checkbox"/> Admin. Correction <input type="checkbox"/> Quiet Zone Update	D. DOT Crossing Inventory Number 058727E
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State IDAHO		3. County BONNER	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near SANDPOINT		5. Street/Road Name & Block Number MOUNTAIN VIEW DRIVE (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None MONTANA		10. Railroad Subdivision or District <input type="checkbox"/> None KOOTENAI RIVER		11. Branch or Line Name <input type="checkbox"/> None WHTFISH-SANDP J	
12. RR Milepost 1401.012 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 36		14. Nearest RR Timetable Station * SANDPOINT MRL	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 48.3019816		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -116.568380	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Yes			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 208-334-8522	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 12	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 1 to 79		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

A. Revision Date (MM/DD/YYYY) 03/29/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 058727E	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type R15-2P Count 2 Specify Type _____ Count 2 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0		3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required	
3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None					
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1996 AADT 000230		8. Estimated Percent Trucks 1 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 29 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input checked="" type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 058725R
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Part I: Location and Classification Information

1. Primary Operating Railroad BNSF Railway Company [BNSF]		2. State IDAHO		3. County BONNER	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near SANDPOINT		5. Street/Road Name & Block Number WOODLAND DRIVE (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None MONTANA		10. Railroad Subdivision or District <input type="checkbox"/> None KOOTENAI RIVER		11. Branch or Line Name <input type="checkbox"/> None WHTFISH-SANDP J	
12. RR Milepost 1400.749 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * 36		14. Nearest RR Timetable Station * SANDPOINT MRL	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A BNSF		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 2	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 48.3055919		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -116.566615	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) * (1.27 1.28 1.29) Value Provided by Railroad, Not Ye			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-832-5452		34. Railroad Contact (Telephone No.) 817-352-1549		35. State Contact (Telephone No.) 208-334-8522	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 12	1.B. Total Night Thru Trains (6 PM to 6 AM) 12	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 1 to 79		
4. Type and Count of Tracks Main 1 Siding 1 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

Item # 2.

A. Revision Date (MM/DD/YYYY) 03/29/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 058725R	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type R15-2P Count 2 Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0		3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required	
3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None					
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2023 AADT 2100		8. Estimated Percent Trucks 0 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

Highway-Rail Grade Crossing Accident Prediction System

Accident Prediction Report for
Public at-Grade Highway-Rail Crossings

Including:

- Disclaimer/Variable Key
- Accident Prediction Report
- Crossing Profile
- Accident History

Provided By:

Federal Railroad Administration
Grade Crossing and Trespasser Outreach Division

Data Contained in this Report:

Crossing: 058725R, Crossing: 058727E, Crossing: 065934R, Crossing: 058728L,
Crossing: 058819S

Date Prepared: 03/13/2024

GXAPS generates reports listing public highway-rail intersections by State, County, City, railroad, or crossing ID ranked by predicted accidents per year. These reports include the current highway grade crossing inventory record and the accidents over the last 5 years. These data are produced using the Federal Railroad Administration's New Accident Prediction and Severity Model (APS), 2020.

GXAPS is a statistical model that provides users an analytical tool that can assist in determining where scarce highway-rail grade crossing resources can best be directed. GXAPS does not rank crossings in terms of most to least dangerous. Use of the GXAPS accident prediction formula in this manner is incorrect and misleading. GXAPS output enables State and local highway and law enforcement agencies to identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate crossings which may require physical safety improvements or enhancements.

The GXAPS accident prediction formula is based upon two independent factors (variables) which includes: (1) basic data about a crossing's physical and operating characteristics, and (2) the last full five years of accident history data available at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors exist. Erroneous, inaccurate, and non-current data will alter GXAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by GXAPS and the limitations on the application of the output data. GXAPS does not state that specific crossings are the most dangerous. Rather, GXAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads, and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections.

GXAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data. GXAPS is not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use GXAPS. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, GXAPS nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product, and the GXAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the GXAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that GXAPS is only one model and that other accident prediction models which may be used by States may yield different, but just as valid results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The GXAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources toward the safety improvement or elimination of specific crossings lies with the individual States.

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the accident prediction calculation.

- PRED ACC RANK:** Crossings are listed in order and ranked with the highest accident prediction value first.
- AVG PRED ACC:** The accident prediction value is the probability that an accident between a train and a highway vehicle will occur at the crossing in a year.
- HIST AVG PRED ACC:** The historical accident prediction value is the probability that an accident between a train and a highway vehicle will occur at the crossing in a year.
- GX ID:** The unique site specific DOT/AAR Crossing Inventory Number.
- RR CODE:** The unique alphabetic FRA railroad code for the specific railroad.
- CITY, STATE (COUNTY):** The city, state, and county which the crossing is located.
- STREET:** The name of the road, street, or highway (if provided) where the crossing is located.
- YEARLY ACCIDENT COUNT:** The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
- DATE CHG:** The date of the latest change of the warning device category at the crossing which impacts the accident prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the accident history prior to the indicated year - month is not included in calculating the accident prediction value.
- W D:** The type of warning device shown on the current Inventory record for the crossing where: FQ = Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
- TOT TRN:** Total number of trains per day at the crossing.
- TOT TRK:** Total number of railroad tracks between the warning devices at the crossing.
- TTBL SPD:** The maximum (allowable) timetable speed for trains through the crossing.
- HWY PVD:** Is the highway paved on both sides of the crossing?
- HWY LNS:** The number of highway traffic lanes crossing the tracks at the crossing.
- AADT:** The average daily traffic count of highway vehicles at the crossing.

CROSSING INVENTORY PROFILE

Crossing ID 058725R	State ID	County BONNER	City SANDPOINT	Highway CR	RailRoad BNSF
Division MONTANA	Subdivision KOOTENAI RIVER		Milepost 1400.749	Train Movements 12 DayThru12 NightThru 0 Switching	
Typical Train Speed 1 MPH - 79 MPH	Type Development 11		Number of Traffic Lanes 2	Highway Paved? Yes , 0	
Passive Devices 2XB / 2SS / nullYS			Active Devices 0GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 0 FL(ttl pairs)		
Tracks 1MAIN10TH	Highway System 8	Function Class 0	AADT 2100	Percentage of Trucks 0	

Crossing ID 058727E	State ID	County BONNER	City SANDPOINT	Highway CR	RailRoad BNSF
Division MONTANA	Subdivision KOOTENAI RIVER		Milepost 1401.012	Train Movements 12 DayThru12 NightThru 0 Switching	
Typical Train Speed 1 MPH - 79 MPH	Type Development 11		Number of Traffic Lanes 2	Highway Paved? Yes , 0	
Passive Devices 2XB / 2SS / nullYS			Active Devices 0GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 0 FL(ttl pairs)		
Tracks 1MAIN10TH	Highway System 8	Function Class 0	AADT 000230	Percentage of Trucks 1	

Crossing ID 058728L	State ID	County BONNER	City SANDPOINT	Highway CR	RailRoad BNSF
Division MONTANA	Subdivision KOOTENAI RIVER		Milepost 1401.546	Train Movements 0 DayThru0 NightThru 0 Switching	
Typical Train Speed 1 MPH - 10 MPH	Type Development 11		Number of Traffic Lanes 2	Highway Paved? Yes , 0	
Passive Devices 2XB / 0SS / nullYS			Active Devices 2GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 4 FL(ttl pairs)		
Tracks 0MAIN40TH	Highway System 8	Function Class 0	AADT 000200	Percentage of Trucks 14	

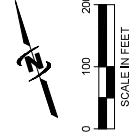
Crossing ID 058819S	State ID	County BONNER	City SANDPOINT	Highway CR	RailRoad BNSF
Division MONTANA	Subdivision KOOTENAI RIVER		Milepost 1401.527	Train Movements 12 DayThru12 NightThru 0 Switching	
Typical Train Speed 1 MPH - 35 MPH	Type Development 11		Number of Traffic Lanes 2	Highway Paved? Yes , 0	
Passive Devices 0XB / 0SS / nullYS			Active Devices 2GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 4 FL(ttl pairs)		
Tracks 1MAIN10TH	Highway System 8	Function Class 1	AADT 000160	Percentage of Trucks 20	

Crossing ID 065934R	State ID	County BONNER	City SANDPOINT	Highway CR	RailRoad BNSF
Division MONTANA	Subdivision BOYER YD ID		Milepost 1402.074	Train Movements 0 DayThru0 NightThru 0 Switching	
Typical Train Speed 1 MPH - 10 MPH	Type Development 11		Number of Traffic Lanes 2	Highway Paved? Yes , 1	
Passive Devices 2XB / 1SS / nullYS			Active Devices nullGT / null GT(Ped) null FL(over) / 0 FL(not over) / null FL(ttl pairs)		
Tracks 0MAIN10TH	Highway System 3	Function Class 1	AADT 1600	Percentage of Trucks 5	



RANKED PUBLIC HIGHWAY-RAIL CROSSINGS TEN YEAR ACCIDENT PREDICTION HISTORY

Crossing ID	Date/Time	Railroad	City/Highway	Hwy User/ User Spd	Type Trk/ Train Spd	Weather	Circumstances/ View of Track Obstructed	Warning Devices/ Operating?	Intersection/ Lights	Number Killed/ Number Injured
058725R										
	12/23/18 (8:13 PM)	BNSF	SANDPOINT WOODLAND DR	Truck 004MPH	Main 025MPH	28 F Dusk	TRN STRUCK HWY USER Not obstructed	SS,XB	No No	0 0
Total	Accidents	1								
Total	Accidents	this Report:	1							



REVISIONS

NO.	DESCRIPTION	BY	APP.	DATE

RIGHT OF WAY
CONCEPTUAL EXHIBIT
CITY OF SANDPOINT
GREAT NORTHERN ROAD

DATE: 02/20/2018
PROJECT: SANDPOINT
DRAWN BY: JUB
CHECKED BY: JUB
DATE: 02/20/2018
SCALE: AS SHOWN
SHEET NUMBER: 1

JUB ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com





AGENDA REPORT

City Council Meeting

TODAY'S DATE: July 7, 2025

MEETING DATE: July 15, 2025

TO: Sandpoint Planning and Zoning Commission

FROM: Planning & Community Development Director, Jason Welker

SUBJECT: Public Hearing – Update to Sandpoint's Area of Impact Boundary

DESCRIPTION/BACKGROUND:

The purpose of this staff report is to present an updated proposal for the City of Sandpoint's Area of Impact (AOI), formerly referred to as the Area of City Impact (ACI), in accordance with Idaho State Code § 67-6526. In response to direction from the Bonner County Board of Commissioners (BOCC) at their June 16, 2025, public hearing, City staff now propose the elimination of Sandpoint's AOI altogether.

This proposal reflects the City's current growth plans and acknowledges that no areas outside Sandpoint's corporate limits are expected to be annexed within the next five years. The elimination of the AOI complies with the statutory requirement that an AOI include only areas "very likely to be annexed" in that time frame.

Idaho's Local Land Use Planning Act (LLUPA), codified in Title 67, Chapter 65 of Idaho Code, establishes a legal framework for local land use planning. Section 67-6526 specifically governs the establishment and amendment of areas of impact for cities in coordination with counties.

Historically, the City of Sandpoint's AOI encompassed approximately 12.3 square miles of unincorporated land adjacent to the city. In early 2025, a staff proposal to reduce the AOI to 3.4 square miles was brought forward in an effort to comply with new legislative requirements enacted in 2024, which restrict AOIs to areas both within two miles of city limits and highly likely to be annexed within five years.

However, during the June 16, 2025, Bonner County Board of Commissioners meeting, the commissioners expressed concern that even the significantly reduced AOI did not meet the statutory threshold of "very likely" to be annexed. Specifically, concerns were raised regarding statements made by City officials indicating limited utility capacity and a lack of planned annexations in the near term.

UPDATED PROPOSAL:

In response to the BOCC's direction, and following internal evaluation of the City's growth and annexation plans, staff now propose the complete elimination of the City of Sandpoint's AOI.

Key points supporting this proposal include:

- The City has no current plans or intentions to annex unincorporated land within the next five years.

- Annexation in Idaho is typically initiated by property owners, and the City has not received recent annexation petitions.
- While utility capacity issues were raised during BOCC deliberations, they are secondary to the primary statutory requirement under § 67-6526, which is a demonstrated likelihood of annexation within five years.
- Without foreseeable annexation activity, maintaining an AOI is likely more consistent with Idaho Code if it matches known annexation interest.
- In accordance with Idaho Code 67-6526 4(b), “Adjustments to an area of impact may be proposed and considered at any time following the initial establishment of the area of impact.” Given this flexibility, the city will be able to respond to an annexation request relatively quickly.

Notice of the public hearing was published in accordance with Idaho Code requirements and local ordinances on June 25, 2025, and July 2, 2025. Notice was also posted on the City’s website. Written public comment submitted by July 10, 2025, will be included in the meeting packet, and comments received after that deadline will be distributed at the hearing.

STAFF RECOMMENDATION:

Planning staff recommends that the Sandpoint Planning & Zoning Commission approve the proposed elimination of the City’s Area of Impact and forward a recommendation to the City Council for formal adoption.

This action aligns with the guidance provided by the Bonner County Board of Commissioners and reflects the City’s current land use planning trajectory, ensuring compliance with the requirements of Idaho Code § 67-6526.

NEXT STEPS:

If the Planning & Zoning Commission recommends approval, the proposal will proceed to the Sandpoint City Council for consideration. If adopted by the Council, the City will formally notify Bonner County of its intent to eliminate the AOI and request that the existing AOI agreement be rescinded.

ACTION:

Motion to approve, deny, or modify the proposed elimination of the Area of Impact for recommendation to the City Council and subsequent formal action in coordination with Bonner County.

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

ATTACHMENTS:

None

NOTICE OF PUBLIC HEARING
CITY OF SANDPOINT PLANNING & ZONING COMMISSION

NOTICE IS HEREBY GIVEN that the Sandpoint Planning & Zoning Commission will hold a public hearing during their meeting on Tuesday, July 15th, 2025, which begins at 5:30 p.m. in Council Chambers at Sandpoint City Hall, 1123 W. Lake St., Sandpoint, Idaho. The purpose of the hearing is to receive public comment and consider an update to the boundaries of Sandpoint's Area of Impact (AOI) (formerly referred to as the "Area of City Impact" or ACI), which extends beyond Sandpoint City limits into Bonner County, following direction from Bonner County's Board of Commissioners at their June 16th AOI public hearing to limit the proposed AOIs to areas that are "very likely to be annexed in the next five years."

The Planning & Zoning Commission will review the proposed changes, hear public testimony, and deliberate on whether to recommend that the Sandpoint City Council adopt, modify, or reject the updated AI boundaries as presented by City Planning staff. The update to the AI boundary is pursuant to Idaho Code § 67-6526, which governs the establishment and amendment of areas of impact for cities in coordination with the county. A copy of the proposed boundary changes and relevant materials will be available for review at Sandpoint City Hall and on the City's website at www.sandpointidaho.gov prior to the hearing.

All interested persons are encouraged to attend and provide comments. Written comments may be submitted prior to the hearing by mailing or delivering them to the City of Sandpoint, 1123 W. Lake St., Sandpoint, Idaho 83864, or by emailing cityplanning@sandpointidaho.gov. Written comments received by 5:00 p.m. on June 15th, 2025, will be included in the meeting packet. Late comments will be distributed to the Commission at the hearing.

For questions regarding this hearing, please contact the Sandpoint Planning & Community Development Department at (208) 263-3370 or via email at cityplanning@sandpointidaho.gov.



Bonner County Planning Department

"Protecting property rights and enhancing property value"

1500 Highway 2, Suite 208, Sandpoint, Idaho 83864

Phone (208) 265-1458 - Fax (866) 537-4935

Email: planning@bonnercountyid.gov - Web site: www.bonnercountyid.gov

Item # 3.

July 2, 2025

Bonner County
1500 Hwy 2
Sandpoint, ID 83864

Subject: File AM0006-25 – Modification to the Area of Impact for the City of Sandpoint

The Bonner County Commissioner at the June 16, 2025 public hearing rejected and remanded the referenced application.

MOTION: Commissioner Domke moved to amend the area of impact for the City of Sandpoint for File AM0006-25 to remove the disputed properties, being described as RP57N02W282851A, RP57N02W284201A, and RP57N02W284602A.

Commissioner Korn seconded the motion.

ROLL CALL VOTE

Commissioner Williams	YES
Commissioner Korn	YES
Commissioner Domke	YES

MOTION TO REJECT: Commissioner Korn moved to reject the proposed Area of Impact for the City of Sandpoint and requested the City resubmit an amended Area of Impact which reflects a more realistic five year growth rate.

Commissioner Domke seconded the motion.

ROLL CALL VOTE

Commissioner Williams	YES
Commissioner Korn	YES
Commissioner Domke	YES

Voted upon and the Chair declared the Motion passed, unanimously.

Please contact the Planning Department if you have any questions.

Sincerely,

Asia Williams, Chairwoman
Board of County Commissioners
c: Planning Department



Bonner County

Board of Commissioners

Brian Domke

Asia Williams

Ron Korn

Item # 3.

**Public Hearing Minutes
Planning**

Date: June 16, 2025
Location: 1500 Hwy 2, Suite 338
Sandpoint, ID 83864
Convene at: 11:00 AM

COMMISSIONERS: Domke – Present Williams – Present Korn – Present
OTHERS PRESENT: Jake Gabell

Purpose/Topic Summary: Modification to the Area of Impact for the following Cities: Dover Sandpoint, Ponderay, Kootenai, Hope, East Hope, and Clark Fork

* * * * *

Commissioner Williams opened the hearing at 11:00 a.m.

Planning Director, Jake Gabell, presented an overview of this hearing

- Please see attached packet for all cities for complete details
- This hearing is for 7 cities
- Applicable Idaho Codes: 31-714, 31-716, 31-801,
- Per SB1403 made several changes to the regulation of Areas of Impact: Boundaries 67-6526, Jurisdiction 67-6526, Mandatory Review 67-6526(a)
- Planning Staff worked with GIS after receiving the proposals from each City
- Discussion regarding draft ordinances and grayscale map and disputed areas
- Order of the hearings will be Dover/Sandpoint; Ponderay/Kootenai; Hope/East Hope; Clark Fork

File AM0005-25 – Modification to the Area of Impact for the City of Dover - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of Dover pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By: Jake Gabell

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request, this would reduce the current boundary by approximately 3,800 acres but within the 2 mile buffer
- Discussed the coordination of negotiations between Dover and Sandpoint, no agreement for properties neat Ontario St and Chuck Slough
- Discussed the annexation potential and service planning required by Idaho Code

File AM0006-25 – Modification to the Area of Impact for the City of Sandpoint - Bonner County proposed to modify the Area of City Impact (AOI) for the City of Sandpoint pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By: Jake Gabell

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request including a reduction in area and buffer area
- Briefly discussed the dispute between Dover and Sandpoint
- Discussed the annexation potential and service planning required by Idaho Code

File AM0005-25 – Modification to the Area of Impact for the City of Dover -

Dover Presented: Clare Marley

- Wants to allow continued comment in the AOI, appreciates this being allowed
- Disputed areas: June 5 requesting support for this request, growing at about 3% annually, limited by water, mountains, and Sandpoint
- The mountainous area not likely to be annexed
- Discussed the sewer and water systems/capacities in the disputed areas and future annexations, Dover has a brand new Post Office and the trail areas which they consider services, property owner of one of these areas prefer not to be annexed, but if they have to be they would prefer Sandpoint

The Commissioners asked about the ownership of the parcel in question as well as the extension of sewer systems.

File AM0006-25 – Modification to the Area of Impact for the City of Sandpoint -

Sandpoint Presented: Jason Welker

- Looked at areas in unincorporated areas currently being served by City of Sandpoint services (water/sewer). Discussed these areas
- Discussed the area of overlap with Dover – there is about half a mile of property boundaries, services in these areas, and they have no desire to pursue annexation in the disputed area

The Commissioners asked about the infrastructure services in this area, including the capacity of the sewer system and overflow and current problems regarding this relating to growth.

Both Files:

Public Comment

- Mark Willis – Asked about the map, clarification of the current area of impact
- Brett Evans – Requested clarification regarding some properties on Pine Street to be removed from the City of Dover and litigation relating to this
- Mark Willis – Asked about another section of the map, opposed to being annexed by Dover
- Kelly Jenkins – Opposed to being annexed, commented on Dover’s water/sewer issues

There was a discussion regarding the purpose of Areas of Impact and Annexation.

- Kim Peckham – Requested clarification of AOI and ACI

Dover Rebuttal: Clare Marley

- Cannot respond to litigation, commented on the water issues not being related to the pipes but to stormwater

Sandpoint Rebuttal: Jason Welker

- Agrees with Jake’s assessment of ACI becoming AOI, Sandpoint is looking to promote responsible growth where infrastructure already exists

Deliberation and Discussion among the Board:

Commissioner Korn thinks that the AOI is quite large, does not look like either city is looking to annex the surrounding areas in the next 5 years, can the board amend the requests by the cities.

Commissioner Domke commented on the historical parcels being annexed, as proposed there is a reduction of area for both areas but there is still an overestimation.

Commissioner Williams commented on the need to settle the disputed area and to focus on the expected areas of growth for the next 5 years as well as concerns brought to the board by Mayor Grimm regarding water.

Jason, Sandpoint, commented on the anticipated growth where infrastructure already exists being more concentrated and not sprawl.

Clare, Dover, commented on the growth of Dover being toward Syringa, and this sewer can be improved in this area. Would like the question of the overlap resolved.

The board discussed the contested parcels and that the owner prefers not to be annexed, but if it is required, would prefer Sandpoint. When both cities agree they have no plans to grow outward in the next 5 years, it makes sense not to include these parcels in annexation, and it can be reconsidered in 5 years when it comes up again.

The board requested clarification on this. Jake has discussed this disputed area and the 90 day rule with legal. Discussion followed regarding the requirements of meeting the statutory requirements. The board would like the two cities to bring forward another proposal.

Commissioner Domke made a motion to amend the proposed area of impact for the City of Dover for FILE AM0005-25 to remove the disputed area of impact being described as [insert parcel #s]. Commissioner Korn seconded the motion. Brief discussion. Roll Call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Commissioner Korn made a motion that we reject the proposed area of impact from the City of Dover [AUDIO]. Commissioner Domke seconded the motion. Roll Call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Commissioner Domke made a motion to amend the proposed area of impact for the City of Sandpoint for FILE AM0006-25 to remove the disputed area of impact being described as [insert parcel #s]. Commissioner Korn seconded the motion. Roll Call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Commissioner Korn made a motion that we deny the area of impact from the City of Sandpoint and ask them to bring back to the board a revised area of impact [AUDIO]. Commissioner Domke

seconded the motion. Roll Call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

File AM0007-25 – Modification to the Area of Impact for the City of Ponderay - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of Ponderay pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By:

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request reducing the previous boundary
- Discussed the infrastructure, areas likely to be annexed in 5 years, and that there are disputed areas
- Discussed significant infrastructure developments

File AM0008-25 – Modification to the Area of Impact for the City of Kootenai - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of Kootenai pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By:

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request that maintains the full extent of the two mile statutory limit, to align with recently revised statutory framework
- Discussed the disputed areas, infrastructure, and areas likely to be annexed in the next 5 years
- Proposal does not include infrastructure plans, growth projections, or service expansion

File AM0007-25 – Modification to the Area of Impact for the City of Ponderay -

Ponderay Presented: Kaylee Miller

- Discussed the decrease of boundaries in their proposal and areas included in the proposal
- There was a discussion regarding McGhee Road and an error that was corrected regarding this line
- Discussed transportation plans and the recent additions of recreational areas
- City is focusing on 200 acres off McGhee Road and the transportation plans/infrastructure of this area as it is imminent growth in that area

Commissioner Domke requested clarification of the 200 acres and current infrastructure on McGhee Road and plans for the area. Commissioner Williams requested clarification that they are actively looking at growth and this would be why the annexation. Kaylee provided that it makes sense to annex these parcels so that they are in the proper jurisdiction and residential growth.

Kootenai Presented: Clare Marley, Tess Vogel

Tess:

- Provided background information regarding the boundary lines and keeping the extension of boundary lines as large as they can, the city would like direction for a gravel pit and potential industrial uses
- Discussed why they would like to annex the disputed area, they sent out a survey to the residents in this area, the majority would prefer not to be annexed but would prefer Kootenai if they had to choose.
- Would like to continue to have any projects, CUPS, land use, etc. in that area and keep this in their agreement

Clare:

- Kootenai has the elementary school and access including connectors and pathways, sidewalk and road improvements
- The areas in question were part of Kootenai prior to being de-annexed
- There has been a huge increase in growth residentially with some commercial growth
- Discussed the lake and mountains being cause for growth limitations
- The parcels in question would prefer to be residential and not commercial/commercial recreation

Commissioner Williams requested clarification on commercial development and growth.

Nancy Lewis, Mayor of Kootenai

- They would hope to have more residential in this area, and for it to remain residential

Both Files:

Public Comment

- Allana – Commented on a failed annexation attempt by Ponderay last year, the road services have ceased since last year, would prefer not to be included in Ponderay due to lack of plans for services
- Denise Griffith – Less than half of her property is not in the area or impact, does not want to be annexed, wants to maintain the rural aspect of the area
- Travis Thompson – Can't tell what the current ACI is, (Jake provided that he is currently there and proposed to stay), would prefer to not be in the AOI
- Christie Cosky – Her neighborhood does not want to be annexed, they are rural, do not want to be part of Ponderay

Ponderay Rebuttal:

- Commented on the roads and the area that is no longer being serviced and what services are available, the services in that area are outside of their jurisdiction
- Not looking to annex areas to make them commercial, they would remain residential
- This AOI would simplify jurisdictional issues

Kootenai Rebuttal:

Clare:

- Kootenai also does not have sewer/water in these areas, but they do have the pathways/roads and improvements made to the roads

Tess:

- Commented on Providence and pathways within Kootenai and having these areas in their AOI makes sense as the areas use these services

Deliberation and Discussion among the Board:

Commissioner Domke has concerns that the proposed boundaries may exceed the 5 year plans and about infrastructure in these areas. Commented on the disputed area to the east, both cities have made investments but no significant public services, nor did they present any significant plans to annex these areas in the future.

Commissioner Williams had some of the same concerns as well as pulling an area into the AOI when they pulled an application to annex the same area (Ponderay). Both cities are proposing growth, but neither as shown plans for growth and have not seen growth. Commented on the services, with focus on magnesium chloride on the roads.

Commissioner Korn commented that what Ponderay is proposing makes sense, not sure where they would shrink their AOI. Discussion followed regarding the disputed areas and the issues of services, such as road maintenance. Further discussion regarding the cost to residents without increased services as well as the pros and cons of the disputed areas. There was discussion regarding inclusion of state lands in an AOI as well as the overlapping jurisdictions paying for infrastructure/maintenance in the area, especially McGhee Road, and the investment of each jurisdiction.

Kaylee discussed the imminent growth and maintenance of McGhee. A discussion followed regarding this growth. Clare suggested an alternative option.

Commissioner Korn commented on both cities' potential for growth. Commissioner Williams commented that Kootenai's suggestion makes sense. There was further discussion about leaving the disputed parcels in the current areas and reconsideration of any changes in 5 years. There was clarification on the parcels and McGhee Road there was further discussion with the cities and the board. The board agrees that Ponderay having McGhee Road makes sense, and Commissioners Korn and Domke agree that the center area also makes sense to go to Ponderay's AOI.

Discussion regarding the proposal from Kootenai, Commissioners Korn and Domke agree that it is excessive at this time, would like them to reconsider and bring it back. Commissioners Domke and Williams agree that the half arrow area should stay within Kootenai's AOI.

Commissioner Korn made a motion to **approve** this FILE AM0007-25 to adopt, Area of Impact for the City of Ponderay pursuant finding that it **is** in accord with Idaho Code §67-6526, Areas of Impact. This decision is based upon the evidence submitted up to the time the Staff Report was prepared and testimony received at this hearing. I further move to adopt the findings of fact as set forth in the Staff Report and as amended during this hearing and direct staff planning to draft written findings and conclusions to reflect this motion, have the Chair sign and transmit to all interested parties. This action does not result in a taking of private property, with the to modify the boundary of the Area of [AUDIO]. Commissioner Domke seconded the motion. Brief discussion. Roll call Vote: Commissioner Williams – No; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Findings of Fact:

1. In 2024, the Idaho Legislature adopted Senate Bill 1403, which amended Idaho Code §67-6526, "Areas of Impact," revising the requirements for establishing and maintaining Areas of Impact.

2. Idaho Code §67-6526, as amended, requires that each city and the Board of County Commissioners adopt an updated Area of Impact by December 31, 2025, and review the agreement at least once every five (5) years thereafter.

3. The Bonner County Board of Commissioners has initiated the process to comply with the updated requirements of Idaho Code § 67-6526.

4. On April 10, 2025, the City of Ponderay submitted a formal request for an updated Area of Impact boundary, including a proposed map and supporting documentation. The proposal was approved by the Ponderay City Council on April 7, 2025.

5. The proposed Area of Impact submitted by the City of Ponderay reflects a reduction from the previous boundary and is limited to areas adjacent to the existing city limits.

6. Planning and GIS staff reviewed the City of Ponderay’s proposed Area of Impact boundary and determined that it does not extend more than two (2) miles beyond the existing city limits, consistent with the limitations set forth in Idaho Code §67- 6526(1).

7. Idaho Code §67-6526(1)(b) requires that areas included within an Area of Impact be very likely to be annexed into the city within the next five (5) years.

8. Historical annexation activity over the past ten (10) years shows that the City of Ponderay has annexed three adjacent properties totaling approximately 5.76 acres along Highway 95, as well as a portion of McGhee Road right-of-way. The city has also held additional public hearings to consider annexation requests that were ultimately not approved.

9. Ponderay has made significant infrastructure investments, including improvements to the Field of Dreams recreation complex, installation of pedestrian pathways along McGhee Road, and transportation planning efforts designed to support future growth and annexation.

10. The City of Ponderay coordinated with neighboring jurisdictions, including the City of Kootenai and the City of Sandpoint, to discuss proposed Area of Impact boundaries. An area of overlap was identified between Ponderay and Kootenai involving approximately 18 properties on the east side of McGhee Road.

11. Idaho Code §67-6526(3) provides that, where cities cannot reach agreement on overlapping Areas of Impact, each city may submit a proposal and the Board of County Commissioners is responsible for determining the final boundary.

Commissioner Domke made a motion to **remand** this FILE AM0008-25 back to the City of Kootenai, [AUDIO]

Commissioner Korn seconded the motion. Roll call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Commissioner Williams called a recess at 1:54 p.m.

Reconvened at 2:04 p.m.
BOCC/Planning Hearing

File AM0009-25 – Modification to the Area of Impact for the City of Hope - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of Hope pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By: Jake Gabell

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request that maintains the two mile distance limits
- Both cities submitted consistent boundary maps and descriptions in support of their proposals
- 318 acres that were “gifted” are likely to be annexed within 5 years
- All areas proposed are contiguous with the city
- No contested areas between the cities

File AM0010-25 – Modification to the Area of Impact for the City of East Hope - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of East Hope pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI.

Staff Report Presented By: Jake Gabell

- Please see attached packet
- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request that maintains
- Both cities submitted consistent boundary maps and descriptions in support of their proposals
- The proposed areas are directly adjacent to city limits, and were reconfigured to reduce the eastern edge
- No contested areas between the cities

File AM0009-25 – Modification to the Area of Impact for the City of Hope –

Hope Presented: Brian Quayle

- Commented on the gifted property, it was gifted as it is the water source, the land north of that is forest service lands
- Discussed the western boundary line, there is access, and the owners do not object at this time

Commissioner Korn requested clarification on the Van Stone property. At this time, there are no plans for development.

File AM0010-25 – Modification to the Area of Impact for the City of East Hope –

East Hope Presented: Tess Vogel, Clare Marley

Tessa:

- Worked with Hope on shared boundaries
- The large areas in the proposal are where the city’s water source is

- Not asking for big changes, just cleaning up the boundaries

Commissioner Domke commented about the watershed being in an AOI and the legality of that. There was brief discussion regarding this issue and how it relates to potential growth.

Clare Marley:

- Commented on the question of the watershed and federal lands and the boundary change near Strong Creek

Both files:

Public Comment Opened at

- Kim Peckham – Wondering why it is all the way to the East to the Riser Creek area and if there are plans for development in that area

Hope Rebuttal:

- Reiterated that Mr. Van Stone asked to be included
- There were discussions with East Hope, and they came to an agreement

East Hope Rebuttal:

- Commented on the Riser Creek area already being in the current ACI
- Reduced some, it's cleaner and makes more sense

Commissioner Domke asked if the city could justify the proposed area and their 5 year plan for growth. Discussion followed regarding the infrastructure and water.

Deliberation and Discussion among the Board:

Commissioner Korn discussed the island area and that the Mr. Van Stone requested inclusion; does not see any reason to contest what they're requesting.

Commissioner Williams did not have any reason to contest, did voice question regarding annexation in the future and long term plans.

Commissioner Domke is in agreement as well.

Commissioner Korn made a motion to **approve** this FILE AM0009-25 to adopt, Area of Impact for the City of Hope pursuant finding that **it is** in accord with Idaho Code §67-6526, Areas of Impact. This decision is based upon the evidence submitted up to the time the Staff Report was prepared and testimony received at this hearing. I further move to adopt the findings of fact as set forth in the Staff Report (or as amended during this hearing) and direct planning staff to draft written findings and conclusions to reflect this motion, have the Chair sign and transmit to all interested parties. This action does not result in a taking of private property. Commissioner Domke seconded the motion. Roll call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Commissioner Domke made a motion to approve an Ordinance of Bonner County, Idaho, the number to be assigned, citing its authority, and providing for the adoption the Area of Impact for the City of Hope as presented or amended in this hearing and providing for an effective date. Commissioner Korn seconded the motion. Roll call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Findings of Fact:

1. In 2024, the Idaho Legislature adopted Senate Bill 1403, which amended Idaho Code §67-6526, “Areas of Impact,” revising the requirements for establishing and maintaining Areas of Impact.

2. Idaho Code §67-6526, as amended, requires that each city and the Board of County Commissioners adopt an updated Area of Impact by December 31, 2025, and review the agreement at least once every five (5) years thereafter.

3. The City of Hope’s proposed Area of Impact (AOI) boundary does not extend to, or beyond the two-mile limit, satisfying Idaho Code §67-6526(1).

4. Planning and GIS staff reviewed the City of Hope’s proposed Area of Impact boundary and determined that it does not extend more than two (2) miles beyond the existing city limits, consistent with the limitations set forth in Idaho Code §67-6526(1).

5. The City of Hope annexed approximately 318 acres of land, which was gifted to the City. All properties within the proposed AOI are adjacent to the existing city limits.

6. The City of Hope coordinated with the City of East Hope to adjust their shared AOI boundary along Strong Creek. The adjustment clarifies jurisdictional divisions between the two cities, and consistent proposals were submitted for the Board’s consideration.

7. Idaho Code §67-6526(3) provides that cities with abutting boundaries negotiate in good faith to recommend AOI boundaries. In the absence of an agreement, each city may submit a proposal, and the Board of County Commissioners is responsible for determining the final boundary.

Commissioner Williams discussed proposed changes to protect the watershed, but without a plan showing growth, what will they be growing toward.

Commissioner Korn agrees, believes that the purpose of this statute is to prevent pulling in this much land.

Commissioner Domke agrees as well, there needs to be some intent to justify pulling those parcels in.

Commissioner Korn made a motion to **remand** this FILE AM0010-25 back to the City of East Hope for revision to more accurately reflect the state statute and [audio]

Commissioner Domke seconded the motion.

Roll call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes.

The motion carries.

File AM0011-25 – Modification to the Area of Impact for the City of Clark Fork - Bonner County has proposed to modify the Area of City Impact (AOI) for the City of Clark Fork pursuant to Idaho Code §§ 67-6509 and 67-6526. The AOI is a planning tool used to help the city project future growth planning. Idaho law requires each city to identify an area where it expects to grow over time. The AOI helps guide that planning efforts and it does not grant the city any governing authority over properties within the AOI

Staff Report Presented By: Jake Gabell

- Please see attached packet
- BOCC/Planning Hearing

- Briefly discussed agency and public comments
- Provided a map of the current and proposed AOI
- Provided an overview of this request that maintains
- The proposal shows a deliberate effort to update the AOI
- The proposal significantly reduces its AOI and focuses on area immediately adjacent to city limits
- The proposal centers on future growth opportunities, meets the buffer

Clark Fork Presented: Clare Marley and Tess Vogel

Clare Marley:

- The city attorney's advice was that they had to have a proposal
- Presented the proposed changes that are contiguous to the city
- There is a water system but no sewer system

Commissioner Korn asked about the shape of the proposed area. There was a brief discussion regarding this parcel and an inconsistency on the map.

Public Comment

- None

Deliberation and Discussion among the Board

Commissioner Korn made a motion to **approve** this FILE AM0011-25 to adopt, Area of Impact for the City of Clark Fork pursuant finding that it **is** in accord with Idaho Code §67-6526, Areas of Impact. This decision is based upon the evidence submitted up to the time the Staff Report was prepared and testimony received at this hearing. I further move to adopt the findings of fact as set forth in the Staff Report (or as amended during this hearing) and direct planning staff to draft written findings and conclusions to reflect this motion, have the Chair sign and transmit to all interested parties. This action does not result in a taking of private property. Commissioner Domke seconded the motion. Roll call Vote: Commissioner Williams – Yes; Commissioner Korn – Yes; Commissioner Domke – Yes. The motion carries.

Findings of Fact:

1. In 2024, the Idaho Legislature adopted Senate Bill 1403, which amended Idaho Code §67-6526, “Areas of Impact,” revising the requirements for establishing and maintaining Areas of Impact.

2. Idaho Code §67-6526, as amended, requires that each city and the Board of County Commissioners adopt an updated Area of Impact by December 31, 2025, and review the agreement at least once every five (5) years thereafter.

3. Planning and GIS staff reviewed the City of Clark Fork’s proposed AOI boundary and determined that it does not extend more than two (2) miles beyond the existing city limits, consistent with the limitations set forth in Idaho Code §67-6526(1).

4. The City of Clark Fork has not annexed any properties within the past ten (10) years.

5. The City of Clark Fork’s proposal represents a significant reduction from the existing Area of City Impact, limiting the AOI to areas near the city limits generally characterized by existing commercial and industrial land uses.

6. The proposed AOI is consistent with Bonner County’s pending recommendations for future use map designations as mixed-use.

7. Idaho Code §67-6526(a) states that cities should receive notice of, and may provide input on, applications brought to the County within an Area of Impact. The City of Clark Fork has requested that the County’s ordinance include a notice provision to facilitate collaboration on land use decisions within the AOI.

Adjourned at 2:54 p.m.

Deputy Clerk: *Alisa Schoeffel*



Written comment for Sandpoint Planning & Zoning Commission public hearing

From Jennifer S <jensudick@gmail.com>

Date Wed 7/9/2025 7:01 PM

To City Planning <cityplanning@sandpointidaho.gov>

 1 attachment (41 KB)

City_Testimony_Sudick_07-09-25.pdf;

Some people who received this message don't often get email from jensudick@gmail.com. [Learn why this is important](#)

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the [IT Department](#)

Submitting the attached written testimony in response to the Sandpoint Planning & Zoning Commission Notice of Public Hearing at 5:30 p.m. Tuesday, July 15, 2025, RE: Modification to the Area of Impact for the City of Sandpoint.

Please confirm receipt.

Thank you,
Jennifer Sudick

July 9, 2025

TO: City of Sandpoint Planning & Zoning Commission

**RE: Modification to the Area of Impact for the City of Sandpoint, Public Hearing,
Tuesday, July 15, 2025**

I invite those public officials considering the Modification to the Area of Impact for the City of Sandpoint to drive the dead-end road of Leisure Lane/Serenity Place. Although we are near current City boundaries, our neighborhood, which was established more than two decades ago, is clearly not appropriate for consideration under the proposed City AOI.

The geography, established wells, utilities and large forested plots (1 acre+) of this neighborhood leave me wondering how we fit into City planning. What benefits would this bring with the increased taxes of being a City resident? We are not ripe for further development, as our lots cannot be subdivided, and our homes slope directly up a hillside into a mountain.

I grew up in the City of Sandpoint, and I am disappointed in the City's lack of consultation with residents (to my knowledge, there hasn't been any) or serious consideration of the costs or challenges over any possible tax benefits.

The public tax investment would be too great to needlessly reconfigure complex established systems for City amenities, so what is the City planning for this neighborhood? Residents who are potentially affected by this AOI deserve a clear understanding of why we are being considered, what benefits would be provided by annexation, what the costs are, and how the City and County would enact any changes.

Until then, I have no reason to believe that consideration of our neighborhood for annexation by the City would provide any benefit to the current residents, City taxpayers or to the City. I strongly urge you to reconsider the AOI as was presented to the Bonner County Commissioners and Planning Department on June 16, 2025.

Thank you for your consideration of this written statement.



Jennifer Sudick
Resident, The Pines
96 Serenity Place

Dear City of Sandpoint Planning & Zoning Commission:

June 16, 2025

I attended today's Public Hearing in person with the Bonner County Commissioners regarding the updates to the proposed "Area of Impact" (AOI) of the City of Sandpoint. I understand the Commissioners rejected the City's initial AOI proposal today on the basis to revise the AOI based on realistic five-year growth goals. I left the meeting confused because on one hand the City said they have no intention of annexing properties under the revised AOI, however also said that properties included under the AOI are "very likely" to be annexed within the next five years. So, which is it?

My husband and I own a home and property that is included in your original AOI at 439 Vedelwood Drive (Parcel # RP036650030080). We bought our home intentionally to be outside of City limits in rural Bonner County. We want to be left that way. We do not want to be under the City's jurisdiction, we do not want to pay taxes to the City and we do not want to pay for hookup to City water/sewer services. This situation represents massive overreach by the City of Sandpoint.

As the Commissioners have asked you to revise the AOI boundary, we are once again respectfully rejecting any attempt to include our property under the City's revised AOI.

Problems with the City's wastewater/sewage treatment plant were discussed during today's meeting. The treatment plant is in need of a massive overhaul, and this will take taxpayer buy-in and a large amount of resources to improve, not to mention many years. **It is clear the City of Sandpoint's water treatment plant is unable to properly and safely manage additional growth that would be serviced under the revised AOI.**

Given the discussion regarding the state of the current water treatment plant, I am requesting that our property at 439 Vedelwood Drive, Sandpoint ID 83864 (Parcel # RP036650030080) be removed from the revised AOI and inclusion is reassessed at a later date when the situation with the water treatment plant is resolved. It does not make any sense to include our property in the revised AOI if the City is unable to safely manage and treat the water coming from this area.

Those of us who have our homes within this area have an ongoing concern that the City will not listen to the residents of rural Bonner County continue to move forward with its plans to include these properties under the revised AOI. We are very much aware that inclusion of our properties represents significant tax revenue opportunities for the City and motivation for this additional revenue serves as reason to include our properties under the AOI.

Finally, I would also like to express my disappointment during today's presentation that comments from concerned property owners were not presented to the Commissioners. Many of us commented on the open [File AM0006-25](#) with the County and have presented our concerns to the City of Sandpoint as [linked here](#). Additionally, the County had a [google form](#) where it collected public comment and asked for responses of opposed/neutral/in favor of inclusion under the City's AOI. None of the public comments were presented. I am requesting that all of the public comments through today's date are shared with the Commissioners at the next hearing for the AOI so they hear directly from those who are impacted by the AOI. Many of us have jobs

that prevent us from attending County or City meetings in the middle of the workday and comments that are submitted to be part of public comment should be presented.

Thank you for your time.

Respectfully,

Ava Lalancette
Joe Henderson
439 Vedelwood Drive, Sandpoint, ID 83864

From: Cori Roark <coriannesong@gmail.com>
Sent: Monday, March 17, 2025 8:17 PM
To: Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Subject: Area of Impact Boundary Adjustment

Item # 3.

Dear Planning and Zoning Commission,

As residents of Gooby Road for nearly 8 years, we would like to express concerns at the glaring government overreach proposed in the Area of City Impact Boundary Adjustment and possible annexation of our property and the neighboring properties around ours.

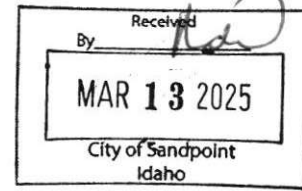
I have attached a letter written by our neighbor, Jeremy Brown, which clearly articulates our exact concerns and sentiments.

We do not support the ACI boundary adjustment. Living outside the city boundary is not an accident for us or anyone around us, it is a calculated choice based on a number of details, including inadequate infrastructure, oppressive code requirements, and taxes. The city of Sandpoint really doesn't have anything to offer us and has shown time and again it's service to tourists over residents.

For these reasons, as well as the ones presented in Neighbor Jeremy Brown's letter, we strongly oppose the ACI boundary adjustment.

Respectfully,
Aaron and Cori Roark

Jeremy Brown & Danielle Daniels
309 Gooby Rd.
Sandpoint, ID 83864
jeremy@northidaho-realestate.com
208-290-6847



March 3, 2025

Sandpoint Planning and Zoning Commission
1123 Lake Street
Sandpoint, ID 83864

Subject: Concerns Regarding the Proposed Area of Impact Boundary Adjustment

Dear Sandpoint Planning and Zoning Commission,

We are writing to express our concerns regarding the proposed Area of City Impact (ACI) boundary adjustment and any potential annexation of our property and the surrounding area into the City of Sandpoint. While we understand that the city is proposing a reduction in the ACI, we still believe this adjustment is unnecessary and offers no benefit to the residents in the affected area. More importantly, before considering any form of expansion, the city should first focus on addressing its own pressing infrastructure challenges, affordable housing issues, and the environmental impact that further development would have on sensitive wetlands and water quality.

1. The City Lacks the Water and Sewer Capacity for Expansion

According to Idaho Statute 67-6526(4)(a), an Area of Impact should be defined based on anticipated growth, availability of municipal water and sewer services within five years, and other geographic factors. However, the City of Sandpoint is already struggling to maintain and upgrade its existing wastewater treatment plant, which Mayor Jeremy Grimm has referred to as a "time bomb." The facility is well beyond its useful life, with components dating back to the 1940s and 1950s. City officials have acknowledged that the plant is at risk of failure, and the estimated cost for necessary upgrades falls between \$60-\$100 million.

Given these circumstances, expanding the ACI contradicts Idaho law, which requires that the city demonstrate the ability and likelihood of providing essential services within a reasonable timeframe. As Mayor Grimm himself stated, "[The plant is] beyond its useful life," and city staff are forced to keep it running with emergency fixes and outdated equipment. If the city is struggling to maintain its existing water and sewer infrastructure, it makes little sense to extend its jurisdiction into areas that are already self-sufficient.

As current users of city water, we experience these issues firsthand. We frequently deal with extremely low water pressure and have had several instances where our water has completely shut off. Because of these recurring problems, we plan to drill a well on our property in the near future to ensure we have a reliable water source. With these ongoing challenges, how can the city justify expanding when it's struggling to provide basic services to its existing residents?

2. Environmental Concerns: Wetlands, Water Quality, and Runoff Issues

Idaho law (67-6526(4)(a)(ii)) requires that geographic factors be considered when modifying an Area of Impact. The ACI includes a significant amount of wetlands and environmentally sensitive areas, many of which play a crucial role in maintaining water quality and preventing flooding. The Sandpoint Comprehensive Plan itself

emphasizes the importance of protecting open spaces, wildlife corridors, and water quality as part of responsible future planning.

In our immediate neighborhood, we experience substantial spring runoff, which already impacts local properties. Further development in these rural areas would only add to pollution and strain the natural landscape, increasing the risk of water contamination and flooding. Given that the city is already dealing with a failing wastewater treatment plant, any additional development would further stress a system that is barely holding together. Without proper infrastructure in place, expansion into these sensitive areas poses a serious environmental risk that contradicts responsible planning practices outlined in Idaho law.

3. The Proposed Area Is Already Developed with Adequate Water and Septic Systems

Idaho Statute 67-6526(4)(b) states that an Area of Impact should not exceed areas that are very likely to be annexed within five years. The area under consideration is already developed with private wells and septic systems, meaning there is no need for city water and sewer services.

Additionally, if residents are not required to connect to city utilities, what exactly is the purpose of this expansion? If we are required to connect, that would force us to abandon existing water and septic systems in favor of costly city services, placing an unnecessary financial burden on property owners. This is especially concerning given the rising cost of living and the current struggles many families are already facing. It would make more sense for the city to focus on improving infrastructure and helping with housing affordability rather than expanding into areas that don't need or want city services.

The City's own planning documents acknowledge that much of the land in the current ACI boundary is predominantly low-density and rural, with large lots, farms, and existing developments that do not align with the city's growth model. The idea that these areas "could reasonably be served by the city within 5-10 years" seems unrealistic given Sandpoint's ongoing infrastructure challenges.

4. The City Should Prioritize Infrastructure and Affordable Housing, Not Expansion

According to Idaho Statute 67-6526(1)(b), Areas of Impact should not be used to stop growth but should also be planned based on the ability of a city to provide services. If city officials are truly concerned about community growth, then they should focus on solving the affordability crisis before considering expansion.

Instead of focusing on adjusting or expanding the Area of Impact, city officials should prioritize:

- Fixing existing infrastructure so that water and sewer systems meet the needs of current residents.
- Improving road conditions and public services.
- Creating policies that promote affordable housing solutions rather than expanding into areas that don't need or want city oversight.

5. No Justification for Expansion Under Idaho Statute 67-6526

Idaho law requires that Areas of Impact be designated based on a city's ability to realistically annex and provide services in the near future (67-6526(4)(b)). However, given Sandpoint's current infrastructure struggles, the city is in no position to expand.

The city has already acknowledged that much of the ACI consists of rural residential areas that do not fit within its urban development model. If there is no clear path for annexation and no pressing need for city services, then this adjustment and potential future annexation serves no practical purpose.

For these reasons, we strongly urge the Planning and Zoning Commission and the Bonner County Board Commissioners to reconsider the necessity of any future annexation. The City of Sandpoint should focus on fixing its failing wastewater treatment plant, improving infrastructure, and addressing housing affordability before considering any territorial expansion. Even then, we have no interest in being annexed, as it provides no benefit to us or our family.

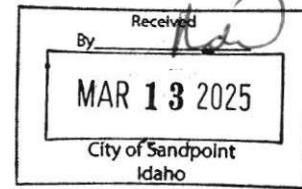
We appreciate your time and consideration of our concerns. Please include us in any further communications regarding this proposal, and we look forward to participating in any public discussions on this matter.

Sincerely,



Jeremy Brown & Danielle Daniels
309 Gooby Rd.
Sandpoint, ID 83864
208-290-6847

Jeremy Brown & Danielle Daniels
309 Gooby Rd.
Sandpoint, ID 83864
jeremy@northidaho-realestate.com
208-290-6847



March 3, 2025

Sandpoint Planning and Zoning Commission
1123 Lake Street
Sandpoint, ID 83864

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emphasizes the importance of protecting open spaces, wildlife corridors, and water quality as part of responsible future planning.

In our immediate neighborhood, we experience substantial spring runoff, which already impacts local properties. Further development in these rural areas would only add to pollution and strain the natural landscape, increasing the risk of water contamination and flooding. Given that the city is already dealing with a failing wastewater treatment plant, any additional development would further stress a system that is barely holding together. Without proper infrastructure in place, expansion into these sensitive areas poses a serious environmental risk that contradicts responsible planning practices outlined in Idaho law.

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Additionally, if residents are not required to connect to city utilities, what exactly is the purpose of this expansion? If we are required to connect, that would force us to abandon existing water and septic systems in favor of costly city services, placing an unnecessary financial burden on property owners. This is especially concerning given the rising cost of living and the current struggles many families are already facing. It would make more sense for the city to focus on improving infrastructure and helping with housing affordability rather than expanding into areas that don't need or want city services.

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- Improving road conditions and public services.
- Creating policies that promote affordable housing solutions rather than expanding into areas that don't need or want city oversight.

5. No Justification for Expansion Under Idaho Statute 67-6526

Idaho law requires that Areas of Impact be designated based on a city's ability to realistically annex and provide services in the near future (67-6526(4)(b)). However, given Sandpoint's current infrastructure struggles, the city is in no position to expand.

The city has already acknowledged that much of the ACI consists of rural residential areas that do not fit within its urban development model. If there is no clear path for annexation and no pressing need for city services, then this adjustment and potential future annexation serves no practical purpose.

For these reasons, we strongly urge the Planning and Zoning Commission and the Bonner County Board Commissioners to reconsider the necessity of any future annexation. The City of Sandpoint should focus on fixing its failing wastewater treatment plant, improving infrastructure, and addressing housing affordability before considering any territorial expansion. Even then, we have no interest in being annexed, as it provides no benefit to us or our family.

We appreciate your time and consideration of our concerns. Please include us in any further communications regarding this proposal, and we look forward to participating in any public discussions on this matter.

Sincerely,



Jeremy Brown & Danielle Daniels
309 Gooby Rd.
Sandpoint, ID 83864
208-290-6847



Staff Report

To: Planning and Zoning Commission
From: Bill Dean, City Planner
Report: June 18, 2025
Hearing: July 15, 2025
Item: Sandpoint City Code Title 9 Chapter 1, Section 3 Definitions Ordinance Amendment
Applicant: City Initiated

Please Note: The Application and all materials related to this request are provided on the City’s website at: www.sandpointidaho.gov/currentprojects

1) Introduction and Background

The proposed ordinance amending Sandpoint City Code Title 9 Chapter 1 relates to the recent efforts to create a new Downtown Parking Management Plan. At the June 17, 2025 meeting of the Planning and Zoning Commission (PZC) an update to the Off-Street Parking and Loading facilities ordinance was considered (Title 9 Chapter 5). That effort identified several zoning definitions related to parking that required updating; the definitions contained within the zoning ordinance reside in Title 9 Chapter 1. Updates to the definitions could not be acted upon by the PZC on June 17, 2025 because they were not part of the public hearing noticing for that hearing. Accordingly, another public hearing notice was prepared and posted enabling the changes to definitions to be presented to the PZC. Title 9 Chapter 1, Section 3 was not comprehensively updated; solely those definitions that created conflict with the proposed changes to Title 9 Chapter 5 (Off-Street Parking and Loading Facilities) were included for revision.

2) Overview of Proposed Amendment

The following is a summary of the proposed amendments to Title 9, Chapter 1 Section 3 “Definitions”:

- 1) 9-1-3 ALLEY: A ~~street or way~~ **public vehicle passageway** shown on the official plat of the city or its additions and designated thereon as an alley.

The reason this is proposed for amendment is to clarify that an alley is not a street.

- 2) PARKING AREA/**FACILITY**, PRIVATE: **Any privately owned off-street area, lot, structure, or portion thereof, that is designated and used for the temporary storage and maneuvering of motor vehicles. This includes surface parking lots, parking garages or structures, and all internal driveways, drive aisles or circulation areas necessary for vehicle ingress, egress, and movement within the facility. A private parking facility does not include public rights-of-way, on-street parking spaces, or areas designated exclusively for the loading or unloading of trucks or delivery vehicles. An open area for the parking of privately owned automobiles and not for public use.**

The reason this is proposed for amendment is to clarify that a parking “area” and a parking “facility” are the same thing. These terms are currently used separately and this amendment will establish their interchangeability in the off-street parking ordinance.

- 3) **PARKING AREA/FACILITY, PUBLIC:** An open area, other than street, used for the temporary parking of more than four (4) automobiles and available for public use whether free, for compensation or as an accommodation for clients or customers.

This mimics the above definition in terms of interchangeability. The expanded definition for a parking area/facility is not needed for public lots because public lots are developed through a capital improvement (CIP) process as opposed to a private development process and the intent of the public parking area/facility is refined and established through the CIP process. By contrast, private lots routinely are coupled with loading areas or service areas (for commercial and industrial development, for example) and clarifying that portions of the pavement not used for calculating landscaped areas (which are a percentage of “parking areas/facilities) provides for less ambiguity when reviewing development applications. The question over whether all paved areas are considered parking areas/facilities is a common question asked of City staff and this amendment provides clarity.

- 4) **STREET:** The entire width between the right-of-way lines of every way for vehicular and pedestrian traffic and includes the terms "road", "highway", "lane", "place", "avenue", and ~~"alley"~~, and other similar designations.

Distinguishing between street and alley will enable consistent application of applicable regulations, otherwise, development regulations, such as hard surfacing requirements become muddled and can result in inconsistent application.

The public noticing for this proposed ordinance occurred in accordance with code requirements.

3) Planning Commission Action

On legislative matters, including rulemaking such as amendments to the zoning ordinance, the Planning and Zoning Commission act in an advisory capacity to the City Council. The action of the Planning and Zoning Commission can include the following:

- Recommend City Council adopt the ordinance as drafted
- Recommend City Council adopt the ordinance after making changes
- Direct staff to revise the ordinance before taking action
- Recommend City Council Deny the ordinance.

4) Attachments

- 1. Redline Version of Draft Proposed Amendments to Sandpoint City Code Title 9 Chapter 1
- 2. Clean Version of Draft Proposed Amendments to Sandpoint City Code Title 9 Chapter 1

9-1-3: Definitions:

Words not defined herein shall be given the meanings ordinarily applied to such words. The word "structure" shall include the word "building", and the word "lot" shall include the word "plot".

ACCESSORY BUILDING OR USE: A subordinate building or use, which is located on the same parcel on which the main building or use is situated and which is reasonably necessary and incidental to the conduct of the primary use of such building or to the main use.

ACCESSORY DWELLING UNIT (ADU): A habitable living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

ACREAGE: Any tract or parcel of land which has not been subdivided or platted.

ADJOINING: Properties that touch or bound a particular parcel of land. For notification purposes, parcels that would adjoin a property absent an alley are also included.

AIRPORT: The Sandpoint Airport property, including all land covered by the Sandpoint Airport master plan.

AIRPORT ELEVATION: The highest point of an airport's usable landing area measured in feet from sea level. The elevation of the Sandpoint Airport is two thousand one hundred twenty-seven feet (2,127') above mean sea level.

ALLEY: A ~~street or way~~ **public vehicle passageway** shown on the official plat of the city or its additions and designated thereon as an alley.

APARTMENT: A room or suite of rooms in a multiple-family structure which is arranged, designed, used or intended to be used as a housekeeping unit for a single-family.

AUTO WRECKING OR JUNKYARD: Any place where two (2) or more motor vehicles not in running condition, or parts thereof, are stored in the open and are not being restored to operation; any land, building or structure used for wrecking or storing of such motor vehicles or parts thereof and including any farm vehicles or farm machinery or parts thereof, stored in the open and not being restored to operating condition; and including the commercial salvaging and scavenging of any other goods, articles or merchandise.

AUTOMOBILE: A passenger vehicle.

AUTOMOBILE REPAIR: General repair, rebuilding or reconditioning of motor vehicles; collision service, such as body, frame or fender straightening and repair; overall painting of motor vehicles.

AUTOMOBILE SERVICE STATION: An establishment where automotive fuels and lubricants, accessories and services are sold at retail; however, where the sale of such is only incidental, the establishment or premises shall be classified as a public garage.

BASEMENT: A story partly or wholly underground. Where more than one-half (½) of its height is above the average level of the adjoining ground, a basement shall be counted as a story for purpose of height measurement.

BED AND BREAKFAST: An owner occupied dwelling where rooms are available for transient lodging and where a morning meal is provided.

BILLBOARD: Any structure or portion thereof upon which are placed signs or advertisements used as an outdoor display. This definition does not include any bulletin boards used to display official court or public office notices, or a sign advertising the sale or lease of the premises on which the sign is located.

BOARDING, LODGING OR ROOMING HOUSE: A building where lodging, with or without meals, is provided for compensation for not fewer than four (4) nor more than twelve (12) persons in addition to members of the family occupying such building.

BUILDING: Any structure utilized or intended for supporting or sheltering any occupancy.

BUILDING AREA: The buildable area of a lot is the space remaining after adherence to the minimum open space requirements of this chapter.

BUILDING FOOTPRINT: The horizontal area, measured from the outside of all exterior walls and supporting columns. It includes all attached and covered components of a structure including residences, garages, covered carports, and covered patios, decks and porches.

BUILDING HEIGHT: The vertical distances measured from the sidewalk level or its equivalent established grade opposite the middle of the front of the building to the highest point of the roof. Where buildings are set back from the street line, the height of the building may be measured from the average elevation of the finished lot grade at the front of the building.

BUILDING LINE: The perimeter of that portion of a building nearest a property line, but excluding open steps, terraces, cornices and other ornamental features projecting from the walls of the building.

CARPOR: A structure attached or made a part of the main structure which is open to the weather on at least two (2) sides, intended for the use of sheltering not more than two (2) motor driven vehicles.

CHURCH: A nonprofit organization, that is or would be recognized by the internal revenue service as such, which uses buildings, structures, or land for the teaching or practice of religious doctrine or related social functions.

COMMISSION: For the purposes of this title, "commission" shall mean the planning and zoning commission.

COMPREHENSIVE PLAN: An official document pursuant to Idaho Code 67-6508 that includes land within the jurisdiction of the governing board which considers previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components unless the plan specifies reasons why a particular component is unneeded: population; economic development; land use; natural resource; hazardous areas; public services, facilities and utilities; transportation; recreation; special areas or sites; housing; community design and implementation.

CONDITIONAL USE: A use listed in a particular zone which is compatible with its surrounding area and permitted if approved by the planning commission or by a hearing body.

CONDOMINIUM: A multiple-family dwelling, duplex, or single unit, in which the dwelling units are individually owned, with each owner having a recordable deed enabling the unit to be sold, mortgaged, or exchanged independently.

COURT: An open unoccupied space, other than a yard, on the same lot with a building and bounded on two (2) or more sides by such building.

CURB GRADE: The established elevation of the curb measured at the center of the front of a building. Where no curb grade has been established, the city shall establish such curb level or its equivalent for the purpose of this chapter.

DANCE HALL: A large room used mainly for dancing. (Synonyms: ballroom, dance palace.)

DAYCARE CENTER: A place or facility providing daycare for compensation for thirteen (13) or more children.

DISTRICT: A section or sections of the incorporated area of the city for which the regulations and provisions governing the use of buildings and land are uniform for each class of use permitted therein.

DUPLEX: A two-family dwelling where neither unit contains less than twenty-five percent (25%) of the total habitable floor area of the structure.

DWELLING, APARTMENT OR MULTIPLE-FAMILY: A building or portion thereof, designed for occupancy by three (3) or more families living independently of each other.

DWELLING, DUPLEX OR TWO-FAMILY: A building, including modular housing, containing two (2) dwelling units with a common wall.

DWELLING, SINGLE-FAMILY ATTACHED: An individually owned single-family attached dwelling, such as a townhouse.

DWELLING, SINGLE-FAMILY OR ONE-FAMILY: A detached building, other than a mobile home or modular home, containing one dwelling unit and not including timeshare ownership of that dwelling unit.

DWELLING UNIT: One or more rooms designed for occupancy by one family for living purposes and having only one cooking facility, but not including motel units.

FACADE: The entire area of a building facing or side extending from the roof or parapet to the ground and from one corner of the building to another but does not include any structural or nonstructural elements which extend beyond the roof of a building.

FAMILIAL STATUS: One or more individuals (who have not attained the age of eighteen (18) years) being domiciled with:

- A. A parent or another person having legal custody of such individual or individuals; or
- B. The designee of such parent or other person having such custody, with the written permission of such parent or other person.

The protections afforded against discrimination on the basis of familial status shall apply to any person who is pregnant or is in the process of securing legal custody of any individual who has not attained the age of eighteen (18) years.

FAMILY: A single individual or two (2) or more persons living together as one housekeeping unit using one kitchen.

FAMILY DAYCARE HOME: A home, place or facility providing daycare for six (6) or fewer children.

FRONTAGE: All property on one side of a street between two (2) intersecting streets, or natural barriers.

GARAGE, PRIVATE: An accessory building for the storage of not more than three (3) motor driven vehicles of which not more than one shall be a commercial vehicle of not more than two (2) tons' capacity.

GARAGE, PUBLIC: A building other than a private garage used for the care, repair of equipment or automobiles, or for vehicles parked or stored for remuneration, hire or sale.

GATED COMMUNITY: A residential neighborhood where accessibility is controlled by means of a gate, guard, barrier or other similar improvement within or across a privately maintained right-of-way.

GROUP DAYCARE FACILITY: A home, place, or facility providing daycare for seven (7) to twelve (12) children.

GUESTHOUSE: A structure for human habitation, containing one or more rooms with bath and toilet facilities, but not including a kitchen or facilities which would provide a complete housekeeping unit.

HARD SURFACING: A surface constructed of asphalt, concrete, polymer blocks or other like substance recognized in the industry as providing a pavement like surface which like substance is approved by the city engineer or public works director.

HAZARD TO AIR NAVIGATION: An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

HEIGHT: See definition of Building Height.

HOME OCCUPATION: An occupation, profession or business activity including family daycare (six (6) or fewer children), where the primary location of business and/or the official business address is at the home which results in a product or service for gain, is clearly incidental and subordinate to the use of the premises as a dwelling unit

and does not change the character thereof. Examples of permissible uses include tutoring and music lessons that occur one on one or similar types of uses.

HOSPITAL, SANATORIUM, HOSPICE: An institution open to the public, in which sick patients or injured persons are given medical or surgical care; or for the care of contagious diseases or terminally ill patients.

HOTEL: A building designed for occupancy as the more or less temporary abiding place of individuals who are lodged with or without meals, in which there are six (6) or more guestrooms, and in which no provisions are made for cooking in any individual room or suite.

INSTITUTION: A building occupied by a nonprofit corporation or a nonprofit establishment for public or semipublic use.

KENNEL: Any lot or premises on which four (4) or more dogs, at least four (4) months of age, are kept.

LABORATORY: A place devoted to experimental study such as testing and analyzing. Manufacturing of a product or products is not to be permitted within this definition.

LOADING SPACE: An off-street space or area on the same lot with a building or contiguous to a group of buildings for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials and which abuts upon a street, alley or other appropriate means of access.

LOT: A parcel or plot of land occupied or suitable for occupancy by one main building or use, with accessory buildings, including the open spaces required by this title, and having its principal frontage upon a public street or highway.

LOT, CORNER: A lot situated at the intersection of two (2) or more streets.

LOT DEPTH: The horizontal distance between the front and rear lot lines.

LOT FRONTAGE: The front of a lot shall be that boundary of a lot along a public street; and for a corner lot the front shall be the shorter lot boundary along a street.

LOT, INTERIOR: A lot other than a corner lot.

LOT OF RECORD, SUBSTANDARD ORIGINAL: Any legally created individual nonconforming lot or parcel that does not meet the minimum lot width or area requirements of the district in which it is located. Such lot or parcel may be utilized for those uses permitted within its zoning district if all other requirements of this title are met. For the purpose of this definition, residentially zoned lots or parcels must have been created prior to March 10, 1980, and industrially zoned lots or parcels must have been created prior to April 20, 2011, or they must have existed prior to their annexation into the city of Sandpoint, whichever occurred first. Residential development of substandard original lots of record is subject to section 9-4-6 of this title.

LOT, REVERSED CORNER: A corner lot the rear of which abuts upon the side of another lot whether across an alley or not.

LOT WIDTH: The horizontal distance between the side lot lines.

MOBILE HOME: A vehicle or structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, is intended for human occupancy and is being used for residential purposes.

MOBILE HOME PARK: Any plot of ground upon which two (2) or more occupied mobile homes are located.

MOBILE HOME SPACE: A plot of ground within a mobile home park designated for the accommodation of one mobile home.

MODULAR HOUSING: A dwelling unit manufactured off site, built to be used for permanent residential occupancy, to be set on a permanent foundation and conforming to the applicable building code.

MOTEL: A group of attached or detached buildings containing individual sleeping or living units where a majority of such units open individually and directly to the outside, and where a garage is attached or a parking space is conveniently located to each unit, all for the use by automobile tourists or transients, and such words include motor lodges, motor inns, and similar terms.

NONCONFORMING USE: Any building, structure or land lawfully occupied by a use or lawfully situated which does not conform to the regulations of this title.

NONPRECISION INSTRUMENT RUNWAY: A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight in nonprecision instrument approach procedure has been approved or planned.

NURSING HOME OR REST HOME: A private hospital for the care of children, the aged or infirm or a place of rest for those suffering bodily disorders, but not including facilities for the treatment of sickness or injuries or for surgical care.

PARKING AREA/FACILITY, PRIVATE: Any privately owned off-street area, lot, structure, or portion thereof, that is designated and used for the temporary storage and maneuvering of motor vehicles. This includes surface parking lots, parking garages or structures, and all internal driveways, drive aisles or circulation areas necessary for vehicle ingress, egress, and movement within the facility. A private parking facility does not include public rights-of-way, on-street parking spaces, or areas designated exclusively for the loading or unloading of trucks or delivery vehicles. ~~An open area for the parking of privately owned automobiles and not for public use.~~

PARKING AREA/FACILITY, PUBLIC: An open area, other than street, used for the temporary parking of more than four (4) automobiles and available for public use whether free, for compensation or as an accommodation for clients or customers.

PARKING SPACE: An area, enclosed or unenclosed, which has adequate access to a public street or alley, sufficient in size to store one automobile.

PERSON: An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

PLANNED UNIT DEVELOPMENT: An area of land pursuant to Idaho Code 67-6515 in which a variety of residential, commercial, industrial and other land uses are provided for under single ownership or control.

PORCH: A roofed entrance to a building, projecting out from the wall or walls of the main structure and commonly open in part to the weather.

PRECISION INSTRUMENT RUNWAY APPROACH ZONE: The inner edge of this approach zone coincides with the width of the primary surface and is one thousand feet (1,000') wide. The approach zone expands outward uniformly to a width of sixteen thousand feet (16,000') at a horizontal distance of fifty thousand feet (50,000') from the primary surface. Its centerline is the continuation of the centerline of the runway.

PRESCHOOL: An institution primarily engaged in child training and academic instruction prior to the mandatory first grade.

PRIMARY SURFACE: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred feet (200') beyond each end of that runway; for military runways or when the runway has not specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in the airport overlay zone district. The elevation on the primary surface is the same as the elevation of the nearest point on the runway centerline.

RUNWAY: A defined area on an airport prepared for landing and takeoff of aircraft along its length.

SCHOOL: An institution primarily engaged in academic instruction, public, parochial or private and recognized or approved by the state.

SETBACK: The minimum required distance between a property line and any portion of a building excepting projections as allowed by this title.

SIDEWALK: That portion of a street between the lateral lines of the roadway and the adjacent property lines set apart for use by pedestrians.

SITE PLAN REVIEW: The process whereby the planning department shall review the site plans, maps and other studies to assist in determining the manner in which the applicant intends to make use of his property to assure that they meet the stated purposes and standards of the zoning district and provide for the necessary public facilities associated with the development.

STORY: That portion of a building included between the surface of any floor and the surface of the floor next above it or if there be no floor above it, then the space between such floor and the ceiling next above.

STREET: The entire width between the right-of-way lines of every way for vehicular and pedestrian traffic and includes the terms "road", "highway", "lane", "place", "avenue", and "alley", and other similar designations.

STRUCTURAL ALTERATIONS: Any change which would prolong the life of the supporting members of a building or structure, such as bearing walls, columns, beams or girders.

STRUCTURE: That which is built or constructed.

TERRACE, OPEN: A level and rather narrow plain or platform which, for purposes of this title, is located adjacent to one or more faces of the main structure and which is constructed not more than four feet (4') in height above the average level of the adjoining ground.

TIMESHARE CONDOMINIUM: A condominium in which units are individually owned by a family or group of persons for a variable amount of time during the year, and in which part or all of the units may be available to transients for rent or on an exchange basis. For the purposes of this title, timeshare condominium or unit shall be considered a motel.

TOWNHOUSE: An attached dwelling, designed for residence by a single-family or household, that shares a party or common wall and occasionally a single roof with at least one other similar residence. Townhouses and the land they rest upon are usually individually owned with a proportional interest in the common areas of the development.

TRAILER: A vehicle without motive power used for human habitation, including a trailer coach or house trailer designed to be drawn by a motor vehicle.

TRAILER PARK, MOBILE HOME PARK, TRAILER COURT: Any premises occupied or designed to accommodate more than one mobile home or trailer.

USE: The purpose for which land or a building is intended, designed, arranged or maintained.

VACATION HOME RENTAL OCCUPANCY: The use of a dwelling unit by any person or group of persons who occupies or is entitled to occupy a dwelling unit for remuneration for a period of time less than thirty (30) days but at least two (2) days, counting portions of days as full days. "Remuneration" means compensation, money, rent or other bargained for consideration given in return for occupancy, possession or use of real property. Home exchanges where money is not transferred shall be excluded from this definition.

VISUAL RUNWAY: A runway intended solely for the operation of aircraft using visual approach procedures.

YARD: An open space unoccupied and unobstructed from the ground upward, on the same lot with a main building, except as otherwise provided in this chapter.

YARD, FRONT: A yard extending across the full width of the lot and lying between the front line of the lot and the nearest line of the building.

YARD, REAR: A yard extending across the full width of the lot and lying between the rear line of the lot and the nearest line of the principal building.

YARD, SIDE: That part of the yard lying between the main building and a side lot line, and extending from the required front yard (or from the front lot line, if there is no required front yard) to the required rear yard.

(Ord. 1084, 6-2-2003; amd. Ord. 1091, 8-20-2003; Ord. 1127, 2-16-2005; Ord. 1135, 7-20-2005; Ord. 1152, 7-19-2006; Ord. 1178, 8-15-2007; Ord. 1196, 11-19-2008; Ord. 1263, 12-29-2011; Ord. 1281, 5-15-2013; Ord. 1336, 11-2-2016; Ord. 1393, 3-16-2022; Ord. No. 1413, § 1, 12-20-2023)

9-1-3: Definitions:

Words not defined herein shall be given the meanings ordinarily applied to such words. The word "structure" shall include the word "building", and the word "lot" shall include the word "plot".

ACCESSORY BUILDING OR USE: A subordinate building or use, which is located on the same parcel on which the main building or use is situated and which is reasonably necessary and incidental to the conduct of the primary use of such building or to the main use.

ACCESSORY DWELLING UNIT (ADU): A habitable living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

ACREAGE: Any tract or parcel of land which has not been subdivided or platted.

ADJOINING: Properties that touch or bound a particular parcel of land. For notification purposes, parcels that would adjoin a property absent an alley are also included.

AIRPORT: The Sandpoint Airport property, including all land covered by the Sandpoint Airport master plan.

AIRPORT ELEVATION: The highest point of an airport's usable landing area measured in feet from sea level. The elevation of the Sandpoint Airport is two thousand one hundred twenty-seven feet (2,127') above mean sea level.

ALLEY: A public vehicle passageway shown on the official plat of the city or its additions and designated thereon as an alley.

APARTMENT: A room or suite of rooms in a multiple-family structure which is arranged, designed, used or intended to be used as a housekeeping unit for a single-family.

AUTO WRECKING OR JUNKYARD: Any place where two (2) or more motor vehicles not in running condition, or parts thereof, are stored in the open and are not being restored to operation; any land, building or structure used for wrecking or storing of such motor vehicles or parts thereof and including any farm vehicles or farm machinery or parts thereof, stored in the open and not being restored to operating condition; and including the commercial salvaging and scavenging of any other goods, articles or merchandise.

AUTOMOBILE: A passenger vehicle.

AUTOMOBILE REPAIR: General repair, rebuilding or reconditioning of motor vehicles; collision service, such as body, frame or fender straightening and repair; overall painting of motor vehicles.

AUTOMOBILE SERVICE STATION: An establishment where automotive fuels and lubricants, accessories and services are sold at retail; however, where the sale of such is only incidental, the establishment or premises shall be classified as a public garage.

BASEMENT: A story partly or wholly underground. Where more than one-half (½) of its height is above the average level of the adjoining ground, a basement shall be counted as a story for purpose of height measurement.

BED AND BREAKFAST: An owner occupied dwelling where rooms are available for transient lodging and where a morning meal is provided.

BILLBOARD: Any structure or portion thereof upon which are placed signs or advertisements used as an outdoor display. This definition does not include any bulletin boards used to display official court or public office notices, or a sign advertising the sale or lease of the premises on which the sign is located.

BOARDING, LODGING OR ROOMING HOUSE: A building where lodging, with or without meals, is provided for compensation for not fewer than four (4) nor more than twelve (12) persons in addition to members of the family occupying such building.

BUILDING: Any structure utilized or intended for supporting or sheltering any occupancy.

BUILDING AREA: The buildable area of a lot is the space remaining after adherence to the minimum open space requirements of this chapter.

BUILDING FOOTPRINT: The horizontal area, measured from the outside of all exterior walls and supporting columns. It includes all attached and covered components of a structure including residences, garages, covered carports, and covered patios, decks and porches.

BUILDING HEIGHT: The vertical distances measured from the sidewalk level or its equivalent established grade opposite the middle of the front of the building to the highest point of the roof. Where buildings are set back from the street line, the height of the building may be measured from the average elevation of the finished lot grade at the front of the building.

BUILDING LINE: The perimeter of that portion of a building nearest a property line, but excluding open steps, terraces, cornices and other ornamental features projecting from the walls of the building.

CARPOR: A structure attached or made a part of the main structure which is open to the weather on at least two (2) sides, intended for the use of sheltering not more than two (2) motor driven vehicles.

CHURCH: A nonprofit organization, that is or would be recognized by the internal revenue service as such, which uses buildings, structures, or land for the teaching or practice of religious doctrine or related social functions.

COMMISSION: For the purposes of this title, "commission" shall mean the planning and zoning commission.

COMPREHENSIVE PLAN: An official document pursuant to Idaho Code 67-6508 that includes land within the jurisdiction of the governing board which considers previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components unless the plan specifies reasons why a particular component is unneeded: population; economic development; land use; natural resource; hazardous areas; public services, facilities and utilities; transportation; recreation; special areas or sites; housing; community design and implementation.

CONDITIONAL USE: A use listed in a particular zone which is compatible with its surrounding area and permitted if approved by the planning commission or by a hearing body.

CONDOMINIUM: A multiple-family dwelling, duplex, or single unit, in which the dwelling units are individually owned, with each owner having a recordable deed enabling the unit to be sold, mortgaged, or exchanged independently.

COURT: An open unoccupied space, other than a yard, on the same lot with a building and bounded on two (2) or more sides by such building.

CURB GRADE: The established elevation of the curb measured at the center of the front of a building. Where no curb grade has been established, the city shall establish such curb level or its equivalent for the purpose of this chapter.

DANCE HALL: A large room used mainly for dancing. (Synonyms: ballroom, dance palace.)

DAYCARE CENTER: A place or facility providing daycare for compensation for thirteen (13) or more children.

DISTRICT: A section or sections of the incorporated area of the city for which the regulations and provisions governing the use of buildings and land are uniform for each class of use permitted therein.

DUPLEX: A two-family dwelling where neither unit contains less than twenty-five percent (25%) of the total habitable floor area of the structure.

DWELLING, APARTMENT OR MULTIPLE-FAMILY: A building or portion thereof, designed for occupancy by three (3) or more families living independently of each other.

DWELLING, DUPLEX OR TWO-FAMILY: A building, including modular housing, containing two (2) dwelling units with a common wall.

DWELLING, SINGLE-FAMILY ATTACHED: An individually owned single-family attached dwelling, such as a townhouse.

DWELLING, SINGLE-FAMILY OR ONE-FAMILY: A detached building, other than a mobile home or modular home, containing one dwelling unit and not including timeshare ownership of that dwelling unit.

DWELLING UNIT: One or more rooms designed for occupancy by one family for living purposes and having only one cooking facility, but not including motel units.

FACADE: The entire area of a building facing or side extending from the roof or parapet to the ground and from one corner of the building to another but does not include any structural or nonstructural elements which extend beyond the roof of a building.

FAMILIAL STATUS: One or more individuals (who have not attained the age of eighteen (18) years) being domiciled with:

- A. A parent or another person having legal custody of such individual or individuals; or
- B. The designee of such parent or other person having such custody, with the written permission of such parent or other person.

The protections afforded against discrimination on the basis of familial status shall apply to any person who is pregnant or is in the process of securing legal custody of any individual who has not attained the age of eighteen (18) years.

FAMILY: A single individual or two (2) or more persons living together as one housekeeping unit using one kitchen.

FAMILY DAYCARE HOME: A home, place or facility providing daycare for six (6) or fewer children.

FRONTAGE: All property on one side of a street between two (2) intersecting streets, or natural barriers.

GARAGE, PRIVATE: An accessory building for the storage of not more than three (3) motor driven vehicles of which not more than one shall be a commercial vehicle of not more than two (2) tons' capacity.

GARAGE, PUBLIC: A building other than a private garage used for the care, repair of equipment or automobiles, or for vehicles parked or stored for remuneration, hire or sale.

GATED COMMUNITY: A residential neighborhood where accessibility is controlled by means of a gate, guard, barrier or other similar improvement within or across a privately maintained right-of-way.

GROUP DAYCARE FACILITY: A home, place, or facility providing daycare for seven (7) to twelve (12) children.

GUESTHOUSE: A structure for human habitation, containing one or more rooms with bath and toilet facilities, but not including a kitchen or facilities which would provide a complete housekeeping unit.

HARD SURFACING: A surface constructed of asphalt, concrete, polymer blocks or other like substance recognized in the industry as providing a pavement like surface which like substance is approved by the city engineer or public works director.

HAZARD TO AIR NAVIGATION: An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

HEIGHT: See definition of Building Height.

HOME OCCUPATION: An occupation, profession or business activity including family daycare (six (6) or fewer children), where the primary location of business and/or the official business address is at the home which results in a product or service for gain, is clearly incidental and subordinate to the use of the premises as a dwelling unit

and does not change the character thereof. Examples of permissible uses include tutoring and music lessons that occur one on one or similar types of uses.

HOSPITAL, SANATORIUM, HOSPICE: An institution open to the public, in which sick patients or injured persons are given medical or surgical care; or for the care of contagious diseases or terminally ill patients.

HOTEL: A building designed for occupancy as the more or less temporary abiding place of individuals who are lodged with or without meals, in which there are six (6) or more guestrooms, and in which no provisions are made for cooking in any individual room or suite.

INSTITUTION: A building occupied by a nonprofit corporation or a nonprofit establishment for public or semipublic use.

KENNEL: Any lot or premises on which four (4) or more dogs, at least four (4) months of age, are kept.

LABORATORY: A place devoted to experimental study such as testing and analyzing. Manufacturing of a product or products is not to be permitted within this definition.

LOADING SPACE: An off-street space or area on the same lot with a building or contiguous to a group of buildings for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials and which abuts upon a street, alley or other appropriate means of access.

LOT: A parcel or plot of land occupied or suitable for occupancy by one main building or use, with accessory buildings, including the open spaces required by this title, and having its principal frontage upon a public street or highway.

LOT, CORNER: A lot situated at the intersection of two (2) or more streets.

LOT DEPTH: The horizontal distance between the front and rear lot lines.

LOT FRONTAGE: The front of a lot shall be that boundary of a lot along a public street; and for a corner lot the front shall be the shorter lot boundary along a street.

LOT, INTERIOR: A lot other than a corner lot.

LOT OF RECORD, SUBSTANDARD ORIGINAL: Any legally created individual nonconforming lot or parcel that does not meet the minimum lot width or area requirements of the district in which it is located. Such lot or parcel may be utilized for those uses permitted within its zoning district if all other requirements of this title are met. For the purpose of this definition, residentially zoned lots or parcels must have been created prior to March 10, 1980, and industrially zoned lots or parcels must have been created prior to April 20, 2011, or they must have existed prior to their annexation into the city of Sandpoint, whichever occurred first. Residential development of substandard original lots of record is subject to section 9-4-6 of this title.

LOT, REVERSED CORNER: A corner lot the rear of which abuts upon the side of another lot whether across an alley or not.

LOT WIDTH: The horizontal distance between the side lot lines.

MOBILE HOME: A vehicle or structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, is intended for human occupancy and is being used for residential purposes.

MOBILE HOME PARK: Any plot of ground upon which two (2) or more occupied mobile homes are located.

MOBILE HOME SPACE: A plot of ground within a mobile home park designated for the accommodation of one mobile home.

MODULAR HOUSING: A dwelling unit manufactured off site, built to be used for permanent residential occupancy, to be set on a permanent foundation and conforming to the applicable building code.

MOTEL: A group of attached or detached buildings containing individual sleeping or living units where a majority of such units open individually and directly to the outside, and where a garage is attached or a parking space is conveniently located to each unit, all for the use by automobile tourists or transients, and such words include motor lodges, motor inns, and similar terms.

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NURSING HOME OR REST HOME: A private hospital for the care of children, the aged or infirm or a place of rest for those suffering bodily disorders, but not including facilities for the treatment of sickness or injuries or for surgical care.

PARKING AREA/FACILITY, PRIVATE: Any privately owned off-street area, lot, structure, or portion thereof, that is designated and used for the temporary storage and maneuvering of motor vehicles. This includes surface parking lots, parking garages or structures, and all internal driveways, drive aisles or circulation areas necessary for vehicle ingress, egress, and movement within the facility. A private parking facility does not include public rights-of-way, on-street parking spaces, or areas designated exclusively for the loading or unloading of trucks or delivery vehicles.

PARKING AREA/FACILITY, PUBLIC: An open area, other than street, used for the temporary parking of more than four (4) automobiles and available for public use whether free, for compensation or as an accommodation for clients or customers.

PARKING SPACE: An area, enclosed or unenclosed, which has adequate access to a public street or alley, sufficient in size to store one automobile.

PERSON: An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

PLANNED UNIT DEVELOPMENT: An area of land pursuant to Idaho Code 67-6515 in which a variety of residential, commercial, industrial and other land uses are provided for under single ownership or control.

PORCH: A roofed entrance to a building, projecting out from the wall or walls of the main structure and commonly open in part to the weather.

PRECISION INSTRUMENT RUNWAY APPROACH ZONE: The inner edge of this approach zone coincides with the width of the primary surface and is one thousand feet (1,000') wide. The approach zone expands outward uniformly to a width of sixteen thousand feet (16,000') at a horizontal distance of fifty thousand feet (50,000') from the primary surface. Its centerline is the continuation of the centerline of the runway.

PRESCHOOL: An institution primarily engaged in child training and academic instruction prior to the mandatory first grade.

PRIMARY SURFACE: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred feet (200') beyond each end of that runway; for military runways or when the runway has not specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in the airport overlay zone district. The elevation on the primary surface is the same as the elevation of the nearest point on the runway centerline.

RUNWAY: A defined area on an airport prepared for landing and takeoff of aircraft along its length.

SCHOOL: An institution primarily engaged in academic instruction, public, parochial or private and recognized or approved by the state.

SETBACK: The minimum required distance between a property line and any portion of a building excepting projections as allowed by this title.

SIDEWALK: That portion of a street between the lateral lines of the roadway and the adjacent property lines set apart for use by pedestrians.

SITE PLAN REVIEW: The process whereby the planning department shall review the site plans, maps and other studies to assist in determining the manner in which the applicant intends to make use of his property to assure that they meet the stated purposes and standards of the zoning district and provide for the necessary public facilities associated with the development.

STORY: That portion of a building included between the surface of any floor and the surface of the floor next above it or if there be no floor above it, then the space between such floor and the ceiling next above.

STREET: The entire width between the right-of-way lines of every way for vehicular and pedestrian traffic and includes the terms "road", "highway", "lane", "place", "avenue", and other similar designations.

STRUCTURAL ALTERATIONS: Any change which would prolong the life of the supporting members of a building or structure, such as bearing walls, columns, beams or girders.

STRUCTURE: That which is built or constructed.

TERRACE, OPEN: A level and rather narrow plain or platform which, for purposes of this title, is located adjacent to one or more faces of the main structure and which is constructed not more than four feet (4') in height above the average level of the adjoining ground.

TIMESHARE CONDOMINIUM: A condominium in which units are individually owned by a family or group of persons for a variable amount of time during the year, and in which part or all of the units may be available to transients for rent or on an exchange basis. For the purposes of this title, timeshare condominium or unit shall be considered a motel.

TOWNHOUSE: An attached dwelling, designed for residence by a single-family or household, that shares a party or common wall and occasionally a single roof with at least one other similar residence. Townhouses and the land they rest upon are usually individually owned with a proportional interest in the common areas of the development.

TRAILER: A vehicle without motive power used for human habitation, including a trailer coach or house trailer designed to be drawn by a motor vehicle.

TRAILER PARK, MOBILE HOME PARK, TRAILER COURT: Any premises occupied or designed to accommodate more than one mobile home or trailer.

USE: The purpose for which land or a building is intended, designed, arranged or maintained.

VACATION HOME RENTAL OCCUPANCY: The use of a dwelling unit by any person or group of persons who occupies or is entitled to occupy a dwelling unit for remuneration for a period of time less than thirty (30) days but at least two (2) days, counting portions of days as full days. "Remuneration" means compensation, money, rent or other bargained for consideration given in return for occupancy, possession or use of real property. Home exchanges where money is not transferred shall be excluded from this definition.

VISUAL RUNWAY: A runway intended solely for the operation of aircraft using visual approach procedures.

YARD: An open space unoccupied and unobstructed from the ground upward, on the same lot with a main building, except as otherwise provided in this chapter.

YARD, FRONT: A yard extending across the full width of the lot and lying between the front line of the lot and the nearest line of the building.

YARD, REAR: A yard extending across the full width of the lot and lying between the rear line of the lot and the nearest line of the principal building.

YARD, SIDE: That part of the yard lying between the main building and a side lot line, and extending from the required front yard (or from the front lot line, if there is no required front yard) to the required rear yard.

(Ord. 1084, 6-2-2003; amd. Ord. 1091, 8-20-2003; Ord. 1127, 2-16-2005; Ord. 1135, 7-20-2005; Ord. 1152, 7-19-2006; Ord. 1178, 8-15-2007; Ord. 1196, 11-19-2008; Ord. 1263, 12-29-2011; Ord. 1281, 5-15-2013; Ord. 1336, 11-2-2016; Ord. 1393, 3-16-2022; Ord. No. 1413, § 1, 12-20-2023)



AGENDA REPORT

Planning and Zoning Commission Meeting

TODAY'S DATE: July 7th, 2025

MEETING DATE: July 15th, 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) – 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 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 a 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 could be construed by the Commission as “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 entirely new CUP would be required due to the substantial changes envisioned.

Staff understands that the request to extend the approved CUP is an effort to keep the option of implementing the approved site plan alive while continuing to explore other options, which may ultimately include applying for a new CUP.

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.

This extension request does not allow for or authorize any changes to the site plan, land uses, or development standards approved in 2024. If the applicant desires to revise the site plan or modify project scope in the future, a new Conditional Use Permit application will be required.

Granting the extension maintains the status of the existing CUP and variance for one year from the date of this meeting (July 15, 2025). A subsequent extension may be considered by the Planning and Zoning Commission in 2026, provided the applicant continues to diligently pursue completion of the project.

STAFF RECOMMENDATION:

Staff recommends approval of the requested CUP extension for PCUP23-0004, extending the validity of the permit and associated variance for one additional year (until July 15, 2026), under the following conditions:

1. ~~The extension applies only to the site plan and uses approved in the June 18, 2024 decision. Any future modifications will require a new CUP and public hearing.~~ 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 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



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.



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.

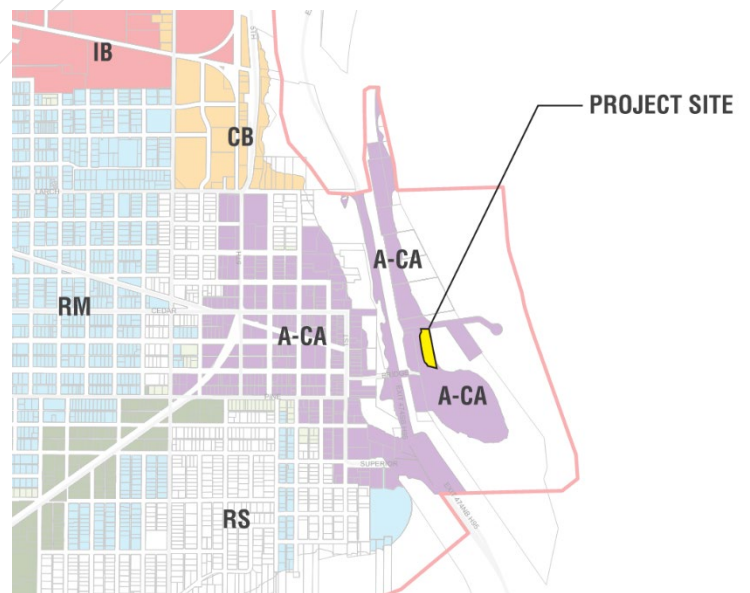


Figure 1 Vicinity & Zoning Map

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

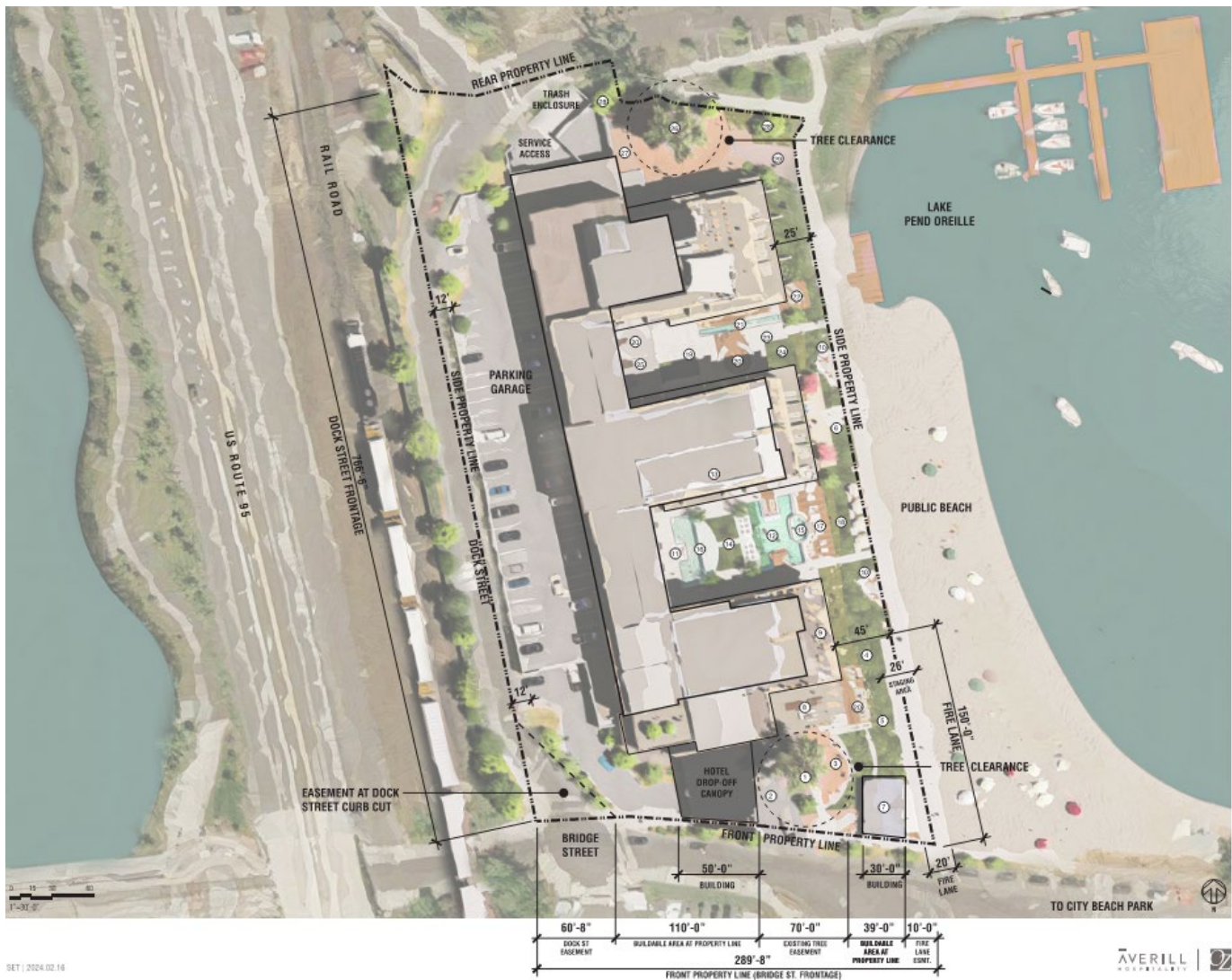


Figure 2 Site Plan

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.

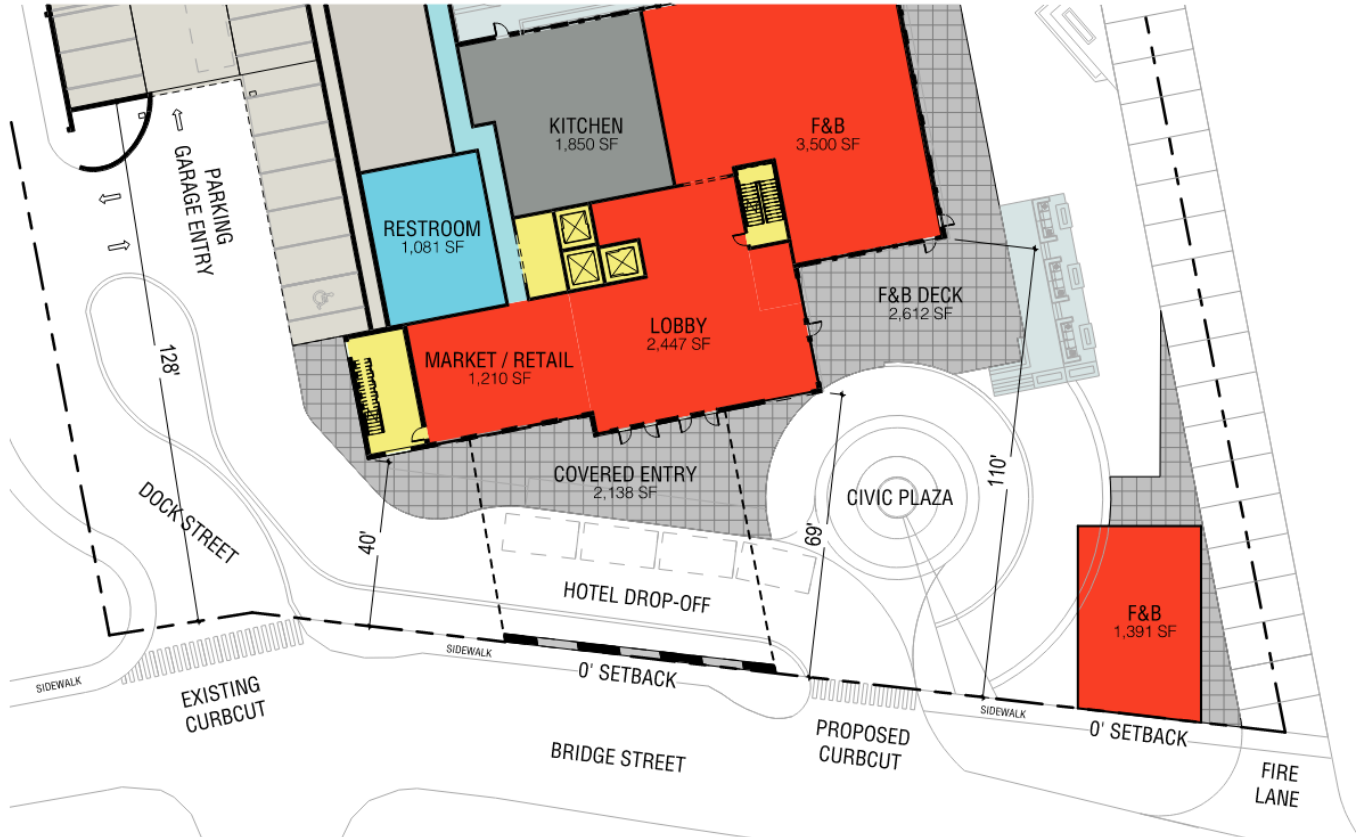


Figure 3 Variance Request Detail

Building Elevations

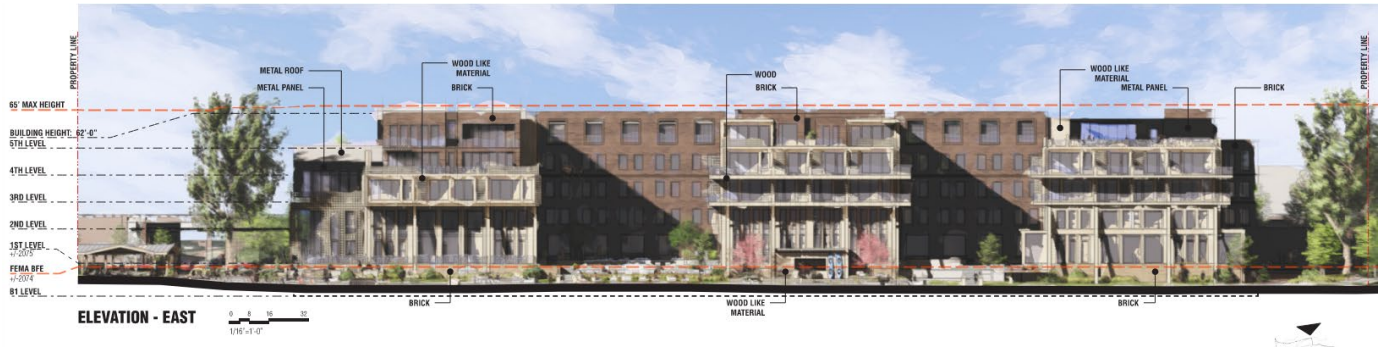


Figure 4 East Elevation

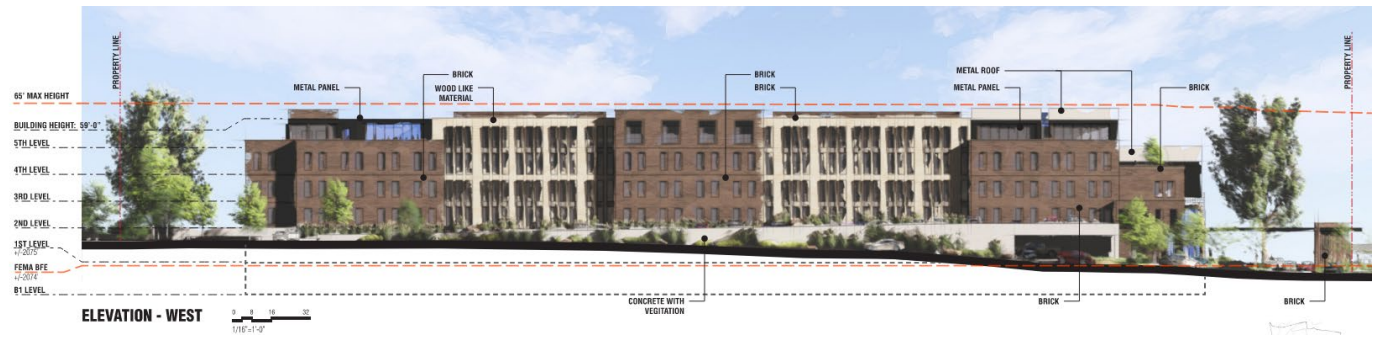


Figure 5 West Elevation

Building Perspectives



PERSPECTIVE - SOUTH WEST

Figure 6 Southwest Perspective



PERSPECTIVE - SOUTH EAST

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
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Fire Dept. <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> City Engineer <input checked="" type="checkbox"/> Operations	<input checked="" type="checkbox"/> Independent Highway District <input checked="" type="checkbox"/> Pend Oreille School District <input checked="" type="checkbox"/> Panhandle Health District <input checked="" type="checkbox"/> City of Dover <input checked="" type="checkbox"/> City of Ponderay	<input checked="" type="checkbox"/> ID Dept. Lands <input checked="" type="checkbox"/> Environmental Quality <input checked="" type="checkbox"/> ID Transportation Dept. (ITD) <input checked="" type="checkbox"/> USACE <input checked="" type="checkbox"/> ID Water Resources <input checked="" type="checkbox"/> ID F&G	<input checked="" type="checkbox"/> Surveyor <input checked="" type="checkbox"/> Sandpoint Airport <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> BC EMS <input checked="" type="checkbox"/> Commission	<input checked="" type="checkbox"/> Avista Utilities <input checked="" type="checkbox"/> Northern Lights <input checked="" type="checkbox"/> Various Utility/Service Providers <input checked="" type="checkbox"/> 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 9-2-1-7 requires 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	MULTIPLIER	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.

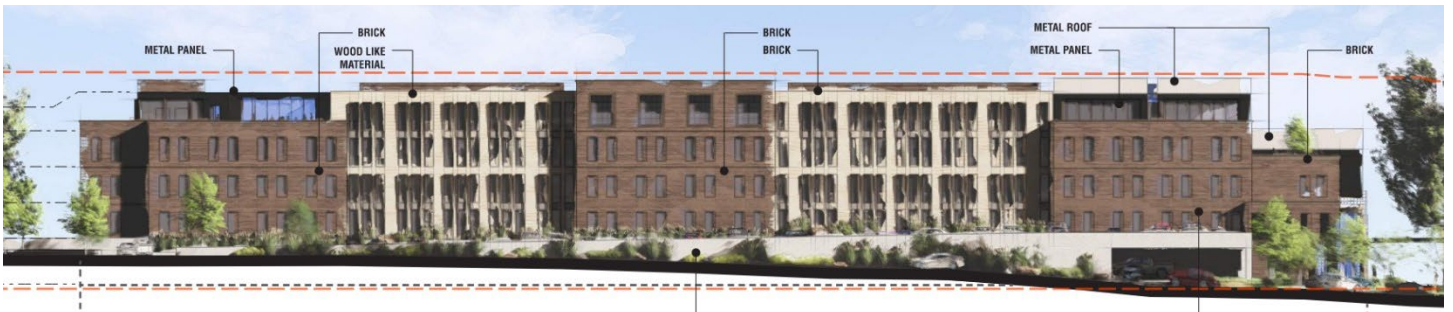


Figure 8 West Elevation/Parking Structure

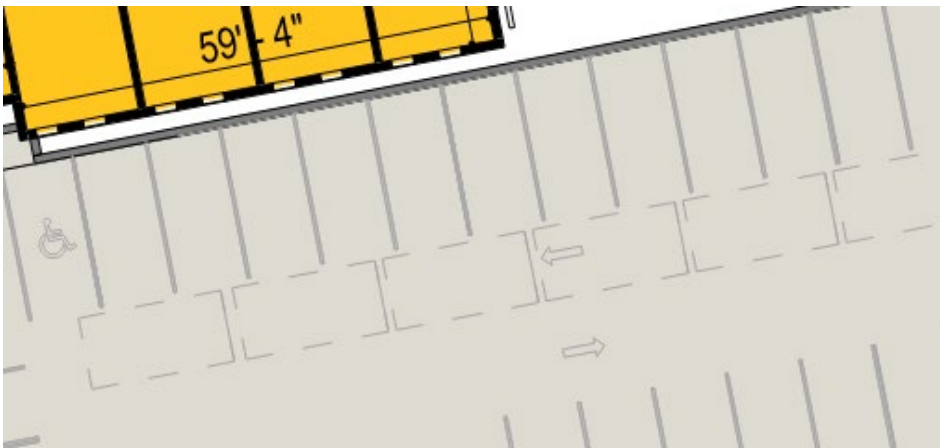


Figure 9 Detail of Proposed Parking Configuration

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>

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



**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

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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



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



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, which is 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



**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



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

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 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.



sandpointidaho.gov
1123 Lake St. Sandpoint,
ID 83864

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

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

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

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Ideas into Action



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 parte 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 parte contact regarding this matter. Commissioner Boyd noted, despite a friendship with a member of Averill Hospitality's consulting team, she has had no ex parte 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.

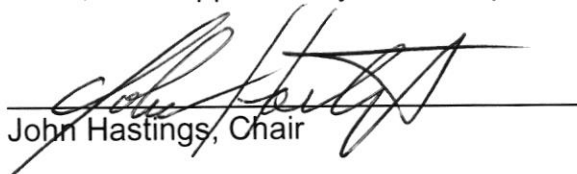
Commissioner Roundtable


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