# PLANNING AND ZONING COMMISSION MEETING AGENDA

**May 20, 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 May 6, 2025, Meeting - ***action item***

**Matters from the Public - General Comments**

**Public Hearing**

2. Public Hearing re: Short Plat Code Amendments **CANCELED**
3. Public Hearing/Decision: Site Plan Review Permit for Mixed Use Development at 413 and 417 Church Street - ***action item***

**Old/Unfinished Business** - none

**New Business** - none

**Matters from City Staff**

**Commissioner Roundtable**

**Adjourn**

**Public Participation Options and Information**

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

# PLANNING AND ZONING COMMISSION MEETING MINUTES
**May 6, 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 meeting of the Sandpoint Planning and Zoning Commission to order at 5:30 p.m. on Tuesday, May 6, 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 Ivan Rimar
Commissioner Scott Torpie
Commissioner Reid Weber
Commissioner William Mitchell

Chairman Dunkel led all present in the Pledge of Allegiance.

## Announcements

Chairman Dunkel announced that the agenda was initially posted reflecting a public hearing on City-initiated proposed amendments to Sandpoint City Code sections 10-2-3-D and 7-3-10-H, related to the timing of infrastructure requirements for short plats. It was discovered that this hearing was actually scheduled and noticed for the Commission's next regular meeting on May 20, so it was removed from the agenda. Because an amendment was made and posted less than 48 hours prior to the meeting, the amended agenda could not become effective until the Commission voted to accept it. Commissioner Benner made a motion to accept the amendment and proceed with the amended agenda reflecting the removal of the public hearing, which was seconded and then approved unanimously by the Commission.

No additional announcements or reports from the Commissioners.

## Consent Calendar

The Consent Calendar was **approved** by unanimous vote as noted below.

Motion made by Commissioner Benner, Seconded by Commissioner Mitchell

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

1. The minutes from the Commission's April 15, 2025, meeting were approved as presented.
2. The comments from the City to Bonner County regarding the Deerfield Subdivision Application 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**

3. The Public Hearing was removed from the agenda, as noted above. It is scheduled for May 20, 2025, as noticed.

**Old Business**

4. City Planner Bill Dean and Community Planning and Development Director Jason Welker provided an update on the City's proposed parking management plan and fielded questions from Commissioners. Information only; no Commission action.

**Matters from City Staff**

City Planner Bill Dean made Commissioners aware of an email phishing scam targeting local land-use projects and applicants.

**Commissioner Roundtable**

The Commissioners had no roundtable topics for discussion.

**Executive Session**

5. Motion to convene in executive session pursuant to Idaho Code § 74-206(1)(f) to communicate with legal counsel to discuss the legal ramifications of and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated.

   Motion made by Commissioner Rimar, Seconded by Commissioner Benner.
   Voting Yea: Commissioner Mitchell, Commissioner Torpie, Commissioner Benner, Commissioner Simmons, Commissioner Rimar, Commissioner Weber, Commissioner Dunkel.

Chairman Dunkel asked those not participating in the executive session to please exit the room and announced that the meeting recording and remote online attendance would end.

6. The executive session was held. No final action was taken, and no final decisions were made during the session.

**Reconvene and Adjourn**

Following conclusion of the executive session, the meeting was reconvened then immediately adjourned at 8:52 p.m.

I presided over this meeting and can confirm that the foregoing minutes, prepared by the Deputy City Clerk, were approved by the Commission during their meeting held _____, 2025.

Mose Dunkel, Chair

Attest: Hayley Keys, Deputy City Clerk

## Staff Report

**To:** Planning & Zoning Commission

**Prepared by:** Bill Dean, City Planner; Brandon Staglund, City Engineer; and Jason Welker, Director of Planning and Community Development

**Report:** May 15, 2025

**Hearing:** May 20, 2025

**Item:** PSPR25-0003 and PSPR25-0005: A public hearing to consider two Site Plan Review Permit applications for two mixed-use multi-family/commercial developments consisting of 47 apartment units and approximately 847 sf of commercial space on .16- acres located at 413 Church St. and 41 apartment units and approximately 1,900 sf of commercial space on a .16-acre site located at 417 Church St.

## I. Introduction

Property Owners OZ Sandpoint QOZB, LLC and Karen Wilkinson, and applicants OZ Sandpoint QOZB, LLC and OZ Sandpoint 2 QOZB, LLC working through their representative Scott Harwood of OZ Development are seeking approval of two Site Plan Review Permits for two (2) mixed-use multi-family residential apartment buildings containing a total of 88 units on two lots totaling approximately .32- acres located at 413 and 417 Church Street in downtown Sandpoint. One site (417 Church) is undeveloped but for a small shed (previously had a single-family home that has been removed) and the neighboring site (413 Church) is developed with a single-family home. The property is zoned Commercial A (CA) and has a Comprehensive Plan (Comp Plan) designation of Downtown which permits mixed-use residential and commercial development. Both applications are being processed as a single project given their proximity (adjacent developments), timing of applications filed (3/6/25 and 4/22/25), and similarity: both applications

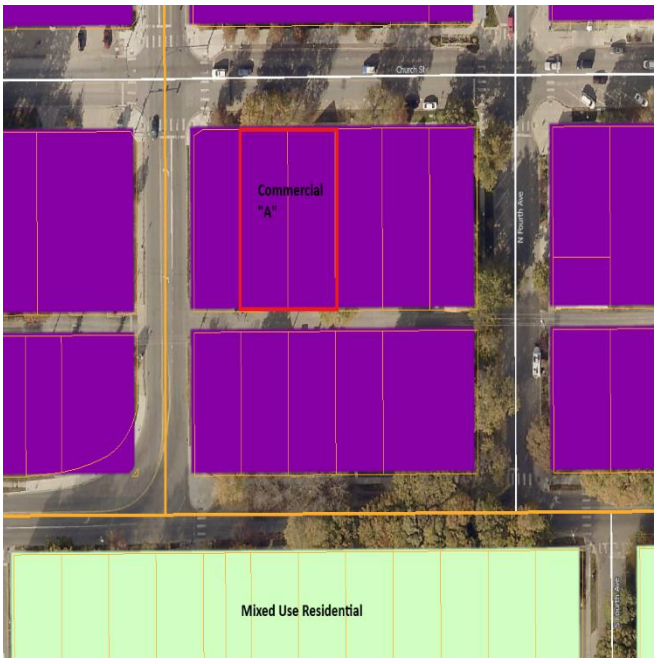



*Figure 1 Vicinity & Zoning Map*

contemplate very similar structures and contain shared civic space fronting Church Street.

The site (both applications) is comprised of tax parcel RPS01290090040A and RPS01290090050A, legally described as 22-57N-2W Farmins Addition Block 9 Lots 4 and 5.

Site Plan Review Permits are considered and decided by the Planning and Zoning Commission when referred by the Planning and Community Development Director pursuant to Sandpoint City Code §9-1-4-B(2)(d).

## II. Request

The Site Plan Review permit applications are a request for 88 multi-family units and approximately 2,747 sf of ground floor commercial space on .31-acres (2 adjacent lots) located at 413 and 417 Church Street. The mixed-use multi-family project proposes 2 buildings: Building 1 (413 Church Street) has 847 sf of commercial space on the first floor fronting Church Street with 47 units of residential apartments behind the commercial space and on the remaining three floors above. Building 2 (417 Church Street) has 1900 sf of commercial space on the first floor fronting Church Street with 41 units of residential apartments behind the commercial space and on the remaining three floors above. The residential component of each building is a mix of one-bedroom and studio units distributed across the four floors. The proposed site plan shows civic space in front of each building, and a 5-foot setback from each side property line. Bldg 1 is setback approximately 5 feet from the rear property line adjacent to the alley, and Bldg 2 is setback approximately 25 feet from the rear property line at the ground floor, and floors 2-4 are set back approximately 17 feet from the rear property line. Both buildings are 45 feet in height. Three parking spaces (total) are provided in the rear of Building 2, and each building has secure first-floor bike storage accessible (and lockable) from the building interior and exterior.

The table below summarizes the unit count for each building.

| | Square footage | Level 1 | Level 2 | Level 3 | Level 4 | total |
|---|---|---|---|---|---|---|
| Building 1 | 5,128 sf footprint<br>21,247 total sf | 8 units: 3 one bedroom, 5 studio | 13 units: 4 one bedroom, 9 studio | 13 units: 4 one bedroom, 9 studio | 13 units: 4 one bedroom, 9 studio | 47 |
| Building 2 | 4713 sf footprint<br>20,888 sf | 5 units: 1 one bedroom, 4 studio | 12 units: 4 one bedroom, 8 studio | 12 units: 5 one bedroom, 7 studio | 12 units: 5 one bedroom, 7 studio | 41 |
| Total Project One bedroom units | square footage ranges between 360 sf to 496 sf | 4 | 8 | 9 | 9 | 30 |
| Total Project Studio units | square footage ranges between 275 sf to 332 sf | 9 | 17 | 16 | 16 | 58 |

Landscaping consists of a mix of trees, shrubs, and ground covers distributed along the property boundaries within the setbacks. Civic space has been provided along the frontage of Building 1 providing an outdoor amenity for denizens of the development or patrons of the commercial establishments.

**Proposed Site Plan**



*Figure 2 Site Plan showing the combined development, Buildings 1 & 2 main floor*




*Figure 3 Unit Layout for Building 1 – Floors 2-4*




*Floor 2* *Floor 3 & 4*

*Figure 4 Unit Layout for Building 2*

**Building Elevations**



*Figure 5 Building 1 East & North Elevation*



*Figure 6 Building 1 West & South Elevation*



*Figure 7 Building 2 East & North Elevation*



*Figure 8 Building 2 West & South Elevation*



*Figure 9 Clubhouse Elevations*

## III. Application Timeline and Notification

| | |
|---|---|
| **01/14/2025** | Pre-application Meeting |
| **03/13/2025** | Application Received, Building 1 |
| **03/28/2025** | Notice of filed application (Building 1) sent to Agencies and Property Owners within 300 feet |
| **04/04/2025** | Additional Information Requested of Applicant |
| **04/22/2025** | Application received, Building 2, revisions to Building 1 received |
| **04/23/2025** | Notice of filed application (Building 2) sent to Agencies and Property Owners within 300 feet |
| **04/25/2025** | Public Hearing Notice Published and sent to Property owners within 300 Feet |
| **04/25/2025** | Hearing Notice Sign Posted |
| **05/20/2025** | Planning and Zoning Commission Public Hearing |

| REVIEWING DEPARTMENTS & AGENCIES: | | | | |
|---|---|---|---|---|
| **City of Sandpoint** | **Local Agencies & Districts** | **State & Federal** | **Bonner County** | **Other** |
| ☒ **Building**<br>☒ **Fire Dept.**<br>☒ **Planning**<br>☒ **City Engineer**<br>☒ **Operations** | ☒ **Independent Highway District**<br>☒ **Pend Oreille School District**<br>☒ **Panhandle Health District**<br>☒ **City of Dover**<br>☒ **City of Ponderay** | ☒ **ID Dept. Lands**<br>☒ **Environmental Quality**<br>☒ **ID Transportation Dept. (ITD)**<br>☒ **USACE**<br>☒ **ID Water Resources**<br>☒ **ID F&G** | ☒ **Surveyor**<br>☒ **Sandpoint Airport**<br>☒ **Planning**<br>☒ **BC EMS**<br>☒ **Commission** | ☒ **Avista Utilities**<br>☒ **Northern Lights**<br>☒ **Various Utility/Service Providers**<br>☒ **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 90 public comments and two (2) agency responses (see attachments). All comments received before the hearing will be forwarded to the Commission and added to the application website. The following agencies have provided comments for Commission and inclusion in the conditions of approval as necessary:

- Bonner County Assessor, GIS Div. requesting coordination on addressing and road naming. This comment letter is listed as comment letter #1 under agency comments on the City's current Projects website for Farmin Flats.
- Selkirk Fire expressed concern that transient residents won't be knowledgeable of the building they reside in for evacuation purposes and a general lack of accountability. Other concerns related to fire safety concerns related to egress and accessibility to fight fires, and inadequate ladder truck at Sandpoint Fire Dept, and lack of training to manage a fire incident in an occupancy of this type. This comment letter is listed as comment letter #43 under public comments on the City's current Projects website for Farmin Flats.

Overwhelmingly, the comments reflect concern about the lack of parking in this development. Nearly every comment received made mention of the concern over the lack of parking and the perceived strain that such would have on parking availability in Downtown by both residents of this development and patrons/visitors of Downtown. Lack of parking was identified by many commentors as having a strain on snow plowing (residents would be seeking available street parking among other options), complicating snow plowing due to limits on overnight parking on adjacent and nearby streets. Other comments reflected concern about available or sufficient infrastructure to serve the development, building heights being too high for the area, architecture of the buildings not reminiscent of other, smaller scaled structures nearby, and the small size of the apartment units themselves. The complete list of comments received is attached to the report and available on the City's *current projects* website.

## IV. Applicable Law & Findings of Fact

This application is subject to review and compliance/consistency with the following. Staff analysis is provided below each listed requirement.

**Review Process**: Sandpoint City Code (SCC) Title 9 establishes application and approval procedures for Site Plan Reviews.

**Requirement #1:** Applicability: Pursuant to SCC§ 9.1.4 a Site Plan Review permit is required in the following instances: All permitted uses requiring a building permit shall be subject to an administrative Site Plan Review with the following exceptions:

a) Residential dwellings of less than four (4) units on a conforming lot. This does not include substandard original lots of record that are further regulated in Section 9-4-6; and

b) Expansion of a commercial or industrial building which increases building size by less than two thousand (2,000) square feet where the finished structure will be permitted outright. This exemption does not apply to subsequent expansions.

**Findings:** The proposed development meets the applicability standards for the following reasons:

1.SCC§ 9.1.4 B.1(a): The proposed development is subject to an administrative Site Plan Review (permit) because the proposed development requires a building permit, is a new mixed-use commercial/residential land use in two proposed new buildings totaling approximately 42,135 square feet with associated parking (3 spaces) and landscaping on an approximately .3-acre site, and is not otherwise exempt from such administrative permit approval;

**Requirement #2:** Applicability: Pursuant to SCC§9.2.1.1 the city's downtown, designated as Commercial A (zoning) 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 building design standards in SCC§ 9.2.1.4 through 9.2.1.6 shall be followed and are to ensure that the physical and operational characteristics of proposed buildings and uses are compatible within the context of the surrounding area. These regulations include building setback requirements, building height requirements, building size, bulk, scale and mass standards, regulations regarding building orientation, storefront design, building materials and civic spaces that shall be applied to all new construction.

**Findings:** The proposed development meets the applicability standards for the following reasons:

1.The land use proposed for this development is a mixed-use commercial / residential development and is located in the Commercial A zone district where such design standards apply, and the Site Plan Review permit is the required permit to demonstrate compliance.

**Land Use:** Sandpoint City Code establishes zoning districts and regulations identifying principally permitted, conditionally permitted, and land uses not allowed.

**Requirement #1:** Pursuant to SCC 9.1.4.B Permitted Uses: No Building or structure shall be erected, converted, enlarged, reconstructed or structurally altered, nor shall any building or land be used for any purpose other than is permitted in the district in which the building or land is located. SCC 9.2.1.1 establishes the description of commercial zone districts and provides regulations applicable to new development, including 9.2.1.3 land use limitations, specifically allowed uses in Table 1 Uses Permitted in the Commercial Zones.

**Findings:** The proposed development meets the applicability standards for the following reasons:

1.Pursuant to SCC§ 9.2.1.3, Table 1, the development proposes a conforming land use because retail/commercial land uses are principally permitted and residential uses on ground floors behind storefront space and on upper stories above ground floor commercial space are permitted in the Commercial A zone district within which the property lies. Further, the Commercial A zone district additionally principally permits offices, personal and professional services, restaurants, and hotels and the development conforms to this allowance for land use because the approximately 2,700 sf of

commercial space is larger than many existing downtown retail, and office land uses. This standard is met because the proposal as stated in the applicant's project narrative (dated 3/5/25 and 4/22/25) and development plans (dated 4/21/2025) identify the development as a mixed-use commercial/residential development which is principally permitted in the Commercial A zone district.

**Public Noticing**: Sandpoint City Code section 9.1.4.B.2 (a) establishes noticing requirements for Site Plan Reviews.

**Requirement #1:** Pursuant to SCC 9.1.4.B.2(a), a development of four (4) or more dwelling units shall require notice to adjoining landowners. The notice shall provide at least fifteen (15) days for comments on the application.
**Findings:** The proposed development meets the applicability standard for the following reasons:

1. The development application was noticed for a period of 15-days from 3/28/25 through 4/14/25 and more than 80 comments were received. The notice took the form of a Notice of Application letter providing application numbers, location, a brief description of the development application with images of a site plan and a project location boundary map mailed to all property within 300 feet of the proposed development parcel. Additionally, when the second application was filed (application PSPR25-0005 for 417 Church St), similar Notice of Application was provided on 4/23/25.

2. The development proposal is a commercial/residential project of more than 4 dwelling units, it is a development that is required to obtain a Site Plan Review approval, which could occur administratively. In an effort to increase transparency and involvement in the City's development processes, instead of an administrative review, a Public Hearing notice of the applications and an opportunity to participate in the review of the project before the Planning and Zoning Commission was provided on 4/25/25 for a public hearing date of 5/20/2025, which is a regularly scheduled Planning and Zoning Commission date.

3. Further, a physical sign with application details was posted on the development site for the duration of the public comment period, and the City included the application materials on the City's "Current Projects" webpage.

**General Development Regulations:** Sandpoint City Code establishes development regulations for new development.

**Requirement #1:** Pursuant to SCC 9.2.1.4, 9.2.1.5, and 9.2.1.6, all new development, structures and site improvements, shall be designed and constructed in compliance with the regulations of these sections. Additional zoning ordinance regulations may apply as referenced in the tables, as well as other code regulations, city standards, specifications and details, or regulations of another local agency or special district.
**Findings:** The proposed development meets the applicability standard for the following reasons:
1. The development was reviewed for compliance with the City's Zoning ordinance, sections 9.2.1.4, 9.2.1.5, and 9.2.1.6 as documented in a zoning compliance checklist attached to this staff report.

    a. The development was reviewed pursuant to SCC 9.2.1.6 for compatibility within the context of the surrounding area and the building design achieved compatibility through repetition of rooflines between the two buildings, building mass that is less than permitted in the zone district but similar in appearance with the north, west, and south elevations of the building across the street to the north. Additionally, compatibility was achieved through the buildings being similar in height (seven feet taller) than the nearby Bernklau building at 316 Pine street and twenty feet shorter (45-feet) than the Sandpoint center (across the street to the north), which is 65-feet tall, demonstrating that these structures will not be the tallest buildings in the vicinity, nor the first buildings in the Commercial A zone district or on this block to exceed 40-feet in height. The maximum height

allowed in the Commercial A zone district is 65 feet. Additionally, compatibility was established through articulation in front façade to mimic articulation of the Sandpoint center (bank) bldg. adjacent to the north, and the first floor is separated with an awning to define ground level entrance and civic space that mimics the style and appearance of the awnings throughout downtown, namely of the Cedar Street Bridge building which has a similar awning fronting First Ave. Awnings have been provided over first floor windows (west side), and compatibility with historic building materials is achieved by use of brick as a material and its arrangement includes detailing around windows, a base water table, and a cornice. Further, proper functionality of the building is addressed by ensuring commercial space and residential space have separate entrances, enabling the land uses (commercial and residential) to function independently.

**Parking Regulations:** Sandpoint City Code establishes parking regulations for new development.

**Requirement #1:** Pursuant to SCC 9.5.1, All new development is subject to off-street parking and loading facilities regulations, unless exempt from those regulations.
**Findings:** The proposed development meets the exemption standard for the following reasons:

1. The development is located within the boundaries of the codified exemption from off-street parking requirements established in SCC 9-5-1-F, and shown on the map within the zoning ordinance under SCC 9.5.1.H.

**Public Utilities Regulations:** The City establishes stormwater regulations in SCC 11.3; water infrastructure regulations in SCC 7.6; and sewer infrastructure regulations in SCC 7.7.

**Requirement #1**: 11-3-3-A: Any activity applicable to this chapter shall require the development of a comprehensive stormwater management plan, which addresses and complies with the requirements and standards established by this chapter and the plan criteria, design standards, and BMPs adopted pursuant to this chapter. Stormwater management plans shall be prepared by a qualified, licensed professional and submitted for review to the city engineer. The city engineer may require any plan to be signed by a registered civil engineer when offsite drainage or adjacent property rights are affected.
**Staff Analysis and Findings**: Applicant has submitted a stormwater management plan (SWMP), for each proposed building, prepared by Dan Tadic, P.E., dated 5/12/2025.

**Requirement #2:** 11-3-3-B: Each stormwater management plan created in accordance with this chapter shall also establish assurance of adequate funding, the necessary maintenance system (including an acceptable plan for sustained functioning of the collection and treatment system), and the easements necessary to provide continued maintenance of the system.
**Staff Analysis and Findings**: The "Operation and Maintenance Plan" section in the submitted stormwater management plan states that the property owner shall be responsible for operation and maintenance of the stormwater system, and the sustained adequacy of the system is further ensured by the recommended conditions requiring recordation of stormwater easements and revisions to stormwater management plan regarding funding for shared stormwater maintenance responsibilities**.**

**Requirement #3**: 11-3-3-E: Runoff from sites shall be discharged into an approved BMP except in the following case: When the total impervious surface area on a lot, resulting from new construction or an addition to existing structures, is less than two thousand (2,000) square feet, runoff may be discharged directly into the existing stormwater conveyance system, provided the existing facilities have sufficient capacity to accommodate the increased runoff, as determined by the city engineer.
**Staff Analysis and Finding:** The proposed project includes greater than 2,000 square feet of impervious area, so discharge of all impervious surfaces to approved BMP's is required. The submitted SWMP's for both buildings show surface runoff draining to grass treatment swales in between the buildings. Roof runoff will be discharged

in downspouts and connected directly to underground storage pipes for detention, without treatment, as allowed by 11-3-7-E-b.

**Requirement # 4:** 11-3-3-F: All activities subject to the requirements of this chapter shall be carried out such that runoff shall not be degraded, accelerated, concentrated, or otherwise conveyed beyond the exterior property lines or project boundaries of the project in question except in compliance with the provisions of a BMP adopted pursuant to this chapter or as allowed through joint management of stormwater with adjoining property owners pursuant to agreement approved in writing by the city. Drainage shall not be diverted and/or released to a downstream property which had not received drainage prior to development. Flow may not be concentrated onto downstream properties where sheet flow previously existed.
**Staff Analysis and Finding:** The submitted SWMP's for both buildings demonstrate that the 25-year peak rate of runoff into the city storm system, post-development, will not exceed the pre-development peak rate of runoff. This will be accomplished using underground detention pipes that store and provide controlled release of stormwater into the city stormwater system.

**Requirement #5:** 11-3-3-G: The quality of surface runoff shall be protected by strict compliance with the design standards and BMP adopted pursuant to this chapter or by implementation of measures shown by a qualified, licensed professional to have an effective design capability which exceeds the BMP adopted hereby.
**Staff Analysis and Finding*:*** Surface runoff will be treated using a bioinfiltration swale, which is identified as an approved BMP in the Idaho Catalog of Stormwater Best Management Practices.

**Requirement #6**: 11-3-4-A: General Requirements: All stormwater management plans shall conform to the following general requirements: (1) Clearly identify all stormwater facilities including, but not limited to, pipes, inlets, catch basins, temporary and permanent stormwater controls; (2) Stamped and signed by a qualified, licensed professional; and (3) Provide a recordable document assuring the city of future maintenance.
**Staff Analysis and Finding:** The submitted SWMP identifies all proposed and existing stormwater facilities and has been prepared by a registered Idaho professional engineer. A final stormwater plan, approved by the City Engineer, will be required before issuance of building permit, pursuant to staff recommended conditions.

**Requirement #7:** 11-3-4-B: Plan Requirements
**Staff Analysis and Finding:** The submitted SWMP includes all relevant requirements listed.

**Requirement #8:** 11-3-5-A-2: When on site facilities must accommodate drainage from off site, such facilities shall be designed to accommodate a 50-year storm frequency and storm duration of five (5) minutes, or equal to the time of concentration.
**Staff Analysis and Finding:** The existing site, when considering both building parcels as a single project, does not require additional accommodations for off-site drainage.

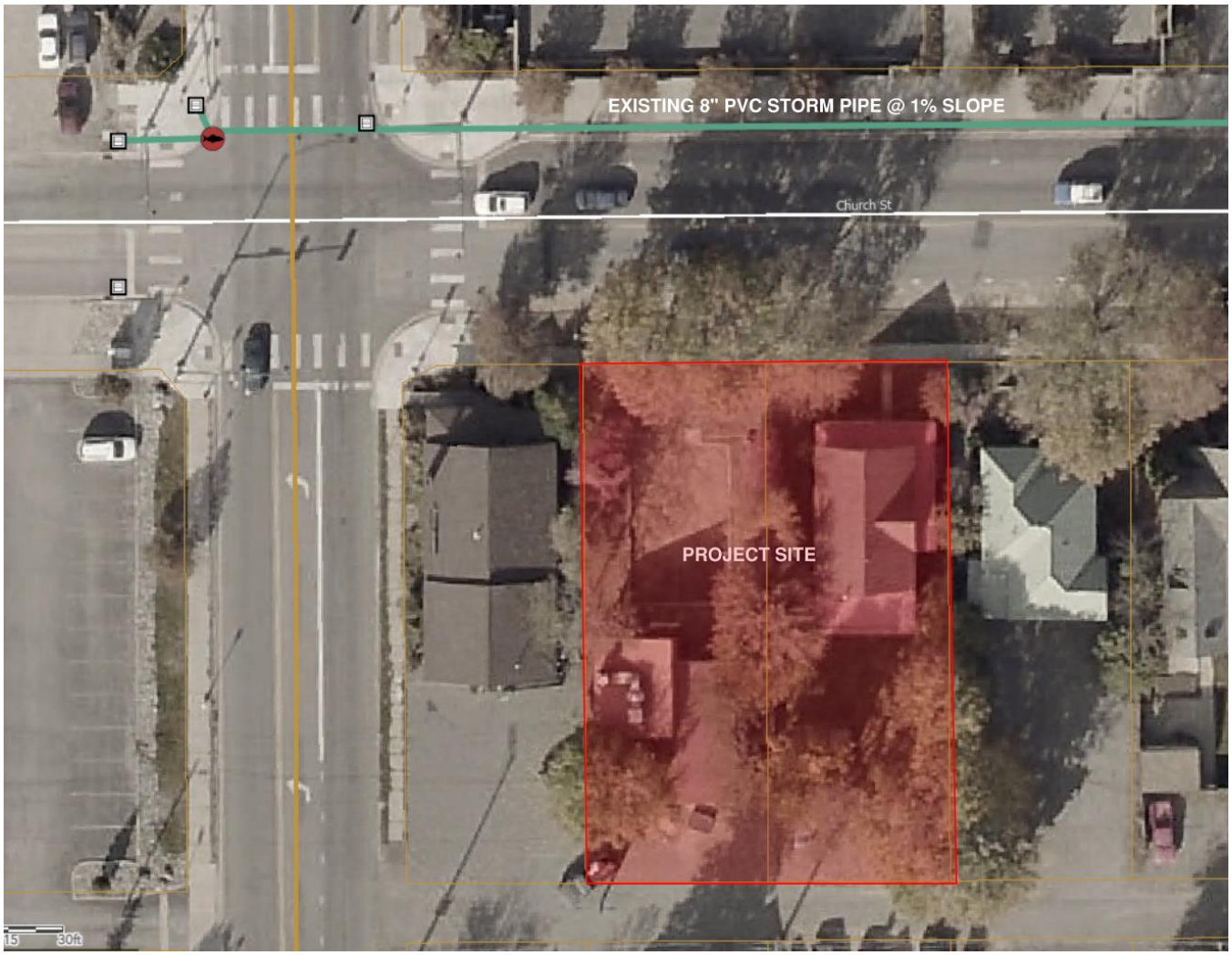
**Requirement #9:** 11-3-5-A-3: Peak flows shall be calculated by the rational method for areas ten (10) acres or less. Peak flows shall be calculated by the soil conservation service (SCS) method TR-55, for areas greater than ten (10) acres. Other methods may be approved by the city engineer.
**Staff Analysis and Finding:** The site is less than 10 acres, and the rational method was used in the submitted SWMP.

**Requirement #10:** 11-3-5-A-4: The intensity duration frequency curves from the Idaho transportation department shall be used for the rational method.
**Staff Analysis and Finding:** The IDF curves were used and included for reference in an appendix in the submitted SWMP.

**Requirement #11:** 11-3-5-A-5: Runoff coefficients and curve numbers shall be as published in the "Catalog of

Stormwater Best Management Practices for Idaho Cities And Counties"
**Staff Analysis and Finding:** Runoff coefficients used for the rational method in the submitted SWMP were taken from the Spokane Regional Stormwater Manual, which generally conform to the coefficients listed in the Catalog.

**Requirement #12:** 11-3-5-A-6: Runoff may be directed into existing drainage facilities following treatment and retention, provided the existing facilities have sufficient capacity to accommodate the increased runoff and water quality standards are in no way diminished, as determined by the city engineer.
**Staff Analysis and Finding:** The submitted SWMP demonstrates that there will be no increase in the peak rate of runoff from the site post-construction, compared to the site pre-construction. The existing 8" PVC stormwater pipe in Church Street, which the project stormwater system will discharge to after treatment and detention, does not have any identified deficiencies. The existing stormwater pipe in Church Street is at the upstream end of the network. See image of the existing city stormwater system below.




**Requirement #13**: 11-3-5-A-7: Any and all alterations to existing drainageways shall be approved by the city engineer prior to construction activities.
**Staff Analysis and Finding:** There are no significant alterations to existing drainageways proposed for the site.

**Requirement #14:** 11-3-5-B-1: All vegetated swales shall be designed to retain at a minimum a volume equal to the first one-half inch (½") of runoff over the tributary impervious area.

**Staff Analysis and Finding:** The submitted SWMP demonstrates that the treatment swales were sized to meet this standard, with exception for roof runoff as allowed by 11-3-7-E-1-b.

**Requirement #15:** 11-3-5-B-2: Swales shall be a maximum of eight inches (8") deep in commercial and industrial areas and six inches (6") deep in all others. Depth shall be the difference between the lowest point in the swale and the inlet of the overflow structure. Exceptions may be allowed with approval by the city engineer. Percolation tests may be required to demonstrate that the soil is capable of infiltrating larger quantities of water.
**Staff Analysis and Finding:** The submitted SWMP meets the maximum depth requirement with respect to calculations to meet 11-3-5-B-1. Percolation tests are not required, and an NRCS soil survey reference is included in the SWMP.

**Requirement #16:** 11-3-7-B: There shall be no measurable increase in the peak rate of runoff from the site after development when compared with the runoff rate in the undeveloped state for a 25-year storm. Sufficient retention capacity shall be constructed within project boundaries to detain the on-site surface flow to meet the performance standard established by this section. Existing and/or proposed off-site public street drainage shall be detained separately from the on-site drainage.
**Staff Analysis and Finding:** The submitted SWMP's for both buildings demonstrate that the 25-year peak rate of runoff into the city storm system, post-development, will not exceed the pre-development peak rate of runoff. This will be accomplished using underground detention pipes that store and provide controlled release of stormwater into the city stormwater system.

**Requirement #17:** 11-3-7-C: Channels which collect or concentrate stormwater shall be protected against erosion and contain energy dissipation measures to prevent further erosion on adjoining lands. Existing unprotected channels shall be protected against further erosion in the course of site development. Any site development or construction shall preserve the existing stormwater management improvements.
**Staff Analysis and Finding:** The submitted SWMP shows vegetation or other land cover of all stormwater swales to protect against erosion.

**Requirement #18:** 11-3-7-D: Sediment resulting from erosion of disturbed soils shall be detained on site.
**Staff Analysis and Finding:** The submitted SWMP shows temporary erosion control measures to mitigate or prevent disturbed soils from eroding off-site. Installation and maintenance of these temporary erosion control measures will be a condition of the building permit through the final approved stormwater plan.

**Requirement #19:** 11-3-7-E: Any and all collected stormwater shall be directed to vegetative swales or to an alternative stormwater management system approved by the city engineer. Permanent treatment of stormwater runoff shall be accomplished by directing all runoff to a vegetated swale or to an approved BMP.

1. Exceptions: Runoff may be discharged directly into existing stormwater conveyance system or other overflow structures with the approval of the city engineer under the following circumstances:
    a. When the total impervious surface area on a lot, resulting from new construction or an addition to existing structures, is less than two thousand (2,000) square feet.
    b. Runoff from roofs that do not have potential sources of contamination.

**Staff Analysis and Finding:** The submitted SWMP's for both buildings show surface runoff draining to grass treatment swales in between the buildings. Roof runoff will be discharged in downspouts and connected directly to underground storage pipes for detention, without treatment, as allowed by the exception in this code section.
Staff recommends a condition requiring applicant to provide evidence, before issuance of building permit, that the proposed roof materials and appurtenances will not have potential sources of contaminants as defined in City Code 11-3-1: harmful materials, including organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and other hazardous substances.

**Requirement #20***:* 11-3-7-F: Erosion, sediment, or discharge of pollutants, resulting from construction activities, which enter onto public property or private property not controlled by the permit holder, shall be eliminated to the maximum extent practicable unless otherwise permitted or exempted under this chapter. In no case shall they be washed into drainage features.
**Staff Analysis and Finding:** The submitted SWMP shows temporary erosion control measures to mitigate or prevent disturbed soils from eroding off-site. Installation and maintenance of these temporary erosion control measures will be a condition of the building permit through the final approved stormwater plan.

**Requirement #21**: 11-3-7-I: All necessary action shall be taken to minimize the depositing and tracking of mud, dirt, sand, gravel, rock or debris on or onto the public right-of-way. The owner of the site of the construction activity or the permit holder with respect to the construction site shall be responsible for any cleanup of the public rights-of-way or private property not under the permit holder's control, necessitated by any tracking or depositing of mud, dirt, sand, gravel, rock or debris, or shall reimburse the city for any expenses incurred by the city to effectuate the cleanup. At a minimum, all public rights-of-way shall be cleaned on a daily basis if sediment or debris has been tracked onto the road.
**Staff analysis and Finding:** The submitted SWMP shows temporary erosion control measures to mitigate or prevent disturbed soils from eroding off-site, including installation of a stabilized construction entrance and street sweeping provisions.

**Requirement #22: 10-1-6-A-18: Traffic Analysis***:* Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis. An Idaho licensed professional engineer shall submit to the city a traffic impact analysis report meeting the requirements of the current computerized model adopted by the city. The developer shall be responsible to maintain the level of service of the affected existing street system. The report shall also take into consideration other forms of transportation including bicycle and pedestrian travel.
**Staff Analysis and Finding:** Staff recommends considering both proposed buildings as a single project under this provision. Based on the submitted Trip Generation and Distribution Letters submitted, Building 1 is estimated to generate 200 average day trips, and Building 2 is estimated to generate 170 average day trips, for a combined total of 370 average day trips. Therefore, a Traffic Analysis will be required. See recommended staff conditions of approval which require the developer to adhere to the mitigations identified in the study and any off-site improvements specified in the final approved traffic impact study will be added as a condition on the building permit. Because the developer is required to mitigate any identified impact to the City's roadway system, the City finds that the level of service will not degrade below adopted City standards.

**Requirement #23:** 7-6: Municipal Water System
**Staff Analysis and Finding**: There is an existing 8" water main in Church Street adjacent to the project. No water main extension is anticipated. The current City of Sandpoint Water System Master Plan does not identify any existing fire flow deficiencies in the immediate vicinity of the project. When submitting for building permit, applicant is required to demonstrate compliance with the International Fire Code. Before issuance of a building permit, applicant will be required to submit a utility plan showing proposed water service connections. A separate permit from the City Engineer is required before installing service connections, and all fees and requirements of this code section must be met before installing the meter and turning water on.

**Requirement #24: 7-7: Municipal Sewer System**
**Staff Analysis and Finding:** There is an existing 8" sewer main in Church Street adjacent to the project. No sewer main extension is anticipated. The most recent "City of Sandpoint Collection System Evaluation" prepared by Stantec in 2023 does not identify any existing sewer main capacity deficiencies in the existing sewer main adjacent to the project.
Before issuance of a building permit, applicant will be required to submit a utility plan showing proposed sewer

service connections. A separate permit from the City Engineer is required before installing service connections, and all fees and requirements of this code section must be met before the city will turn on water.

**City of Sandpoint Comprehensive Plan: The City's Comprehensive Plan establishes broad goals, and policies to guide development in the City's Downtown.**

The future land use map designation for the property is Downtown. As stated in the Comprehensive Plan (page 42): The vibrant, historic Downtown is the commercial core of Sandpoint. Downtown is characterized by its pedestrian orientation, waterfront location, and density with zero setback buildings required. It is also the community neighborhood, providing a wide range of uses (office, retail, service, residential), areas for events, entertainment, and public art. Buildings frame the public right-of-way with continuous commercial frontage, creating a comfortable pedestrian environment.

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

**Fact #1**: Development proposals should be consistent with Chapter 3: Community Character & Design, specifically:

**Goals Addressed:**

- Goal 1.A – Ensure development respects Sandpoint's unique character in architecture, density, and site planning.
- Goal 2.E – Require downtown development to respect and enhance the visual character of nearby historic buildings.

**Staff Analysis and Findings:**
The proposed development aligns with the community's design objectives by incorporating a four-story, mixed-use structure that reflects the scale and character of downtown. Use of brick façades, metal accents, and stone columns ensures architectural continuity with buildings such as the Cedar Street Bridge and the Sandpoint Center. Zero setbacks, street-level transparency, and pedestrian-scale details contribute to a cohesive streetscape and enhance the historic and aesthetic context of Church Street.

**Fact #2**: Development proposals should be consistency with Chapter 4: Land Use & Growth

**Goals Addressed:**

- Goal 1.A – Incentivize redevelopment of under-utilized parcels.
- Goal 1.C – Promote infill contributing to a mix of uses.
- Goal 1.D – Encourage housing above ground-floor commercial.
- Goal 3.A – Locate density where urban services are available.
- Goal 3.C – Support compact mixed-use development to reduce auto dependency.
- Goal 4.C – Emphasize pedestrian orientation and access.
- Goal 4.F – Support shared parking and reduce land devoted to surface parking.

**Staff Analysis and Findings:**
The project implements the Future Land Use Designation of Downtown and reflects the intent of the Downtown designation, which emphasizes walkability, density, mixed-use, and framing of the public realm. This is achieved by a design that includes zero-setback buildings, ground-floor commercial, and upper-story residential units—hallmarks of the compact, vibrant, and pedestrian-oriented environment envisioned in

the plan. Additionally, the development exemplifies strategic infill by redeveloping two vacant parcels downtown, where infrastructure is in place. It enhances the land use mix through integrated residential and commercial uses, while its zero-parking design supports reduced automobile dependency and encourages walkability. The project reflects efficient land use policy and promotes shared-use parking strategies, supporting both environmental and economic goals of compact growth.

**Fact #3**: Development proposals should be consistency with Chapter 5: Housing & Neighborhoods

**Goals Addressed:**

- Goal 1.B – Encourage housing above retail in mixed-use centers.
- Goal 1.D – Encourage attached housing downtown.
- Goal 1.F – Explore alternatives to parking to enable varied housing types.
- Goal 2.A – Resolve barriers to workforce housing development.
- Goal 2.B – Encourage workforce housing by all available means.
- Goal 2.C – Integrate smaller infill units for mixed-income residents.

**Staff Analysis and Findings:**
The project addresses a critical housing need by introducing 88 new multifamily units downtown, where housing options are limited and demand is high. Its location near major employment hubs supports workforce retention and reduces commuting burdens. The absence of off-street parking allows for higher density and cost savings, facilitating affordability for a broad range of residents. These factors align with the Plan's goals to provide equitable, inclusive housing and remove regulatory barriers to affordability.

**Fact #4**: Development proposals should be consistency with Chapter 6: Multimodal Transportation

**Goals Addressed:**

- Goal 1.A – Provide convenient, accessible parking and mobility options.
- Goal 1.B – Maintain safe traffic circulation.
- Goal 2.A – Invest in pedestrian and bicycle priority corridors.

**Staff Analysis and Findings:**
Located in a pedestrian-priority area, the development reinforces walkability and access to nearby transit and bike routes. The zero-setback design fosters sidewalk engagement, while its location supports reduced car dependency. Although the project is exempt from parking minimums, additional attention has been placed on making bike storage convenient and safe by having dedicated bike storage inside the buildings accessible from both the inside and outside, making bike loading/unloading easier for all users.

**Fact #5**: Development proposals should be consistency with Chapter 7: Parks, Recreation & Trails

**Goals Addressed:**

- Goal 1.A – Promote walkable access to parks and trails.
- Goal 1.G/J – Encourage inclusion of outdoor spaces and sustainable landscaping.

**Staff Analysis and Findings:**
The site is located within a half-mile of key parks and trails, supporting walkable access to recreational opportunities. While the project does not provide new public open space, opportunities exist to enhance

its contribution through small-scale public amenities or sustainable site features such as drought-tolerant landscaping or integrated green infrastructure.

**Fact #6**: Development should be consistency with Chapter 8: Public Facilities, Services & Utilities

**Goals Addressed:**

- Goal 1.A – Ensure adequate infrastructure for anticipated growth.
- Goal 1.F – Encourage use of renewable energy and energy efficiency.

**Staff Analysis and Findings:**
The proposed infill development efficiently utilizes existing infrastructure in the city's core, minimizing service extension costs. Its compact form supports utility efficiency. Should the applicant integrate solar or energy-efficient design elements, it would further the city's goals around sustainable utility use.

**Fact #7**: Development should be consistency with Chapter 9: Jobs & Economic Development

**Goals Addressed:**

- Goal 1 – Support a healthy, diverse local economy.
- Goal 5 – Reinforce downtown as a vibrant employment and cultural center.

**Staff Analysis and Findings:**
This project delivers compact, workforce-adjacent housing that enhances downtown's job-housing balance. Its proximity to hundreds of downtown jobs in retail, government, and services supports employee retention and reduces transportation costs for workers. Ground-floor commercial uses further expand job opportunities and contribute to downtown's economic vitality.

## V. Pedestrian and Bicycle Advisory Committee Review

On May 8, 2025, the Pedestrian and Bicycle Advisory Committee adopted recommendations to staff regarding the proposed project, specifically, the following:

1. That developer ensure full, well lit, pedestrian access to living units from front of sidewalk. For Phase 1 (Building 1) specifically, consider pedestrian access from sidewalk not through the commercial area. Access needs to be and to feel safe day and night.
   **Compliance:** Access to the residential units has been separated from access to the commercial area, ensuring the separate land uses can function separately.

2. Bike parking recommendations: add bike parking to building 1 similar to what is visible in building 2 site plans. Optimal bike parking would be inside the building, first floor, lockable to building, separate from trash space, and easily accessible with an outside entry and inside entry. Recommend offering 1 bike space in these parking areas per living unit (many people without cars have multiple bikes); and, furthermore, ensure that 1 in 5 spaces are extra wide to accommodate e-bikes. Ensure availability of adequate power outlets for e-bike charging within dedicated bike storage spaces. Encourage space for lockers or storage in bike parking areas, and wide enough doorway entry/access for ancillaries like panniers, baskets, and bike trailers.

   **Compliance:** Both Buildings 1 and 2 include dedicated, lockable bike storage accessible from both inside and outside the units.

## VI. Draft Conditions of Approval

1. Before issuance of building permit, a final stormwater plan shall be reviewed and approved by the City Engineer.

2. Before certificate of occupancy, applicant shall record easements for the shared stormwater system, describing access and maintenance responsibilities between the two parcels. The draft easement documents shall be reviewed and approved by city staff before recording. Before issuance of building permit, the stormwater plan shall be updated to show proposed easements.

3. Stormwater management plan for both buildings shall be revised to describe in detail the agreement and funding mechanism by which the owners of the two separate parcels will share the cost of operation and maintenance of the shared stormwater system.

4. Before issuance of building permit, the plans shall be updated to show future access easements for the shared sidewalk between buildings.

5. Before issuance of building permit, applicant shall provide evidence, to the satisfaction of the City Engineer, that the proposed roof materials and appurtenances will not have potential sources of contaminants as defined in City Code 11-3-1: harmful materials, including organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and other hazardous substances.

6. Before issuance of building permit, a traffic analysis as required by city code 10-1-6-A-18 shall be reviewed and approved by the City Engineer. Applicant shall be responsible for proportionate share contributions to any affected city project identified in a city-council-adopted master plan. Proportionate share shall be determined by the approved traffic analysis. Applicant shall be responsible for any extraordinary impacts, identified in the approved traffic study, which result in portions of the city street network falling below acceptable level of service, as described in city code 12-1-12.
7. Before issuance of building permit, applicant shall submit a utility service plan, prepared by a professional engineer, to be reviewed and approved
8. Prior to issuance of a building permit, the building permit shall demonstrate that the plans are substantially compliant with the site plan, landscape plan and architectural elevations reviewed as part of this Site Plan Review permit (PSPRP25-0003 and 0005).
9. Prior to any certificate of occupancy the developer shall re-surface the existing alley to the rear with new gravel along its alley frontage to the satisfaction of the Director of Planning and Community Development.

## VII. 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.

## VIII. Attachments

The public record on this matter includes all of the following documents that can be viewed at www.sandpointidaho.gov/farmin1 and www.sandpointidaho.gov/farmin2

1. Application materials as submitted by the applicant including:
    a. Application form & Narrative
    b. Farmin Flats development plans including site plan, floor plans, and building elevations
    c. Landscape plan
2. Public hearing notices & postings
3. Agency & public comments received
4. Zoning Conformance Checklist

March 5, 2025

**NARRATIVE STATEMENT**

Dear Sandpoint City Planning Staff,

OZ Sandpoint QOZB, LLC is the owner of property at 413 Church Street in Downtown Sandpoint, ID. We scheduled and held a pre-application meeting on January 14th, 2025 with Planning Staff, City Engineer, and Mayor Grimm to discuss our proposed development project which had positive feedback. We are designing and submitting a proposed mixed used multi-family apartment project, with Commercial Space on the first floor fronting Church Street and 48 units of residential apartments behind the commercial and on the remaining 3 floors. This is a 4-story project with approximately 618 SF of Commercial Space, 48 apartment units, and totaling just under 47' in height.

We have taken care in our design standards to stay consistent with the Sandpoint City 2024 Comprehensive Plan by making sure our project respects the town unique character in our architectural design and utilizes thoughtful density and site planning. Our project also helps to achieve the goals of the Comprehensive Plan by providing housing that is available to meet the needs of low and moderate income workers.

Based on feedback that was provided to us at the pre-application meeting, we spent a lot of time creating a building that is compatible with the surrounding downtown buildings and helps create a cohesive and connected downtown feel. We used the 301 Cedar St. building, the Cedar Street Bridge, and the Umpqua Bank Building as some inspiration for the design and character of our building. We kept our building at 47' to achieve massing that is consistent and compatible with other surrounding buildings – such as the Sandpoint Center building across the street, and the Bernklau Building just a block down on Pine Street. The exterior materials fronting Church Street and wrapping the building on both sides consist primary of brick to match surrounding buildings, some two-toned horizontal cement board panels to add variety and accent, metal trim and accents, curved metal supports and trim to match other buildings in the city, and stone columns along both sides to add architectural variety.

Our proposed multi-family apartment building is designed as a forward-thinking, sustainable development that aligns with evolving urban living trends. Our project is part of an exempted area to which we do not need to meet parking minimums. By eliminating on-site parking, this project embraces a transit-oriented

and pedestrian-friendly approach that promotes environmental responsibility, affordability, and efficient land use.

The studies we've completed for this project revealed:

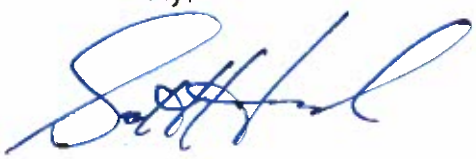
- Traffic is expected to be low, with our trip generation and distribution letter showing well below 50 peak hour trips.
- The study supports that the existing public and on-street parking will sufficiently accommodate residents.
- No additional traffic impact study or mitigation measures are needed.

City of Sandpoint Parking Study Supports Reduced Parking:

- There are 1,097 on-street parking stalls in downtown Sandpoint, including 1,052 general use stalls and 45 specialty use stalls. On-street parking occupancy increases steadily through the morning with a midweek peak occupancy rate of 57% at 12:00 PM and a weekend peak occupancy rate of 50% at 11:00 AM. The overall on-street parking occupancy is below the effective capacity of the parking supply during all hours of the day.

This project represents a modern, sustainable approach to multi-family housing, reflecting changing urban lifestyles and mobility trends. By eliminating parking, the development promotes affordability, sustainability, and efficient land use, ensuring long-term benefits for both residents and the broader community. We look forward to moving this application through the approval process and bringing a wonderful project to Downtown Sandpoint City that will benefit the community for years to come.

Sincerely,



Scott Harwood

SANDPOINT

## SITE PLAN REVIEW SUBMITTAL CHECKLIST

**Purpose and Applicability:** Site Plan Review approval is required in advance of building permit approval for larger projects to ensure that they meet the stated purposes and standards of the corresponding zoning district and provide for the necessary public facilities associated with the development. A Site Plan Review application is required for:

a. All commercial and industrial development where a building permit is required
b. Expansions of commercial or industrial development that increases building size 2,000 square feet or more
c. Residential dwellings of 4 units or more on a single lot
d. Developments on substandard original lots of record where 4 or more units are proposed and/or if front loaded garages are proposed

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Applications can be submitted by visiting **www.sandpointidaho.gov/planningapply**. In preparation, please gather the below documents, as applicable. If you have any questions, please feel free call us at **(208) 263-3370** or contact us via our email form at **www.sandpointidaho.gov/contactplanning**.

☑ **Narrative Statement**: A narrative statement explaining the project shall be submitted discussing general site characteristics, the proposed project type and purpose, any measures for mitigating anticipated impacts and the project's general compatibility with other adjacent properties in the zone.

☑ **Site Plan:** Provide a scaled plan (minimum scale is 1" = 100') including, but not limited to, location and dimensions of the following:

1) Property lines and all building setbacks
2) Road Frontage
3) Impervious Surfaces
4) Lot size and Total Building Floor Area
5) Outdoor storage areas
6) Dumpster and enclosure location
7) Existing and/or Proposed Utility or Other Easements
8) Proposed Signs, murals, and other artistic elements

N/A ☐ **Parking Lot:** Provide a scaled plan (minimum scale is 1" = 100') including, but not limited to, location and dimensions of the following:

1) Existing and/or Proposed Curb Cuts
2) Customer and Employee Parking
3) Loading and Service Areas
4) Interior / Street Sidewalks and Curb Ramps
5) Traffic Circulation Patterns
6) Snow Removal and Storage Plan
7) Parking Lot Pedestrian Access Pathways
8) Parking Lot Lighting

☑ **Landscape Plan:** Provide a scaled landscape plan (minimum scale is 1"=100') including the following:

1) Existing vegetation
2) Proposed plantings for parking lot and Public right-of-way

☑ **Building Plans:** Provide a scaled floor plan (minimum scale is 1"=100') including the following:

1) Floor plans
2) Elevations - front, side & rear (Include proposed building materials)
3) Roof line dimensions
4) Seating capacity for churches or other general assembly areas
5) Exterior Building Lighting

☑ **Stormwater Management Plan:** May be applicable to all development activities that require grading, site development, parking lot paving construction, street improvement, or building permits (must meet requirements of Stormwater Management Ordinance, Title 11, Chapter 3).

1) Project summary narrative with supporting design calculations
2) Site plan, not greater than a scale of 1"=100'
3) Erosion and sediment control plan
4) Operation and maintenance plan

☑ **Trip Generation and Distribution Letter**: The purpose of a TG&D letter is intended to help the City determine whether a traffic impact study will be required for the development. TG&D letters shall include (for specifics reference Appendix H of the Urban Area Transportation Plan):

1) Project Location
2) Project Action
3) Trip Generation
4) Trip Distribution and Assignment

N/A ☐ **Property Owner Consent Letter**: If the owner is not the applicant, a letter signed by the property owner consenting to the application.

☑ **Provide proof of ownership** in the form of a copy of the title report or the deed of record for the site of the proposed project. A sale agreement may be acceptable. If property is to be rented or leased, please provide written authorization of the record owner for processing of the application.

N/A ☐ **FAA Form 7460** may be required if the development is within the airport overlay.

☑ **Application Fee:** Please call Planning & Building Services at 208-263-3370 or consult the Planning & Building Applications webpage at **www.sandpointidaho.gov/planbuildapps**.

SANDPOINT
PLANNING DEPARTMENT

File #: _____

**SITE PLAN REVIEW APPLICATION**

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: OZ Sandpoint QOZB, LLC / Scott Harwood
Address: 195 N. State Street, Lindon UT 84042
Phone: (H) (801) 573-7231 (W) _____
E-mail: scott.harwood@oz-dev.com

Holder of Legal Title: OZ Sandpoint QOZB, LLC
Address: 195 N. State Street, Lindon UT 84042
Phone: (H) (801) 573-7231 (W) _____
E-mail: scott.harwood@oz-dev.com

**Representative Information:**

Business Name: OZ Development / Scott Harwood
Surveyor: _____
Address: 195 N. State Street, Lindon UT 84042
Phone: (H) (801) 573-7231 (W) _____
E-mail: scott.harwood@oz-dev.com

**Project Information:**

Legal Description of Site: Lot(s) 4 Block # 9 Addition Farmin's Addition
(or) _____
Section _____ Township _____ Range _____
Total Size of Parcel: 0.163 Acres / 7095 SF

**Current Zoning:**

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

**Current Comprehensive Plan Designation:**

Future Land Use Categories

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

Airport Safety Zones

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

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

North: Sandpoint Center - 1.793 Acres, 86,000 SF Class A Office, 3 Story
South: Access Alley is Single Family Home - 0.128 Acres, Home
East: Home w/ Business - Mark Hall Real Estate, 0.163 Acres
West: Vacant Lot owned by Karen Wilkinson, 0.163 Acres

**What Zones border the project site?**

North CA South CA East CA West CA

Existing Structure(s) (Number of Buildings/Units, Size, & Use): Existing Structure is a Single Family Home with a small Shed in the Backyard. Two Buildings with the home & Shed used as a residential Home.

Proposed Structure(s) (Number of Buildings/Units, Size, Use, and Architectural Style): Proposed structure is a 4-Story Building with 618 SF of Commercial Space on the first floor fronting Church Street & 48 Residential Apartment Units in the remaining part of the Building. Total SF for the building is 21,247 SF. Architectural Style to match existing Buildings in Downtown Sandpoint City.

**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

**Parking Information:**

Number of parking stalls proposed: 0
Number of parking stalls required by City Code: 0
Number of parking stalls proposed for parking in lieu (if applicable) NA

**Site Information:**
Provide detailed descriptions on the following:

1. Topography (lay of land), including estimated maximum slope, rock outcroppings, benches, etc.: Flat - See Attached Boundary Survey & Topography for the property.

2. Water courses (springs, streams, rivers, etc.): No water courses onsite at this property.

3. Land cover (timber, pasture, etc.): House / Shed with Tree's & Grass.

4. Other pertinent information: See Narrative Statement Attached with Application.

The Planning Director may request additional information in specific circumstances in order to assist in the review of this application, including the relationship of the proposed use to the Comprehensive Plan. A copy of the Sandpoint Comprehensive Plan may be obtained from the Planning and Zoning Department.

The Planning Director reserves the right to **not** officially accept this application until all of the above required information is submitted.

The Planning Director reserves the right to refer this application to the Planning Commission.

Appeals to the requirements placed on proposals during the site plan review process may be referred to the Planning Commission.

**********

I hereby certify that all information and attachments submitted herewith are true and correct to the best of my knowledge.

Signature of Applicant

3/6/25
Date

SANDPOINT
PLANNING DEPARTMENT

File #: _____

**SITE PLAN REVIEW APPLICATION**

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: OZ Sandpoint 2 QOZB, LLC
Address: 195 N. State Street, Lindon UT 84042
Phone: (H) (801) 573-7231 (W) _____
E-mail: Scott.harwood@oz-dev.com

Holder of Legal Title: Karen Wilkinson
Address: 417 Church Street, Sandpoint ID
Phone: (H) (208) 304-9709 (W) _____
E-mail: karenreggleston@gmail.com

**Representative Information:**

Business Name: OZ Development / Scott Harwood
Surveyor: _____
Address: 195 N. State Street, Lindon UT 84042
Phone: (H) (801) 573-7231 (W) _____
E-mail: Scott.harwood@oz-dev.com

**Project Information:**

Legal Description of Site: Lot(s) 5 Block # 9 Addition Farmin's Addition
(or) _____
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| Residential | Commercial | Industrial |
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| ☐ Rural Residential RR2 | ☑ Commercial A | ☐ Industrial General (IG) |
| ☐ Rural Residential RR1 | ☐ Commercial B | ☐ Industrial Business Park (IBP) |
| ☐ Residential Single-Family (RS) | ☐ Commercial C | ☐ Industrial General w / IBP uses allowed |
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- ☐ Mixed Use Corridor
- ☑ Downtown
- ☐ Public/Quasi Public
- ☐ Light Industrial/Commercial
- ☐ Parks and Open Space

Airport Safety Zones

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

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

North: Sandpoint Center - 1.793 Acres, 86,000 SF Class A Office, 3 Story
South: Accross Alley is Single Family Home, 0.128 Acres
East: Single Family Home, 0.163 Acres
West: Byczek & Associates C.P.A., Business Bldg., 0.162 Acres

**What Zones border the project site?**

North CA South CA East CA West CA

Existing Structure(s) (Number of Buildings/Units, Size, & Use): Empty Lot with a small shed structure on the back of the lot near the Alley used for some storage.

Proposed Structure(s) (Number of Buildings/Units, Size, Use, and Architectural Style): Proposed structure is a 4-Story Building with 2000 SF of Commercial Space on the first floor fronting Church Street & 41 Residential Apartment Units in the remaining part of the Building. Total SF for the Building is 20,898. Architectural Style to match other Buildings in Downtown Sandpoint City.

**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

**Parking Information:**

Number of parking stalls proposed: 3
Number of parking stalls required by City Code: 0
Number of parking stalls proposed for parking in lieu (if applicable) NA

**Site Information:**
Provide detailed descriptions on the following:

1. Topography (lay of land), including estimated maximum slope, rock outcroppings, benches, etc.: Flat vacant lot.

2. Water courses (springs, streams, rivers, etc.): No water courses onsite.

3. Land cover (timber, pasture, etc.): Grass / Shed in Back of Property.

4. Other pertinent information: See Narrative Statement Attached with Application.

The Planning Director may request additional information in specific circumstances in order to assist in the review of this application, including the relationship of the proposed use to the Comprehensive Plan. A copy of the Sandpoint Comprehensive Plan may be obtained from the Planning and Zoning Department.

The Planning Director reserves the right to **not** officially accept this application until all of the above required information is submitted.

The Planning Director reserves the right to refer this application to the Planning Commission.

Appeals to the requirements placed on proposals during the site plan review process may be referred to the Planning Commission.

**********

I hereby certify that all information and attachments submitted herewith are true and correct to the best of my knowledge.

Signature of Applicant

4/22/25
Date

April 22, 2025

**NARRATIVE STATEMENT**

Dear Sandpoint City Planning Staff,

OZ Sandpoint 2 QOZB, LLC is under contract with Karen Wilkinson to purchase property at 417 Church Street in Downtown Sandpoint, ID. This project will be Phase 2 of our proposed project next door at 413 Church Street We are designing and submitting a second proposed mixed used multi-family apartment project, with Commercial Space on the first floor fronting Church Street and 41 units of residential apartments behind the commercial and on the remaining 3 floors. This is a 4-story project with approximately 2000 SF of Commercial Space, 41 apartment units, and totaling 45' in height. There will be three parking spaces at the back of the project on the Alley side.

We have taken care in our design standards to stay consistent with the Sandpoint City 2024 Comprehensive Plan by making sure our project respects the town unique character in our architectural design and utilizes thoughtful density and site planning. Our project also helps to achieve the goals of the Comprehensive Plan by providing housing that is available to meet the needs of low and moderate income workers.

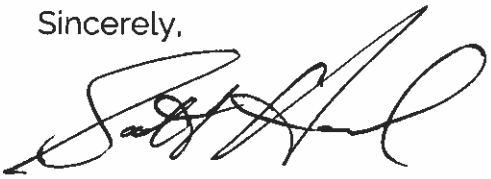
Based on feedback from Planning Staff, we spent a lot of time creating a building that is compatible with the surrounding downtown buildings and helps create a cohesive and connected downtown feel. We used the 301 Cedar St. building, the Cedar Street Bridge, and the Umpqua Bank Building as some inspiration for the design and character of our building. We kept our building at 45' to achieve massing that is consistent and compatible with other surrounding buildings – such as the Sandpoint Center building across the street, and the Bernklau Building just a block down on Pine Street. The exterior materials fronting Church Street and wrapping the building on both sides consist primary of brick to match surrounding buildings, some two-toned horizontal cement board panels to add variety and accent, metal trim and accents, curved metal supports and trim to match other buildings in the city, and stone columns along both sides to add architectural variety. We added elements of brick detailing including a water table at the base of the building, architrave's around the windows at the front of the building, and enhanced the crown or cornice from two to three courses and stepped it out from the top of the building to enhance the proportions and the historical character of the building.

Our proposed multi-family apartment building is designed as a forward-thinking, sustainable development that aligns with evolving urban living trends. Our project is part of an exempted area to which there are no parking minimums. By reducing on-site parking, this project embraces a transit-oriented and pedestrian-friendly approach that promotes environmental responsibility, affordability, and efficient land use.

We have included a letter from our Civil Engineer addressing our approach to Stormwater, and they are also working through the Trip Generation Letter which given the proximity and similarities of the projects will be consistent with what was completed for Phase 1. Landscaping is extremely limited on the site – but the 5' between building and property line to Phase 1 will be combined with both phases to make a 10' area to accommodate storm drainage and limited landscaping.

This project represents a modern, sustainable approach to multi-family housing, reflecting changing urban lifestyles and mobility trends. By reducing parking, the development promotes affordability, sustainability, and efficient land use, ensuring long-term benefits for both residents and the broader community. We look forward to moving this application through the approval process and bringing a wonderful project to Downtown Sandpoint City that will benefit the community for years to come.

Sincerely,



Scott Harwood

PHASE 01 UNIT COUNT
LEVEL 1 = 5 UNITS
LEVEL 2 = 12 UNITS
LEVEL 3 = 12 UNITS
LEVEL 4 = 12 UNITS
TOTAL 41 UNITS

PHASE 01 SITE CALCULATIONS
AREA = 7,101 SF
BUILDING FOOTPRINT = 4,713 SF
TOTAL BUILDING SF = 20,888 SF




PHASE 01 UNIT COUNT
LEVEL 1 = 8 UNITS
LEVEL 2 = 13 UNITS
LEVEL 3 = 13 UNITS
LEVEL 4 = 13 UNITS
TOTAL 47 UNITS

PHASE 01 SITE CALCULATIONS
AREA = 7,094 SF
BUILDING FOOTPRINT = 5,128 SF
TOTAL BUILDING SF = 21,247 SF

1 FLOOR PLAN - LEVEL 1
1" = 10'-0"

RAD ARCHITECTURAL DESIGN

# SANDPOINT APARTMENTS

413 & 417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**4/21/2025**

SHEET NAME
**SITE PLAN**

SHEET NO.
**A000**

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1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

# SANDPOINT APARTMENTS - COMBINED

413 & 417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**4/21/2025**

SHEET NAME
**Unnamed**

SHEET NO.
**A003**

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1 COMBINED
1/4" = 1'-0"

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# SANDPOINT APARTMENTS - COMBINED

413 & 417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**4/21/2025**

SHEET NAME
**Unnamed**

SHEET NO.
**A004**

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# SANDPOINT APARTMENTS - COMBINED

413 & 417 CHURCH STREET, SANDPOINT ID 83864

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| REV. | DESCRIPTION | DATE |
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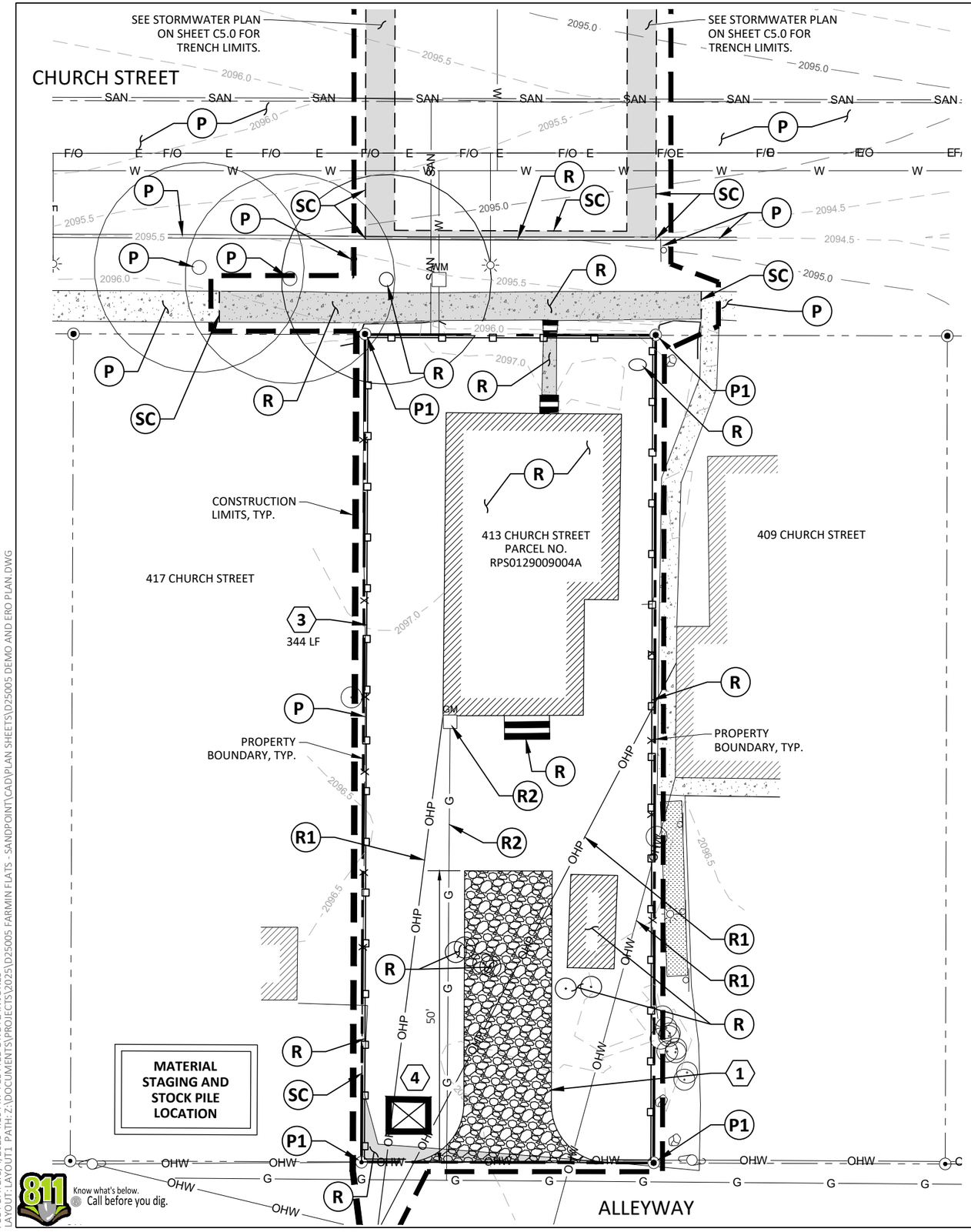
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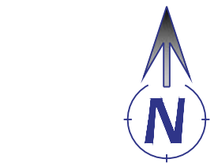
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**4/21/2025**

SHEET NAME
**Unnamed**

SHEET NO.
**A005**

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SCALE IN FEET

CONTOUR INTERVAL = 0.5 FOOT

## EROSION AND SEDIMENT CONTROL LEGEND:

1. INSTALL CONSTRUCTION ENTRANCE. REFER TO BMP 41 OF IDEQ 2020 CATALOG OF STORM WATER BMPS. L=50 FT MIN., 1,200 S.F.
2. INSTALL "WITCHES HAT" INLET PROTECTION. REFER BMP 74 OF IDEQ 2020 CATALOG OF STORM WATER BMPS. SEE STORMWATER PLAN FOR DOWNSTREAM CATCH BASINS.
3. INSTALL SILT FENCE PER BMP 65 OF IDEQ 2020 CATALOG OF STORM WATER BMPS.
4. INSTALL PORTA POTTY PER BMP 50 OF IDEQ 2020 CATALOG OF STORM WATER BMPS.

## DEMOLITION LEGEND:

- **P** CONTRACTOR SHALL PROTECT AND MAINTAIN IN PLACE.
- **P1** CONTRACTOR SHALL PROTECT PROPERTY CORNER DURING CONSTRUCTION. IF PROPERTY CORNER IS DAMAGED OR REMOVED DURING CONSTRUCTION IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO HAVE IT REPLACED BY A PROFESSIONAL LAND SURVEYOR.
- **R** CONTRACTOR SHALL REMOVE AND LEGALLY DISPOSE OF MATERIALS OFF-SITE.
- **R1** CONTRACTOR SHALL COORDINATE WITH AVISTA, VYVE & ZIPLY TO REMOVE EXISTING ELECTRIC METER, UTILITY POLE, AND OVERHEAD UTILITIES. ENGINEERING COORDINATION WILL BE REQUIRED FOR THE RELOCATION OF EXISTING OVERHEAD ELECTRIC AND COMMUNICATIONS LINES PRIOR TO BUILDING CONSTRUCTION.
- **R2** CONTRACTOR SHALL COORDINATE WITH AVISTA TO REMOVE EXISTING GAS METER AND GAS SERVICE LINE.
- **SC** SAWCUT.

## DEMOLITION, EROSION AND SEDIMENT CONTROL NOTES:

1. ALL WORK SHALL CONFORM TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) CURRENT EDITION AND SANDPOINT CITY CODE. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENT SHALL APPLY.
2. THE CONTRACTOR SHALL MAINTAIN STREETS, SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAY IN A CLEAN, SAFE AND USEABLE CONDITION. ALL SOIL, ROCK, OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE AND USEABLE CONDITION.
3. PROPERTY DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ITS PRE-CONSTRUCTION CONDITION OR BETTER AT NO ADDITIONAL COST TO THE OWNER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PROPOSED TRAFFIC CONTROL IN ACCORDANCE WITH THE MUTCD CURRENT EDITION AND CITY OF SANDPOINT REQUIREMENTS. AT LEAST 48 HOURS PRIOR TO ANY PROPOSED TRAFFIC DISRUPTION, THE CONTRACTOR SHALL PREPARE AND SUBMIT TRAFFIC CONTROL PLANS TO THE CITY OF SANDPOINT FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL APPROVAL IS GRANTED AND ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
5. DETOUR ROUTES SHALL BE MAINTAINED IN SAFE AND USEABLE CONDITION AND SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION OR BETTER AT NO COST TO THE CITY.
6. TREES NOT IDENTIFIED FOR REMOVAL SHALL BE PRESERVED AND PROTECTED.
7. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND THE "CATALOG OF STORMWATER BEST MANAGEMENT PRACTICES" AS PREPARED BY THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ).
8. ALL PROJECTS HAVING THE POTENTIAL FOR RUNOFF DISCHARGE TO ANY SURFACE WATER BODY SHALL FILE A NOTICE OF INTENT (NOI) WITH DEQ. COPIES OF ANY REQUIRED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) OR NOI SHALL BE PROVIDED TO THE CITY PRIOR TO THE START OF CONSTRUCITON.


HMH engineering
476864 Highway 95, Suite 3
Ponderay, ID 83852
(208) 635-5825


Item # 3.

**FARMIN FLATS**
**SANDPOINT APARTMENTS**
CITY OF SANDPOINT, IDAHO
BONNER COUNTY

# DEMOLITION AND EROSION CONTROL PLAN

PROFESSIONAL ENGINEER LICENSED Daniel M. Tadic 18031 3/4/2025 STATE OF IDAHO DANIEL M. TADIC

DEMOLITION AND EROSION CONTROL PLAN

1" SCALE: (11X17 ONLY)

PROJECT NO: D25005
DRAWN BY: DJJ
CHECKED BY: DMT
DATE: 03/04/2025

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REVISIONS

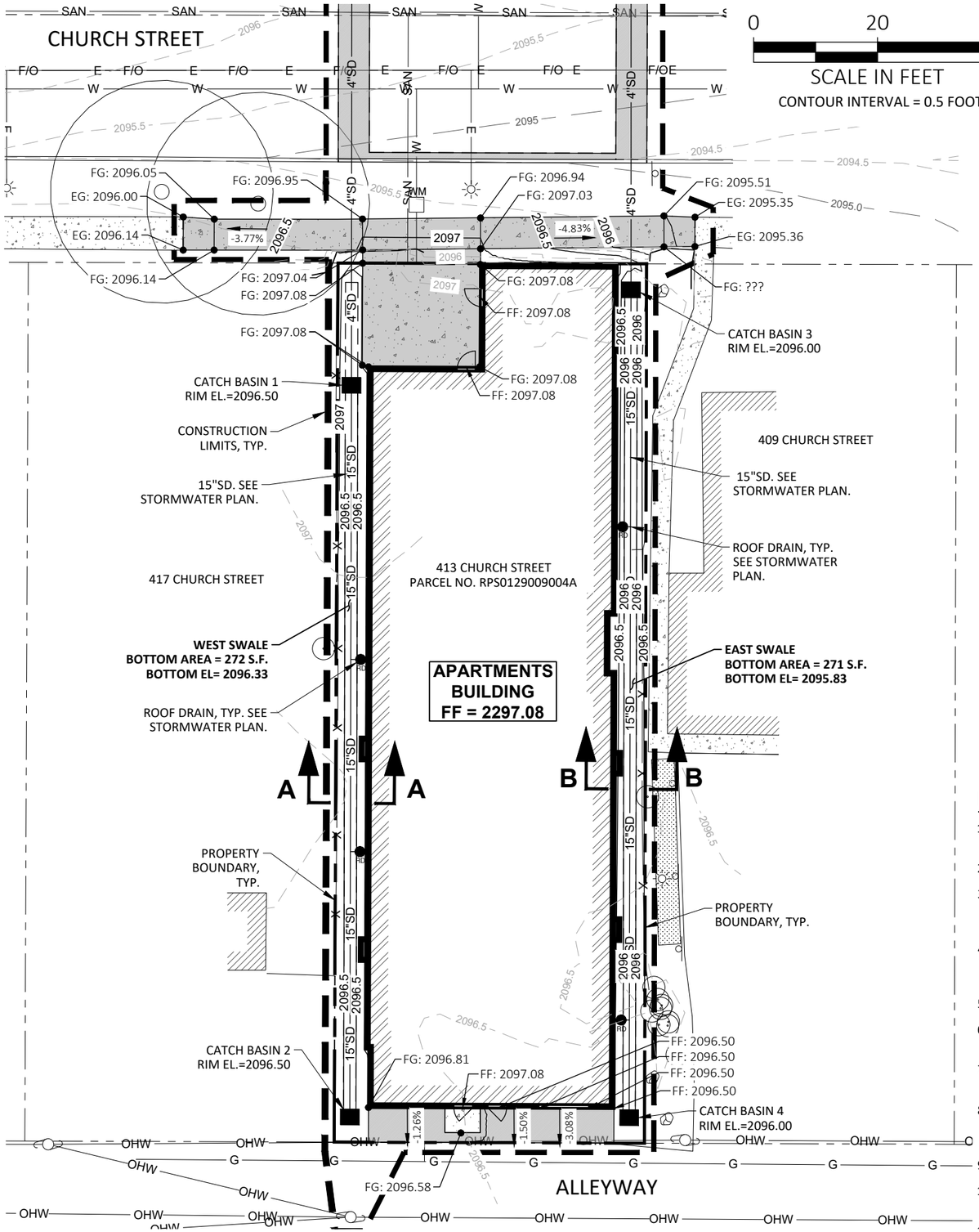
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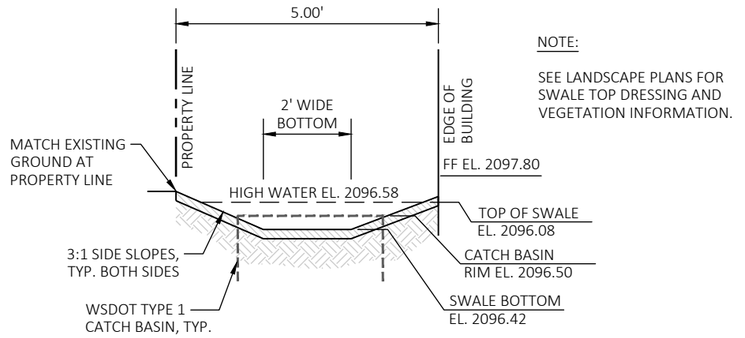
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SHEET: XX OF XX

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PLOT DATE: 3/4/2025 4:16 PM PLOTTED BY: DYLAN JONES
LAYOUT: LAYOUT1 PATH: Z:\DOCUMENTS\PROJECTS\2025\D25005 FARMIN FLATS - SANDPOINT\CAD\PLAN SHEETS\D25005 DEMO AND ERO PLAN.DWG



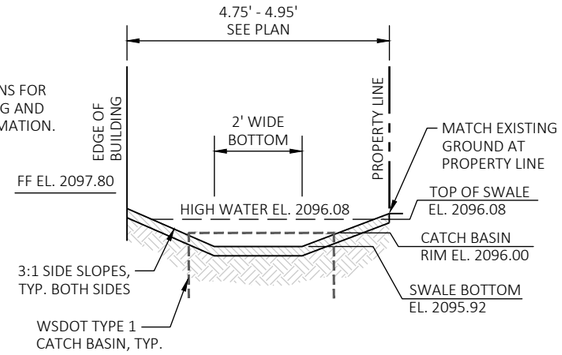




NOTE:

SEE LANDSCAPE PLANS FOR SWALE TOP DRESSING AND VEGETATION INFORMATION.

## WEST SWALE SECTION A-A

NOT TO SCALE




NOTE:

SEE LANDSCAPE PLANS FOR SWALE TOP DRESSING AND VEGETATION INFORMATION.

## EAST SWALE SECTION B-B

NOT TO SCALE

## EARTHWORK AND GRADING NOTES:

1. ALL WORK SHALL CONFORM TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) CURRENT EDITION AND SANDPOINT CITY CODE. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENT SHALL APPLY.
2. THE CONTRACTOR IS RESPONSIBLE FOR SITE SAFETY AS SET FORTH BY OSHA.
3. EXISTING PROPERTY CORNERS OR SURVEY MONUMENTS SHALL BE PROTECTED DURING THE COURSE OF CONSTRUCTION. ANY DAMAGED OR OBLITERATED CORNERS SHALL BE RE-ESTABLISHED BY PROFESSIONAL SURVEYORS, LICENSED TO WORK IN THE STATE OF IDAHO, PRIOR TO FINAL ACCEPTANCE, AT THE CONTRACTOR'S EXPENSE.
4. EXISTING UTILITIES SHALL BE LOCATED BY CONTACTING CALL BEFORE YOU DIG AT 811, AT LEAST 48 HOURS PRIOR TO STARTING ANY EARTHWORK ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY PROVIDERS PRIOR TO STARTING ANY WORK NEAR ANY FACILITIES AND SHALL COORDINATE THEIR WORK WITH UTILITY REPRESENTATIVES
5. ALL CUTS AND FILLS SHALL BE CONFINED TO THE LIMITS INDICATED ON THE PLANS.
6. THE CONTRACTOR SHALL ENSURE THAT ALL TEMPORARY SLOPES ARE STABLE AND THAT APPROPRIATE EROSION CONTROL MEASURES ARE IN PLACE AND MAINTAINED.
7. GROUNDWATER OR UNANTICIPATED GEOLOGIC CONDITIONS SHALL BE REPORTED TO THE GEOTECHNICAL ENGINEER FOR ASSESSMENT AND RECOMMENDATIONS.
8. ALL AREAS SHALL BE STRIPPED OF ORGANIC TOPSOIL, NON-ENGINEERED FILL, BRUSH, STUMPS, AND ROOTS. ONSITE DISPOSAL OF ORGANIC MATERIALS IS NOT ALLOWED. THE GEOTECHNICAL ENGINEER SHALL REVIEW AND APPROVE ALL STRIPPED AND CLEARED AREAS PRIOR TO PLACEMENT OF FILL. PRIOR TO PLACING FILL, THE CLEARED AREAS SHALL BE SCARIFIED AND COMPACTED.
9. SEE PROJECT GEOTECHNICAL ENGINEERING REPORT FOR ENGINEERED FILL GRADATION, PLACEMENT AND TESTING REQUIREMENTS.
10. ALL COMPACTION EFFORTS SHALL BE MONITORED AND TESTED BY AN EXPERIENCED SOILS TECHNICIAN UNDER THE SUPERVISION OF A LICENSED GEOTECHNICAL ENGINEER REPRESENTING THE OWNER.
11. ALL MASS GRADING SHALL BE MONITORED, TESTED, AND CERTIFIED BY A LICENSED GEOTECHNICAL ENGINEER. COPIES OF OBSERVATIONS AND TESTING SHALL BE PROVIDED TO THE CITY.
12. NO FILL SHALL BE PLACED ON FROZEN OR SNOW-COVERED GROUND. PLACEMENT OF FROZEN FILL IS NOT ALLOWED.

811 Know what's below. Call before you dig.


HMH engineering
476864 Highway 95, Suite 3
Ponderay, ID 83852
(208) 635-5825


Item # 3.

**FARMIN FLATS**
**SANDPOINT APARTMENTS**
CITY OF SANDPOINT, IDAHO
BONNER COUNTY

# GRADING PLAN

PROFESSIONAL ENGINEER
LICENSED
Daniel M. Tadic
18031
3/4/2025
STATE OF IDAHO
DANIEL M. TADIC

GRADING PLAN

1" SCALE: (11X17 ONLY)

| | |
|---|---|
| PROJECT NO: | D25005 |
| DRAWN BY: | DJJ |
| CHECKED BY: | DMT |
| DATE: | 03/04/2025 |

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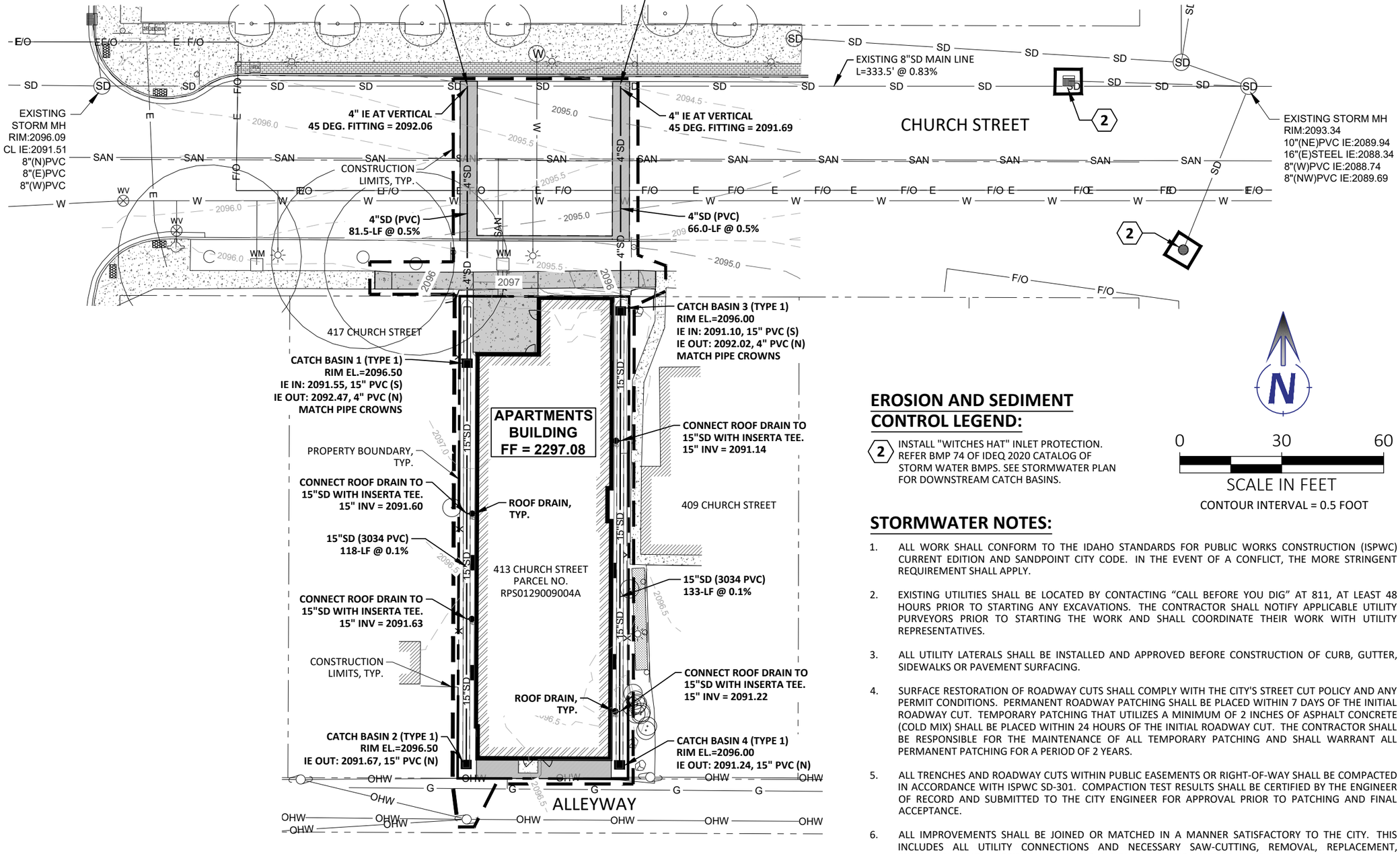
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## EROSION AND SEDIMENT CONTROL LEGEND:

(2) INSTALL "WITCHES HAT" INLET PROTECTION. REFER BMP 74 OF IDEQ 2020 CATALOG OF STORM WATER BMPS. SEE STORMWATER PLAN FOR DOWNSTREAM CATCH BASINS.

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SCALE IN FEET

CONTOUR INTERVAL = 0.5 FOOT

## STORMWATER NOTES:

1. ALL WORK SHALL CONFORM TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) CURRENT EDITION AND SANDPOINT CITY CODE. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENT SHALL APPLY.
2. EXISTING UTILITIES SHALL BE LOCATED BY CONTACTING "CALL BEFORE YOU DIG" AT 811, AT LEAST 48 HOURS PRIOR TO STARTING ANY EXCAVATIONS. THE CONTRACTOR SHALL NOTIFY APPLICABLE UTILITY PURVEYORS PRIOR TO STARTING THE WORK AND SHALL COORDINATE THEIR WORK WITH UTILITY REPRESENTATIVES.
3. ALL UTILITY LATERALS SHALL BE INSTALLED AND APPROVED BEFORE CONSTRUCTION OF CURB, GUTTER, SIDEWALKS OR PAVEMENT SURFACING.
4. SURFACE RESTORATION OF ROADWAY CUTS SHALL COMPLY WITH THE CITY'S STREET CUT POLICY AND ANY PERMIT CONDITIONS. PERMANENT ROADWAY PATCHING SHALL BE PLACED WITHIN 7 DAYS OF THE INITIAL ROADWAY CUT. TEMPORARY PATCHING THAT UTILIZES A MINIMUM OF 2 INCHES OF ASPHALT CONCRETE (COLD MIX) SHALL BE PLACED WITHIN 24 HOURS OF THE INITIAL ROADWAY CUT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL TEMPORARY PATCHING AND SHALL WARRANT ALL PERMANENT PATCHING FOR A PERIOD OF 2 YEARS.
5. ALL TRENCHES AND ROADWAY CUTS WITHIN PUBLIC EASEMENTS OR RIGHT-OF-WAY SHALL BE COMPACTED IN ACCORDANCE WITH ISPWC SD-301. COMPACTION TEST RESULTS SHALL BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO PATCHING AND FINAL ACCEPTANCE.
6. ALL IMPROVEMENTS SHALL BE JOINED OR MATCHED IN A MANNER SATISFACTORY TO THE CITY. THIS INCLUDES ALL UTILITY CONNECTIONS AND NECESSARY SAW-CUTTING, REMOVAL, REPLACEMENT, EXTENSION, AND CAPPING ASSOCIATED WITH CURB AND GUTTER, SIDEWALKS, SWALES, ASPHALT, CONCRETE OR OTHER PAVING.
7. STORMWATER PIPING SHALL BE 3034 PVC AS NOTED ON THE PLANS.
8. CATCH BASINS SHALL BE WSDOT TYPE 1 WITH RECTANGULAR FRAME AND BI-DIRECTIONAL VANED GRATE OR APPROVED EQUAL.
9. ROOF DRAIN AND STORM LATERAL CONNECTIONS SHALL BE MADE WITH INSERTA TEE OR APPROVED EQUAL.

HMH engineering
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(208) 635-5825

**FARMIN FLATS**
**SANDPOINT APARTMENTS**
CITY OF SANDPOINT, IDAHO
BONNER COUNTY

# STORMWATER PLAN

PROFESSIONAL ENGINEER LICENSED Daniel M. Tadic 18031 3/4/2025 STATE OF IDAHO DANIEL M. TADIC

GRADING PLAN

1" SCALE: (11X17 ONLY)

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|---|---|
| PROJECT NO: | D25005 |
| DRAWN BY: | DJJ |
| CHECKED BY: | DMT |
| DATE: | 03/04/2025 |

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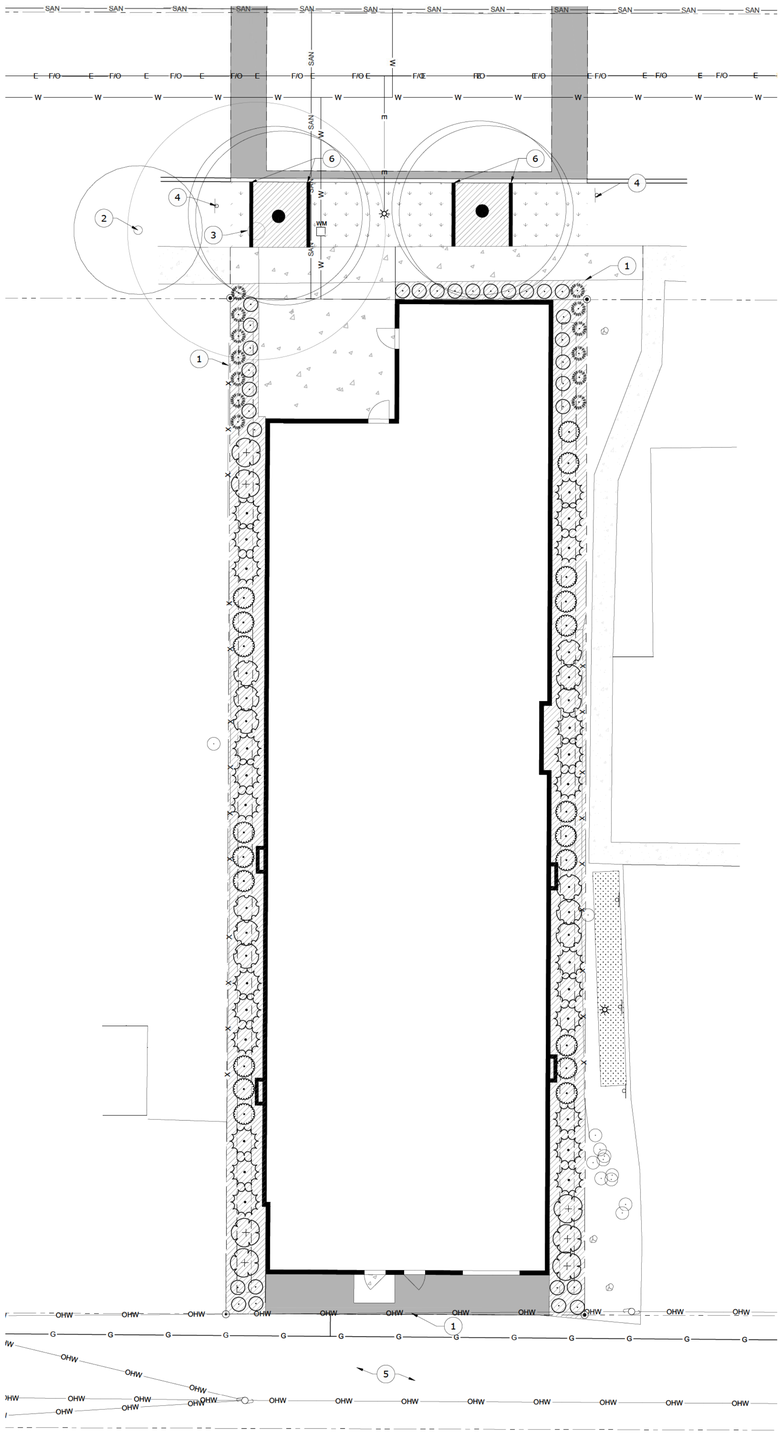
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A LANDSCAPE PLAN

GRAPHIC SCALE
10 0 5 10 20
( IN FEET )
1 inch = 10 ft.

## CALLOUTS

1. PROPERTY LINE.
2. EXISTING TREE. PRESERVE AND PROTECT.
3. EXISTING TREE TO BE REMOVED. SEE CIVIL DEMO PLANS.
4. EXISTING SIGN. PRESERVE AND PROTECT.
5. EXISTING ASPHALT ALLEY. PRESERVE AND PROTECT.
6. 6" WIDE CONCRETE MOWCURB. SEE SHEET L-2, DETAIL A.

## LEGEND

- CONCRETE. SEE CIVIL PLANS.
- ASPHALT. SEE CIVIL PLANS
- TURFGRASS SOD WITH 4" OF PLANTING SOIL TYPE B, 2" OF COMPOST. IRRIGATION: OVERHEAD SPRAY, HEAD-TO-HEAD COVERAGE.
- PLANTING AREA WITH 6" OF PLANTING SOIL TYPE B, 2" OF COMPOST AND 2" OF MINERAL MULCH TYPE A AND WEED CONTROL FABRIC. IRRIGATION: DRIP. ONE (1) EMITTER PER PERENNIAL/ORNAMENTAL GRASS/SHRUB, TWO (2) EMITTERS PER TREE.
- EXISTING FENCE TO REMAIN, PRESERVE AND PROTECT.
- OVERHEAD POWER, PRESERVE AND PROTECT.

## PLANT SCHEDULE

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | HEIGHT | WIDTH | QTY |
|---|---|---|---|---|---|---|
| TREES | | | | | | |
| | Acer rubrum 'Frank Jr.' | Redpointe® Maple | 2" Cal. | 45` | 25` | 2 |
| SHRUBS | | | | | | |
| | Berberis thunbergii 'Golden Rocket' PP #18,626 | Golden Rocket Barberry | 2 gal | 5` | 3` | 20 |
| | Calamagrostis x acutiflora `Karl Foerster` | Feather Reed Grass | 1 gal. | 6` | 2` | 13 |
| | Hemerocallis x `Stella de Oro` | Stella de Oro Daylily | 1 gal | 2` | 2` | 30 |
| | Physocarpus opulifolius 'Hoogi021' PP #27,986 | Little Joker® Ninebark | 2 gal | 4` | 4` | 12 |
| | Pinus strobus `Blue Shag` | Blue Shag White Pine | 2 gal | 4` | 4` | 24 |
| | Rosa x `NOA83100B` | Flower Carpet® Scarlet Groundcover Rose | 2 gal | 3` | 4` | 7 |

PLANT QUANTITY NOTE: CONTRACTOR SHALL VERIFY QUANTITIES IN PLANT LEGEND WITH PLANT SYMBOLS ON PLANS.

## PLANTING NOTES

1. CONTRACTOR SHALL CALL 811 TO LOCATE ALL EXISTING ABOVE OR BELOW GRADE ON-SITE UTILITIES PRIOR TO COMMENCEMENT OF WORK, INCLUDING PLANTING. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. PRESERVE AND PROTECT EXISTING UTILITIES TO REMAIN FROM DAMAGE OR DISRUPTION, TYPICAL. MAINTAIN LOCATES DURING CONSTRUCTION FOR REFERENCE. CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.
2. CONTRACTOR TO COORDINATE WITH OWNER'S MAINTENANCE PERSONNEL TO IDENTIFY AND PROTECT ANY EXISTING OWNER MAINTAINED UTILITIES, WATER LINES, IRRIGATION LINES, IRRIGATION CONTROL WIRES OR OTHER IMPROVEMENTS PRIOR TO CONSTRUCTION.
3. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) AND DETAILS DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND NOTIFYING THE OWNER AND OWNERS REPRESENTATIVES OF DISCREPANCIES. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR ACCEPTS SUB GRADES UPON COMMENCEMENT OF WORK AND IS RESPONSIBLE FOR ANY CORRECTIONS REQUIRED AFTER WORK BEGINS.
5. REMOVE ALL CONSTRUCTION DEBRIS, CONCRETE, MORTAR, ROCKS, ETC FROM LANDSCAPE AREAS PRIOR TO SUB GRADE PREPARATION AND INSTALLATION OF PLANTING SOIL.
6. TREES AND SHRUBS TO MEET REQUIREMENTS OF AMERICAN STANDARD FOR NURSERY STOCK FOR SIZE AND MATERIAL CONDITION.
7. PLANT COUNTS IN LEGEND ARE FOR REFERENCE ONLY. PLANT SYMBOLS DICTATE THE REQUIRED PLANTS.
8. PLANTING SOIL SCHEDULE (SEE SPECIFICATIONS):
   a. SODDED LAWN AREAS: 4" OF APPROVED PLANTING SOIL TYPE 'B', WITTKOPF TURF BUILDER OR APPROVED EQUAL.
   b. PLANTING AREAS: 6" OF APPROVED PLANTING SOIL TYPE 'B' AND 2" OF COMPOST.
9. MINERAL MULCH SCHEDULE (SEE SPECIFICATIONS):
   a. PLANTING AREAS: 2" OF MINERAL MULCH TYPE 'A'. 3/4" BASALT CHIP, CLEAN.
11. ALL LANDSCAPE AREAS TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM. SEE IRRIGATION PLANS AND SPECIFICATIONS.
12. TREE LOCATIONS MAY VARY DEPENDING ON WALK, DRIVEWAY, AND UTILITY LOCATIONS. STAKE FOR APPROVAL PRIOR TO PLANTING.
13. LAYOUT OF MOWCURBS AND EDGING TO BE MARKED FOR APPROVAL PRIOR TO INSTALLATION.
14. DO NOT COMPACT BOTTOMS OF SWALES, PROTECT SWALES FROM CONSTRUCTION TRAFFIC AND DEBRIS. SEE CIVIL PLANS FOR SOILS IN SWALES.
15. ALL TREES TO BE SINGLE TRUNKED, UNLESS OTHERWISE NOTED. MULTI-TRUNKED TREES TO INCLUDE MAIN LEADER EQUAL OR GREATER TO SIZE SPECIFIED.
16. TREES OF THE SAME SPECIES SHALL BE MATCHED FROM SAME LOT AND GROWER.
17. FINISH GRADE TO BE:
   a. PLANTING AREAS: 2 1/2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS BEFORE INSTALLATION OF MINERAL/ORGANIC MULCH.
   b. TURF AREAS, SODDED: 2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS.

## IRRIGATION NOTES

1. **CONTRACTOR DESIGNED IRRIGATION SYSTEM. SERVICE TEE FROM WATER SERVICE. OVERHEAD IRRIGATION FOR TURF AREAS, DRIP FOR PLANTING AREAS.**
2. CONTRACTOR SHALL CALL 811 TO LOCATE ALL EXISTING ABOVE OR BELOW GRADE ON-SITE UTILITIES PRIOR TO COMMENCEMENT OF WORK, INCLUDING PLANTING. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. PRESERVE AND PROTECT EXISTING UTILITIES TO REMAIN FROM DAMAGE OR DISRUPTION, TYPICAL. MAINTAIN LOCATES DURING CONSTRUCTION FOR REFERENCE. CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.
3. CONTRACTOR TO COORDINATE WITH OWNER'S MAINTENANCE PERSONNEL TO IDENTIFY AND PROTECT ANY EXISTING OWNER MAINTAINED UTILITIES, WATER LINES, IRRIGATION LINES, IRRIGATION CONTROL WIRES OR OTHER IMPROVEMENTS PRIOR TO CONSTRUCTION.
4. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) AND DETAILS DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND NOTIFYING THE OWNER AND OWNERS REPRESENTATIVES OF DISCREPANCIES. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR ACCEPTS SUB GRADES UPON COMMENCEMENT OF WORK AND IS RESPONSIBLE FOR ANY CORRECTIONS REQUIRED AFTER WORK BEGINS.
6. IRRIGATION LAYOUT IS DIAGRAMMATIC. IRRIGATION EQUIPMENT IS OFTEN SHOWN OUTSIDE OF LANDSCAPE AREAS FOR CLARITY. IRRIGATION EQUIPMENT SHALL ALWAYS BE LOCATED WITHIN LANDSCAPE AREAS UNLESS SPECIFICALLY NOTED. LOCATE VALVE BOXES NEXT TO CURBS, PAVED SURFACES, OR IN PLANTING BEDS WHERE POSSIBLE. VALVES AND VALVE BOXES SHALL NOT BE LOCATED IN THE BOTTOMS OF SWALES OR AT SWALE INLETS.
7. IRRIGATION CONTROLLER: SUPPLY CONTROLLER AS SPECIFIED AND LOCATE AS SHOWN ON PLANS AND DETAILS. COORDINATE LOCATION AND INSTALLATION OF CONTROLLER(S) WITH GENERAL CONTRACTOR FOR ELECTRICAL SERVICE AND SWEEPS THROUGH FOUNDATIONS AS NECESSARY. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES AND ORDINANCES INCLUDING BUILDING/ELECTRICAL PERMIT REQUIREMENTS.
8. IRRIGATION SYSTEM BASIS OF DESIGN:
   a. STATIC PRESSURE: 66 PSI AT THE SOURCE. CONTRACTOR TO VERIFY.
   b. SOURCE: CITY OF SANDPOINT
   c. CONTRACTOR TO VERIFY WORKING PSI AT MINIMUM OPERATING FLOW PRIOR TO CONSTRUCTION. NOTIFY LANDSCAPE ARCHITECT OF ANY DEFICIENCIES PRIOR TO COMMENCEMENT OF WORK.
8. SLEEVE SCHEDULE:
   a. ALL MAIN LINE PIPING AND CONTROL WIRES UNDER PAVING SHALL BE INSTALLED IN SEPARATE SLEEVES UNDER HARD SURFACES.
   b. PIPES SIZED TO 2.5": 4" SCHEDULE 40 PVC SLEEVE.
   c. PIPES TO 3"-4": 6" SCHEDULE 40 PVC SLEEVE.
   d. PIPES GREATER THAN 4": 8" SCHEDULE 40 PVC SLEEVE.
   e. CONTROL WIRES: 2" MIN. SCHEDULE 40 PVC SLEEVE.
9. CONTRACTOR TO INSTALL THRUST BLOCKING AT MAINLINE CHANGES OF DIRECTION FOR ALL MAINLINE PIPING 2" AND LARGER.
10. PRESSURE TESTING: PRESSURE TESTING IS REQUIRED FOR ALL MAINLINE AND LATERAL LINES. SEE SPECIFICATIONS FOR REQUIREMENTS.
11. INSTALL ALL VALVE BOXES PERPENDICULAR TO ADJACENT FENCES, WALKS, AND BUILDINGS. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.
12. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVER SPRAY ONTO WALKS, STREETS, WALLS, ETC. CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS TO HEAD LOCATIONS IN FIELD AS NECESSARY TO ENSURE HEAD TO HEAD COVERAGE WITH NO OVERSPRAY ON TO PAVED SURFACES. SOME ROTOR ZONES ARE DESIGNED WITH GREATER THAN HEAD TO HEAD COVERAGE TO COMPENSATE FOR WIND ADJUST AS NECESSARY FOR COVERAGE.
13. ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS IN ADHERENCE TO LOCAL CODES.
14. 120V AC ELECTRICAL POWER SOURCE AT CONTROLLER LOCATION SHALL BE PROVIDED, SEE ELECTRICAL PLANS. FINAL CONNECTION FROM THE ELECTRICAL SOURCE TO THE CONTROLLER AND INCLUDE ALL PERMITS SHALL BE IN ACCORDANCE WITH LOCAL CODES.
15. INSTALL ALL BACK-FLOW PREVENTION DEVICES AND ALL PIPING BETWEEN THE POINT OF CONNECTION AND THE BACK-FLOW PREVENTION DEVICES AS REQUIRED BY LOCAL CODES. CONTRACTOR TO COMPLETE REQUIRED TESTING AND SUPPLY SATISFACTORY TEST RESULTS WITH OPERATIONS AND MAINTENANCE MANUALS.

UNDERGROUND SERVICE ALERT
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CALL TWO BUSINESS DAYS BEFORE YOU DIG

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LANDSCAPE ARCHITECT'S SEAL
STATE OF WASHINGTON
MICHAEL D TERRELL
REGISTERED LANDSCAPE ARCHITECT
SIGNED SEAL EXP. NOV 9, 2026

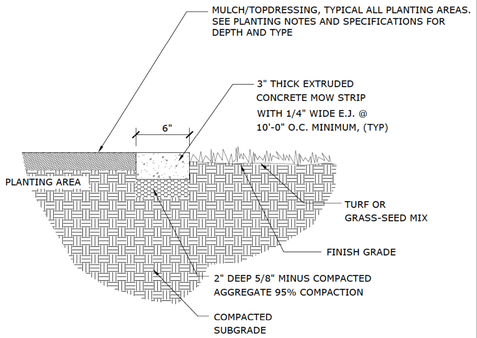
FARMIN FLATS - SANDPOINT
CHURCH STREET
SANDPOINT, ID

LANDSCAPE PLAN

| REVISION | DATE |
|---|---|
| 1 | |
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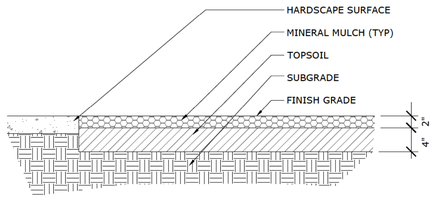
JOB NUMBER 25-008
DATE 3/3/2025
DRAWN BY JCS
CHECKED BY MDT

SHEET # L-1

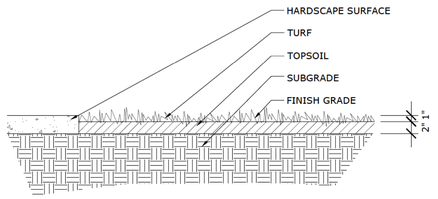



## A 6" CONCRETE MOW CURB

SCALE = NTS



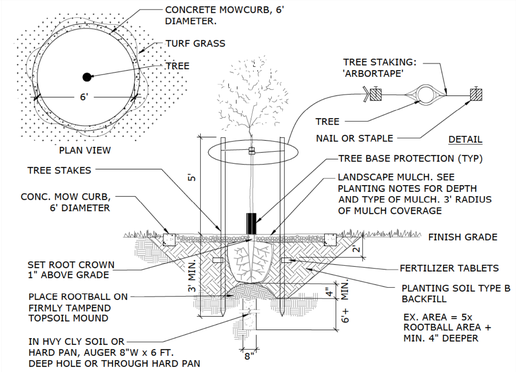

PLANTER BED ADJACENT TO HARDSCAPE (TYP)




TURF ADJACENT TO HARDSCAPE (TYP)

## B HARDSCAPE TRANSITIONS

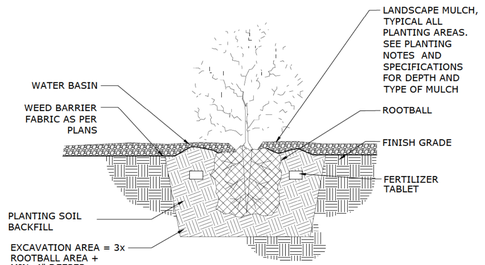
SCALE = NTS




NOTES:
1. CUT AND REMOVE WIRE BASKET AFTER TREE IS IN PLANTING HOLE. REMOVE BURLAP AND TWINE FROM TOP AND SIDES OF ROOTBALL.
2. SEE SPECIFICATIONS FOR PLANTING AND FERTILIZER REQUIREMENTS.

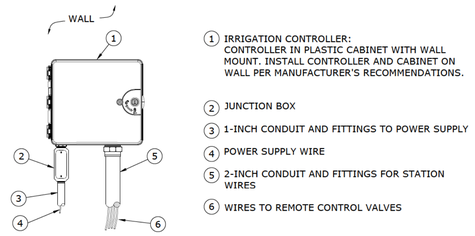
## C TREE PLANTING IN TURF GRASS

SCALE = NTS




## D SHRUB PLANTING

SCALE = NTS

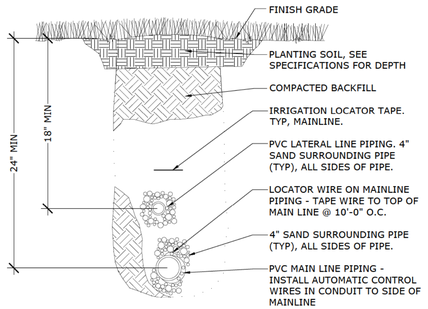



1. IRRIGATION CONTROLLER: CONTROLLER IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.
2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS TO POWER SUPPLY
4. POWER SUPPLY WIRE
5. 2-INCH CONDUIT AND FITTINGS FOR STATION WIRES
6. WIRES TO REMOTE CONTROL VALVES

NOTES:
1. IRRIGATION CONTROLLER.
2. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.
3. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS.
4. INSTALL LIGHTNING PROTECTION AS PER MANUFACTURER'S SPECIFICATIONS.

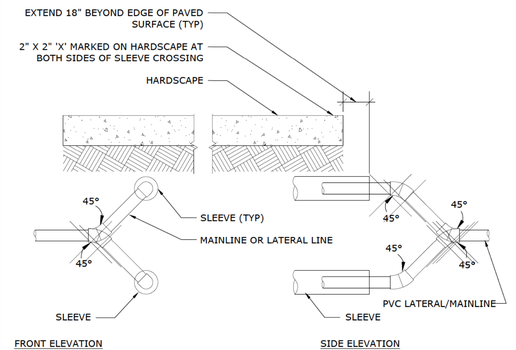
## E CONTROLLER, EXTERIOR WALL

SCALE = NTS




## F IRRIGATION TRENCHING

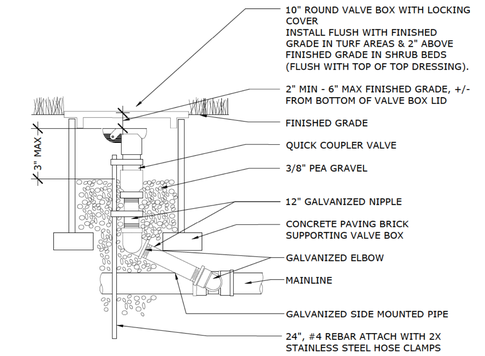
SCALE = NTS




NOTES:
1. THERE SHALL NOT BE 90° JOINTS DIRECTING LATERALS AND MAINLINES INTO SLEEVES. MAXIMUM ANGLE SHALL BE 45°.

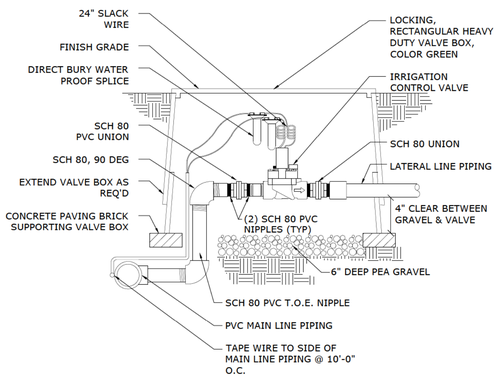
## G SLEEVING UNDER HARDSCAPE

SCALE = NTS




## H QUICK COUPLER VALVE IN BOX

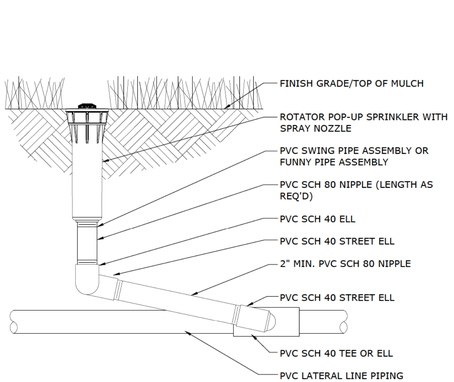
SCALE = NTS




NOTES:
1. ONLY ONE AUTOMATIC VALVE PER VALVE BOX.
2. VALVE BOX TO REST ON CONCRETE PAVER BRICKS, NO PRESSURE TO BE PLACED ON MAINLINE OR LATERAL LINE.
3. PROVIDE 24" OF COILED WIRE SLACK IN VALVE BOX.
4. INSTALL LINE SURGE PROTECTION PER MANUFACTURERS SPECIFICATION.

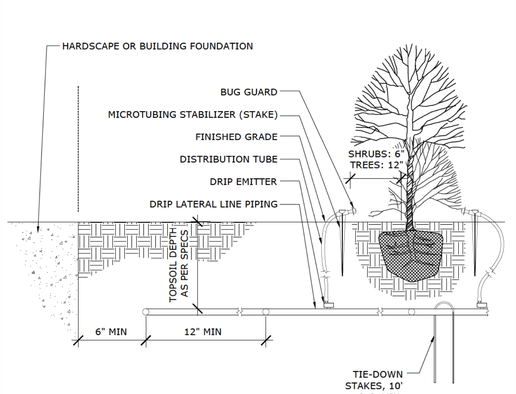
## I CONTROL VALVE INSTALLATION

SCALE = NTS




## J POP-UP SPRAY ASSEMBLY

SCALE = NTS




## K DRIP EMITTER

SCALE = NTS

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LANDSCAPE ARCHITECT'S SEAL

STATE OF WASHINGTON
MICHAEL D TERRELL
CERTIFIED LANDSCAPE ARCHITECT
ID SBM EXP. NOV 9 2026

FARMIN FLATS - SANDPOINT
CHURCH STREET
SANDPOINT, ID

DETAILS

| REVISION | DATE |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |

| | |
|---|---|
| JOB NUMBER | 25-008 |
| DATE | 3/3/2025 |
| DRAWN BY | JCS |
| CHECKED BY | MDT |

SHEET #
L-2

UNIT COUNT
LEVEL 1 = 9 UNITS
LEVEL 2 = 13 UNITS
LEVEL 3 = 13 UNITS
LEVEL 4 = 13 UNITS
TOTAL 48 UNITS

SITE CALCULATIONS
AREA = 7,094 SF
BUILDING FOOTPRINT = 5,128 SF
TOTAL BUILDING SF = 21,247 SF




1 FLOOR PLAN - LEVEL 1
1" = 16'-0"

# FARMIN FLATS
## SAND POINT, ID

STAMP

LICENSED
ARCHITECT
AR 986279
JARED FORSYTH
STATE OF IDAHO
01/20/2025

REVISIONS

| REV. | DESCRIPTION | DATE |
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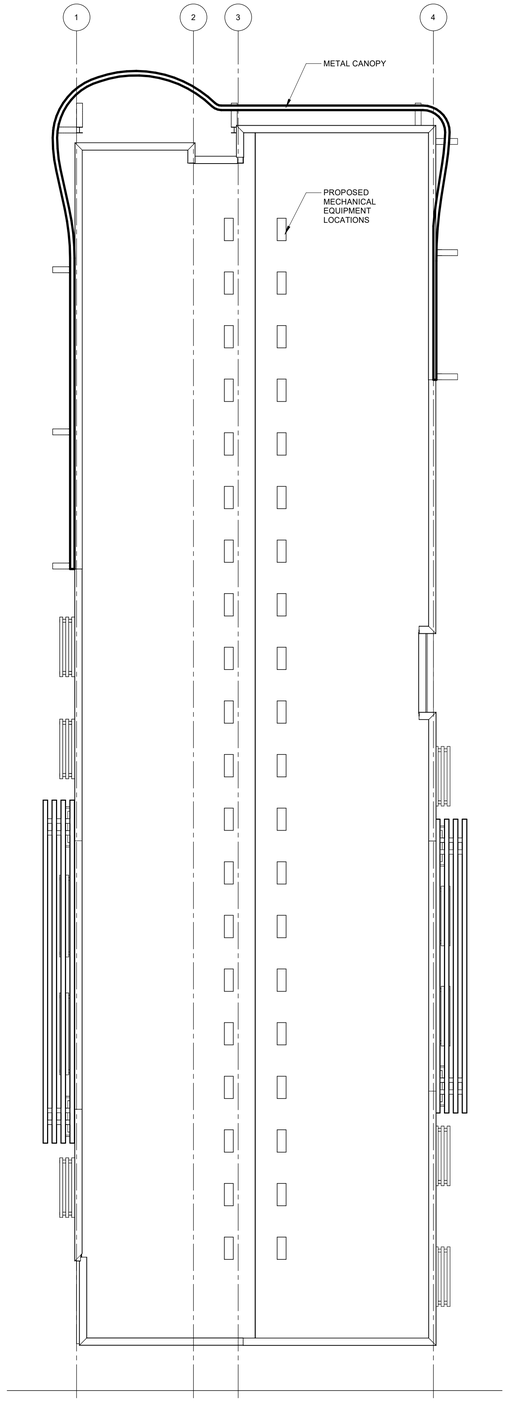
PROJECT NUMBER
**24-107**

DATE
**01/20/2025**

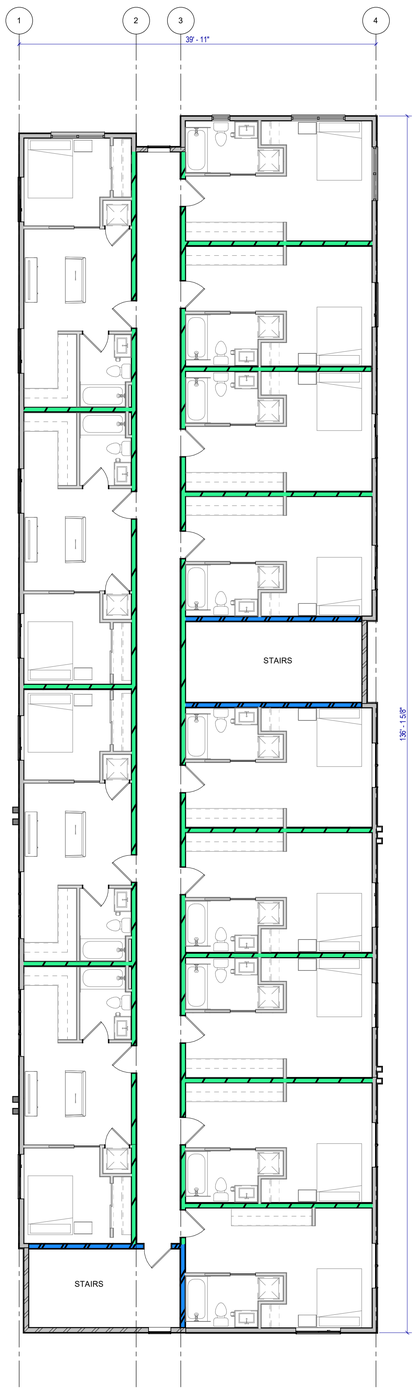
SHEET NAME
**SITE PLAN**

SHEET NO.
**A000**

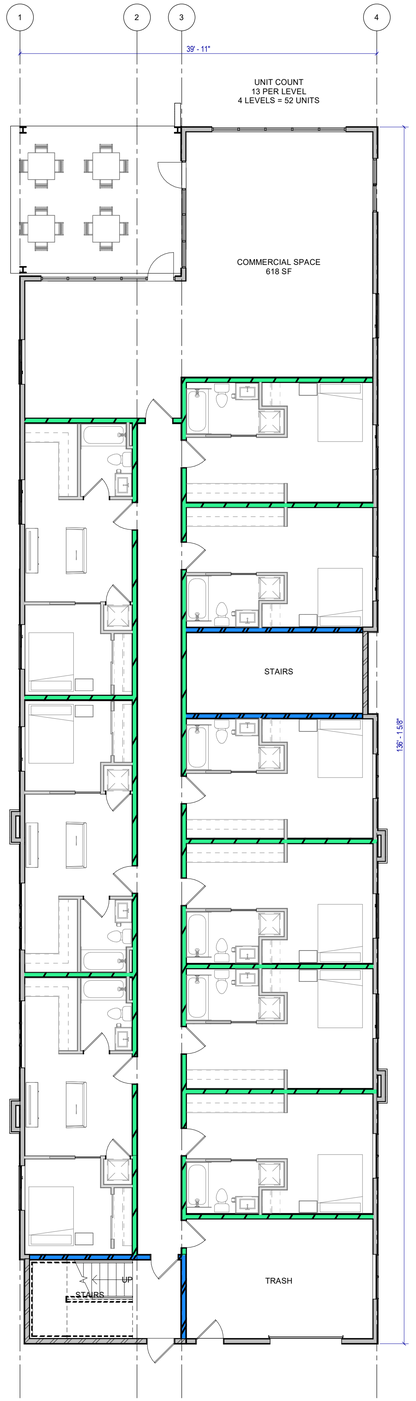
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2 ROOF PLAN
1/8" = 1'-0"




3 FLOOR PLAN - LEVEL 2-4
1/8" = 1'-0"




1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

## GENERAL NOTES - PLAN

**A** SEE SPECIFICATIONS ON SHEETS G001 & G002 FOR ADDITIONAL REQUIREMENTS

**B** SEE STRUCTURAL DRAWINGS AND CALCULATIONS FOR ALL STRUCTURAL REQUIREMENTS INCLUDING FOUNDATION WALL SPECIFICATIONS AND SHEARWALL AND HOLDDOWN REQUIREMENTS

**C** REFER TO ENLARGED PLANS AND UNIT PLANS FOR REMAINING DIMENSIONS

**D** EXTERIOR GRID LINES AND DIMENSIONS ARE TO EXTERIOR FACE OF SHEATHING. SEE ARCHITECTURAL AND STRUCTURAL DETIALS FOR FOUNDATION LOCATION

## KEYED NOTES

## SYMBOL LEGEND - PLAN

**ANNOTATION SYMBOLS-**

1 **DOOR TAG**. REFER TO DOOR SCHEDULE AND DIAGRAMS.

A **WINDOW TAG**. (ALPHA) REFER TO WINDOW SCHEDULE AND DIAGRAMS.

1 **STOREFRONT TAG**. (NUM.) REFER TO STOREFRONT DIAGRAMS.

1 **WALL TAG**. REFER TO WALL TYPES.

1 **REVISION TAG**. SEE LATEST REVISION ON TITLE BLOCK.

1 **KEYED NOTE**. SEE NOTES ON SHEET WHERE APPLICABLE.

**UNIT TAGS**

**TYPE B DWELIING UNIT TAG**

UNIT A# — UNIT NAME
### — UNIT SF
ONE BED — # OF BEDS

**TYPE A DWELLING UNIT TAG**

UNIT A# — UNIT NAME
### — UNIT SF
ONE BED — # OF BEDS

**WALL LEGEND-**

**TYP. WOOD FRAMED WALL -** REFER TO WALL TYPES

**TYP. METAL FRAMED WALL -** REFER TO WALL TYPES

**2 HR FIRE BARRIER -** STAIR WALL

**1 HR FIRE PARTITION -** DEMISING WALL

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# FARMIN FLATS
## SAND POINT, ID

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**01/20/2025**

SHEET NAME
**FLOOR PLANS & ROOF PLAN**

SHEET NO.
**A110**

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## MATERIAL LEGEND

BRICK TO MATCH EXISTING BUILDINGS

TWO TONED HORIZONTAL CEMENT BOARD SIDING

STONE

CORRUGATED METAL PANEL

STUCCO

METAL TRIM/ACCENTS

## GENERAL NOTES - ELEVATIONS

**A** SEE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
**B** COORDINATE WINDOW HEIGHTS WITH WINDOW SCHEDULE. SEE SHEET A601
**C** SEE ROOF PLAN FOR ALL ROOF SLOPES.

## KEYED NOTES




**2** OPTION 1 - LEFT ELEVATION
1/8" = 1'-0"




**1** OPTION 1 - FRONT ELEVATION
1/8" = 1'-0"




**4** OPTION 1 - RIGHT ELEVATION
1/8" = 1'-0"




**3** OPTION 1 - REAR ELEVATION
1/8" = 1'-0"

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# FARMIN FLATS

SAND POINT, ID

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**01/20/2025**

SHEET NAME
**ELEVATIONS**

SHEET NO.
**A201**

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## GENERAL NOTES - ELEVATIONS

**A** SEE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
**B** COORDINATE WINDOW HEIGHTS WITH WINDOW SCHEDULE. SEE SHEET A601
**C** SEE ROOF PLAN FOR ALL ROOF SLOPES.

## KEYED NOTES



1 PERSPECTIVE VIEW

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# FARMIN FLATS

SAND POINT, ID

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**01/20/2025**

SHEET NAME
**BUILDING PERSPECTIVE VIEW**

SHEET NO.
**A202**

## GENERAL NOTES - ELEVATIONS

**A** SEE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
**B** COORDINATE WINDOW HEIGHTS WITH WINDOW SCHEDULE. SEE SHEET A601
**C** SEE ROOF PLAN FOR ALL ROOF SLOPES.

## KEYED NOTES



2 3D VIEW - CANOPY 2



1 3D VIEW - CANOPY 1

# FARMIN FLATS
SAND POINT, ID

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**24-107**

DATE
**01/20/2025**

SHEET NAME
**CANOPY PERSPECTIVE VIEWS**

SHEET NO.
**A203**

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PHASE 01 UNIT COUNT
LEVEL 1 = 5 UNITS
LEVEL 2 = 12 UNITS
LEVEL 3 = 12 UNITS
LEVEL 4 = 12 UNITS
TOTAL 41 UNITS

PHASE 01 SITE CALCULATIONS
AREA = 7,101 SF
BUILDING FOOTPRINT = 4,713 SF
TOTAL BUILDING SF = 20,888 SF

PHASE 01 UNIT COUNT
LEVEL 1 = 8 UNITS
LEVEL 2 = 13 UNITS
LEVEL 3 = 13 UNITS
LEVEL 4 = 13 UNITS
TOTAL 47 UNITS

PHASE 01 SITE CALCULATIONS
AREA = 7,094 SF
BUILDING FOOTPRINT = 5,128 SF
TOTAL BUILDING SF = 21,247 SF




1 FLOOR PLAN - LEVEL 1
1" = 10'-0"

# SANDPOINT APARTMENTS

## 413 & 417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

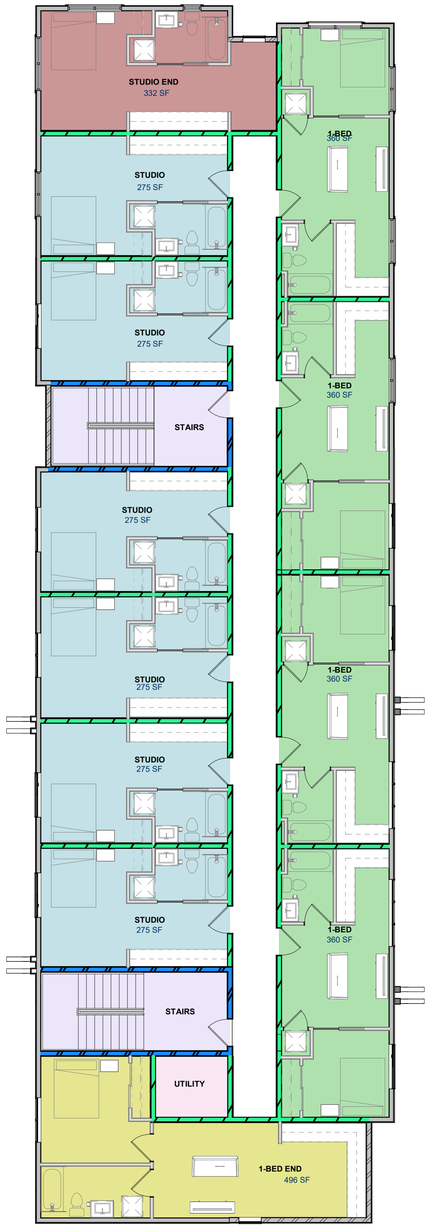
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**24-107**

DATE
**4/21/2025**

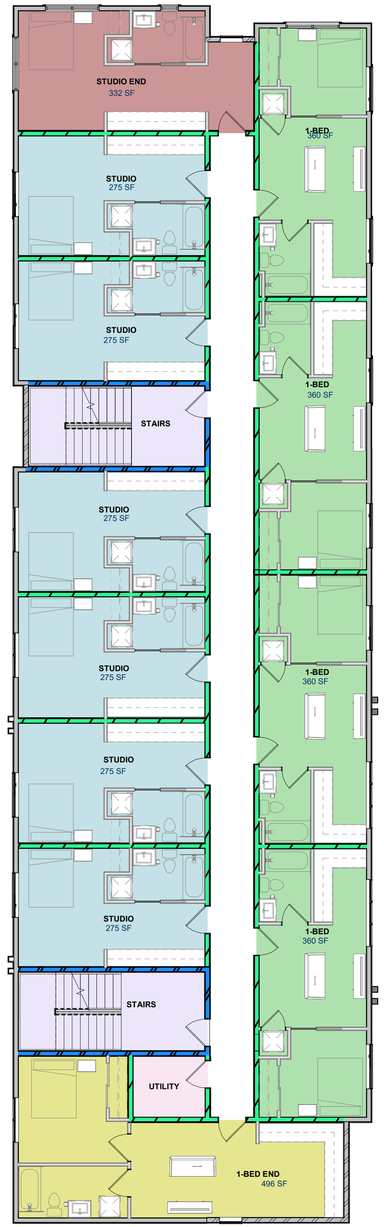
SHEET NAME
**SITE PLAN**

SHEET NO.
**A000**

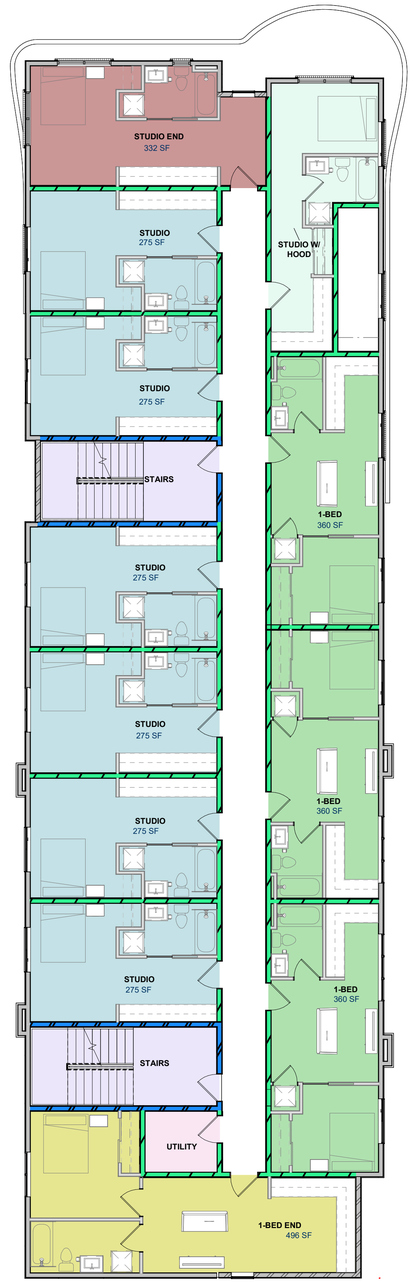
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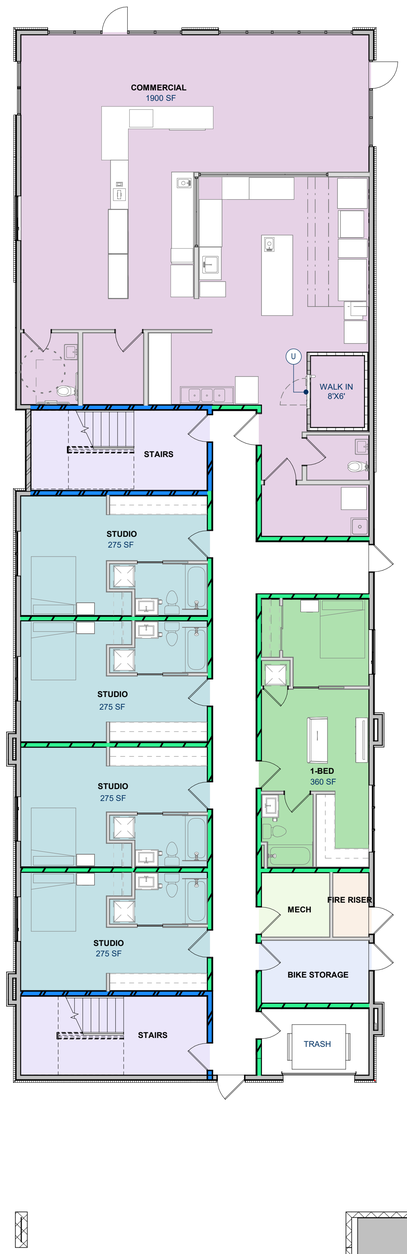

4 FLOOR PLAN - LEVEL 4
1/8" = 1'-0"




3 FLOOR PLAN - LEVEL 3
1/8" = 1'-0"




2 FLOOR PLAN - LEVEL 2
1/8" = 1'-0"




1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

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RAD ARCHITECTURAL DESIGN

# SANDPOINT APARTMENTS - PHASE 2

417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**25-020**

DATE
**4/21/2025**

SHEET NAME
**OVERALL FLOOR PLANS**

SHEET NO.
**A111**

## MATERIAL LEGEND

BRICK TO MATCH EXISTING BUILDINGS

TWO TONED HORIZONTAL CEMENT BOARD SIDING

STONE

STUCCO

METAL TRIM/ACCENTS



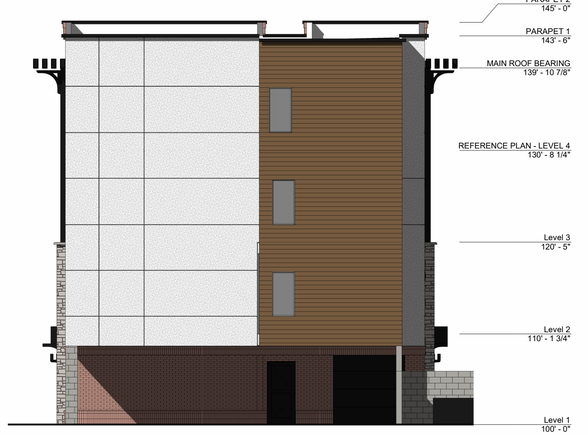

2 OPTION 1 - LEFT ELEVATION
1/8" = 1'-0"




1 OPTION 1 - FRONT ELEVATION
1/8" = 1'-0"




4 OPTION 1 - RIGHT ELEVATION
1/8" = 1'-0"




3 OPTION 1 - REAR ELEVATION
1/8" = 1'-0"

RAD ARCHITECTURAL DESIGN

# SANDPOINT APARTMENTS - PHASE 2

417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

PROJECT NUMBER
**25-020**

DATE
**4/21/2025**

SHEET NAME
**ELEVATIONS**

SHEET NO.
**A201**

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RAD
ARCHITECTURAL DESIGN

# SANDPOINT APARTMENTS - PHASE 2

417 CHURCH STREET, SANDPOINT ID 83864

STAMP

REVISIONS

| REV. | DESCRIPTION | DATE |
|---|---|---|

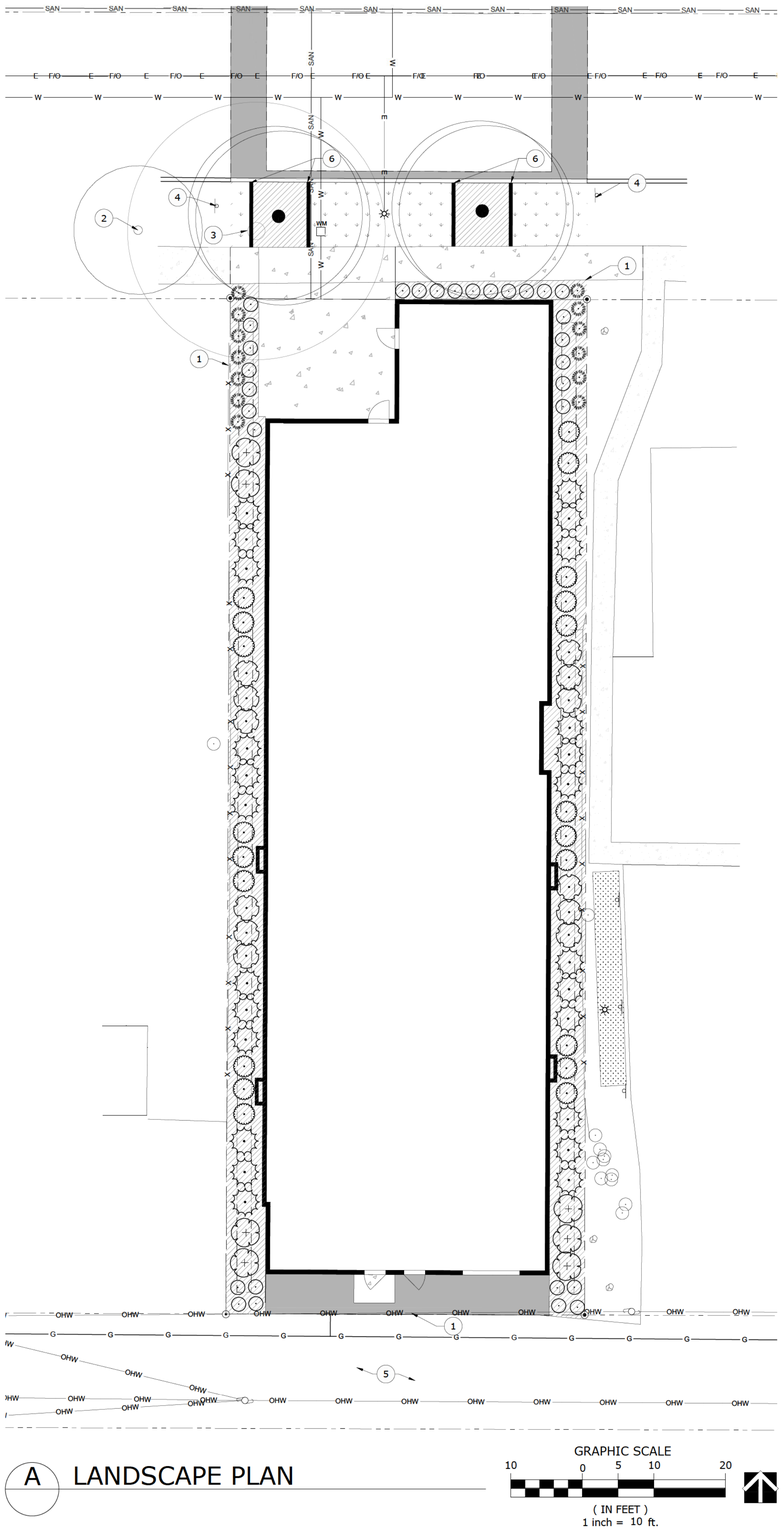
PROJECT NUMBER
**25-020**

DATE
**4/21/2025**

SHEET NAME
**BUILDING PERSPECTIVE VIEW**

SHEET NO.
**A202**

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A LANDSCAPE PLAN

GRAPHIC SCALE
10 0 5 10 20
( IN FEET )
1 inch = 10 ft.

## CALLOUTS

1. PROPERTY LINE.
2. EXISTING TREE. PRESERVE AND PROTECT.
3. EXISTING TREE TO BE REMOVED. SEE CIVIL DEMO PLANS.
4. EXISTING SIGN. PRESERVE AND PROTECT.
5. EXISTING ASPHALT ALLEY. PRESERVE AND PROTECT.
6. 6" WIDE CONCRETE MOWCURB. SEE SHEET L-2, DETAIL A.

## LEGEND

- CONCRETE. SEE CIVIL PLANS.
- ASPHALT. SEE CIVIL PLANS
- TURFGRASS SOD WITH 4" OF PLANTING SOIL TYPE B, 2" OF COMPOST. IRRIGATION: OVERHEAD SPRAY, HEAD-TO-HEAD COVERAGE.
- PLANTING AREA WITH 6" OF PLANTING SOIL TYPE B, 2" OF COMPOST AND 2" OF MINERAL MULCH TYPE A AND WEED CONTROL FABRIC. IRRIGATION: DRIP. ONE (1) EMITTER PER PERENNIAL/ORNAMENTAL GRASS/SHRUB, TWO (2) EMITTERS PER TREE.
- EXISTING FENCE TO REMAIN, PRESERVE AND PROTECT.
- OVERHEAD POWER, PRESERVE AND PROTECT.

## PLANT SCHEDULE

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | HEIGHT | WIDTH | QTY |
|---|---|---|---|---|---|---|
| TREES | | | | | | |
| | Acer rubrum 'Frank Jr.' | Redpointe® Maple | 2" Cal. | 45` | 25` | 2 |
| SHRUBS | | | | | | |
| | Berberis thunbergii 'Golden Rocket' PP #18,626 | Golden Rocket Barberry | 2 gal | 5` | 3` | 20 |
| | Calamagrostis x acutiflora `Karl Foerster` | Feather Reed Grass | 1 gal. | 6` | 2` | 13 |
| | Hemerocallis x `Stella de Oro` | Stella de Oro Daylily | 1 gal | 2` | 2` | 30 |
| | Physocarpus opulifolius 'Hoogi021' PP #27,986 | Little Joker® Ninebark | 2 gal | 4` | 4` | 12 |
| | Pinus strobus `Blue Shag` | Blue Shag White Pine | 2 gal | 4` | 4` | 24 |
| | Rosa x `NOA83100B` | Flower Carpet® Scarlet Groundcover Rose | 2 gal | 3` | 4` | 7 |

PLANT QUANTITY NOTE: CONTRACTOR SHALL VERIFY QUANTITIES IN PLANT LEGEND WITH PLANT SYMBOLS ON PLANS.

## PLANTING NOTES

1. CONTRACTOR SHALL CALL 811 TO LOCATE ALL EXISTING ABOVE OR BELOW GRADE ON-SITE UTILITIES PRIOR TO COMMENCEMENT OF WORK, INCLUDING PLANTING. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. PRESERVE AND PROTECT EXISTING UTILITIES TO REMAIN FROM DAMAGE OR DISRUPTION, TYPICAL. MAINTAIN LOCATES DURING CONSTRUCTION FOR REFERENCE. CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.
2. CONTRACTOR TO COORDINATE WITH OWNER'S MAINTENANCE PERSONNEL TO IDENTIFY AND PROTECT ANY EXISTING OWNER MAINTAINED UTILITIES, WATER LINES, IRRIGATION LINES, IRRIGATION CONTROL WIRES OR OTHER IMPROVEMENTS PRIOR TO CONSTRUCTION.
3. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) AND DETAILS DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND NOTIFYING THE OWNER AND OWNERS REPRESENTATIVES OF DISCREPANCIES. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR ACCEPTS SUB GRADES UPON COMMENCEMENT OF WORK AND IS RESPONSIBLE FOR ANY CORRECTIONS REQUIRED AFTER WORK BEGINS.
5. REMOVE ALL CONSTRUCTION DEBRIS, CONCRETE, MORTAR, ROCKS, ETC FROM LANDSCAPE AREAS PRIOR TO SUB GRADE PREPARATION AND INSTALLATION OF PLANTING SOIL.
6. TREES AND SHRUBS TO MEET REQUIREMENTS OF AMERICAN STANDARD FOR NURSERY STOCK FOR SIZE AND MATERIAL CONDITION.
7. PLANT COUNTS IN LEGEND ARE FOR REFERENCE ONLY. PLANT SYMBOLS DICTATE THE REQUIRED PLANTS.
8. PLANTING SOIL SCHEDULE (SEE SPECIFICATIONS):
   a. SODDED LAWN AREAS: 4" OF APPROVED PLANTING SOIL TYPE 'B', WITTKOPF TURF BUILDER OR APPROVED EQUAL.
   b. PLANTING AREAS: 6" OF APPROVED PLANTING SOIL TYPE 'B' AND 2" OF COMPOST.
9. MINERAL MULCH SCHEDULE (SEE SPECIFICATIONS):
   a. PLANTING AREAS: 2" OF MINERAL MULCH TYPE 'A'. 3/4" BASALT CHIP, CLEAN.
11. ALL LANDSCAPE AREAS TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM. SEE IRRIGATION PLANS AND SPECIFICATIONS.
12. TREE LOCATIONS MAY VARY DEPENDING ON WALK, DRIVEWAY, AND UTILITY LOCATIONS. STAKE FOR APPROVAL PRIOR TO PLANTING.
13. LAYOUT OF MOWCURBS AND EDGING TO BE MARKED FOR APPROVAL PRIOR TO INSTALLATION.
14. DO NOT COMPACT BOTTOMS OF SWALES, PROTECT SWALES FROM CONSTRUCTION TRAFFIC AND DEBRIS. SEE CIVIL PLANS FOR SOILS IN SWALES.
15. ALL TREES TO BE SINGLE TRUNKED, UNLESS OTHERWISE NOTED. MULTI-TRUNKED TREES TO INCLUDE MAIN LEADER EQUAL OR GREATER TO SIZE SPECIFIED.
16. TREES OF THE SAME SPECIES SHALL BE MATCHED FROM SAME LOT AND GROWER.
17. FINISH GRADE TO BE:
   a. PLANTING AREAS: 2 1/2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS BEFORE INSTALLATION OF MINERAL/ORGANIC MULCH.
   b. TURF AREAS, SODDED: 2" BELOW ADJACENT WALKS OR HARDSCAPE ELEMENTS.

## IRRIGATION NOTES

1. **CONTRACTOR DESIGNED IRRIGATION SYSTEM. SERVICE TEE FROM WATER SERVICE. OVERHEAD IRRIGATION FOR TURF AREAS, DRIP FOR PLANTING AREAS.**
2. CONTRACTOR SHALL CALL 811 TO LOCATE ALL EXISTING ABOVE OR BELOW GRADE ON-SITE UTILITIES PRIOR TO COMMENCEMENT OF WORK, INCLUDING PLANTING. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. PRESERVE AND PROTECT EXISTING UTILITIES TO REMAIN FROM DAMAGE OR DISRUPTION, TYPICAL. MAINTAIN LOCATES DURING CONSTRUCTION FOR REFERENCE. CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.
3. CONTRACTOR TO COORDINATE WITH OWNER'S MAINTENANCE PERSONNEL TO IDENTIFY AND PROTECT ANY EXISTING OWNER MAINTAINED UTILITIES, WATER LINES, IRRIGATION LINES, IRRIGATION CONTROL WIRES OR OTHER IMPROVEMENTS PRIOR TO CONSTRUCTION.
4. THE INFORMATION ON THIS SHEET IS INCOMPLETE UNLESS ACCOMPANIED BY THE CORRESPONDING SPECIFICATION SECTION(S) AND DETAILS DEVELOPED FOR THIS PROJECT. REFER TO THOSE SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND NOTIFYING THE OWNER AND OWNERS REPRESENTATIVES OF DISCREPANCIES. VERIFY THAT SUB GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR ACCEPTS SUB GRADES UPON COMMENCEMENT OF WORK AND IS RESPONSIBLE FOR ANY CORRECTIONS REQUIRED AFTER WORK BEGINS.
6. IRRIGATION LAYOUT IS DIAGRAMMATIC. IRRIGATION EQUIPMENT IS OFTEN SHOWN OUTSIDE OF LANDSCAPE AREAS FOR CLARITY. IRRIGATION EQUIPMENT SHALL ALWAYS BE LOCATED WITHIN LANDSCAPE AREAS UNLESS SPECIFICALLY NOTED. LOCATE VALVE BOXES NEXT TO CURBS, PAVED SURFACES, OR IN PLANTING BEDS WHERE POSSIBLE. VALVES AND VALVE BOXES SHALL NOT BE LOCATED IN THE BOTTOMS OF SWALES OR AT SWALE INLETS.
7. IRRIGATION CONTROLLER: SUPPLY CONTROLLER AS SPECIFIED AND LOCATE AS SHOWN ON PLANS AND DETAILS. COORDINATE LOCATION AND INSTALLATION OF CONTROLLER(S) WITH GENERAL CONTRACTOR FOR ELECTRICAL SERVICE AND SWEEPS THROUGH FOUNDATIONS AS NECESSARY. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES AND ORDINANCES INCLUDING BUILDING/ELECTRICAL PERMIT REQUIREMENTS.
8. IRRIGATION SYSTEM BASIS OF DESIGN:
   a. STATIC PRESSURE: 66 PSI AT THE SOURCE. CONTRACTOR TO VERIFY.
   b. SOURCE: CITY OF SANDPOINT
   c. CONTRACTOR TO VERIFY WORKING PSI AT MINIMUM OPERATING FLOW PRIOR TO CONSTRUCTION. NOTIFY LANDSCAPE ARCHITECT OF ANY DEFICIENCIES PRIOR TO COMMENCEMENT OF WORK.
8. SLEEVE SCHEDULE:
   a. ALL MAIN LINE PIPING AND CONTROL WIRES UNDER PAVING SHALL BE INSTALLED IN SEPARATE SLEEVES UNDER HARD SURFACES.
   b. PIPES SIZED TO 2.5": 4" SCHEDULE 40 PVC SLEEVE.
   c. PIPES TO 3"-4": 6" SCHEDULE 40 PVC SLEEVE.
   d. PIPES GREATER THAN 4": 8" SCHEDULE 40 PVC SLEEVE.
   e. CONTROL WIRES: 2" MIN. SCHEDULE 40 PVC SLEEVE.
9. CONTRACTOR TO INSTALL THRUST BLOCKING AT MAINLINE CHANGES OF DIRECTION FOR ALL MAINLINE PIPING 2" AND LARGER.
10. PRESSURE TESTING: PRESSURE TESTING IS REQUIRED FOR ALL MAINLINE AND LATERAL LINES. SEE SPECIFICATIONS FOR REQUIREMENTS.
11. INSTALL ALL VALVE BOXES PERPENDICULAR TO ADJACENT FENCES, WALKS, AND BUILDINGS. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.
12. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVER SPRAY ONTO WALKS, STREETS, WALLS, ETC. CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS TO HEAD LOCATIONS IN FIELD AS NECESSARY TO ENSURE HEAD TO HEAD COVERAGE WITH NO OVERSPRAY ON TO PAVED SURFACES. SOME ROTOR ZONES ARE DESIGNED WITH GREATER THAN HEAD TO HEAD COVERAGE TO COMPENSATE FOR WIND ADJUST AS NECESSARY FOR COVERAGE.
13. ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS IN ADHERENCE TO LOCAL CODES.
14. 120V AC ELECTRICAL POWER SOURCE AT CONTROLLER LOCATION SHALL BE PROVIDED, SEE ELECTRICAL PLANS. FINAL CONNECTION FROM THE ELECTRICAL SOURCE TO THE CONTROLLER AND INCLUDE ALL PERMITS SHALL BE IN ACCORDANCE WITH LOCAL CODES.
15. INSTALL ALL BACK-FLOW PREVENTION DEVICES AND ALL PIPING BETWEEN THE POINT OF CONNECTION AND THE BACK-FLOW PREVENTION DEVICES AS REQUIRED BY LOCAL CODES. CONTRACTOR TO COMPLETE REQUIRED TESTING AND SUPPLY SATISFACTORY TEST RESULTS WITH OPERATIONS AND MAINTENANCE MANUALS.

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

Michael Terrell
Landscape Architecture, PLLC
1421 N. Meadowwood Lane
Suite 150
Liberty Lake, WA
(509) 922-7449

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Michael Terrell ■ Landscape Architecture, PLLC
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LANDSCAPE ARCHITECT'S SEAL
STATE OF WASHINGTON
MICHAEL D TERRELL
REGISTERED LANDSCAPE ARCHITECT
SIGNED SEAL EXP. NOV 9, 2026

FARMIN FLATS - SANDPOINT
CHURCH STREET
SANDPOINT, ID

LANDSCAPE PLAN

| REVISION | DATE |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |

JOB NUMBER 25-008
DATE 3/3/2025
DRAWN BY JCS
CHECKED BY MDT

SHEET # L-1

**CITY OF SANDPOINT**
**NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Sandpoint Planning and Zoning Commission will hold a public hearing on Tuesday, May 20, 2025, at 5:30 p.m. in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho, to consider the following:

An application for a Site Plan Review permit (City Application No. PSPR25-0003 and PSPR25-0005) for Farmin Flats Building 1 and Building 2, a proposal for the development of a mixed-use apartment project, with commercial space on the ground floor of both buildings, fronting Church Street. Building 1 will have 48 units of residential apartments behind the commercial space and above on the remaining 3-floors, while Building 2 will have 41 units of residential apartments behind the commercial space and above on the remaining 3-floors with 3 parking spaces behind the structure accessed from the alley. The project is located at 413 & 417 Church St., just east of the Fifth Ave. and Church St. intersection. The subject property is further defined as being in Lot 4 (Building 1) and Lot 5 (Building 2) of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, 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.

The proposed site plan can be viewed online by visiting www.sandpointidaho.gov/farmin1 & www.sandpointidaho.gov/farmin2 . Complete application materials are on file at Sandpoint City Hall (address above); contact phone number 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 Thursday May 15, 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.

**Building 1**

**Building 2**

Publish in the Bonner County Daily Bee: April 29, May 6 & 13

**From:** h_hellier@icloud.com
**Sent:** Sunday, May 4, 2025 4:42 PM
**To:** City Planning
**Subject:** RE: Farmin Flats
**Attachments:** Farmin Flats copy.pdf

[Some people who received this message don't often get email from h_hellier@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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FROM THE DESK OF

HEATHER HELLIER

May 4, 2025

City Of Sandpoint
Planning Department
1123 Lake Street
Sandpoint, ID 83864

Dear City Planners,

I am writing to tell you that I most certainly do not support the Farmin Flats Building 2 (or 1 for that matter) project. The impact that 82 units, with lack of off street parking is preposterous. I own and live in a house at 401 Church, which when my late husband and I bought it in 1999, we had Church Street House B&B. We had two guest rooms on the first floor, and we lived upstairs. We were required to provide off street parking– one space for each room of the B&B, plus 2 spaces for ourselves. I know the doctor's office next door to this project was required, when they opened their office just a couple of years ago, to have off street parking for their patients as well. How is it this project can get a waiver for required parking others must have? On Church and Fourth streets, parking is limited to 3 hours with no parking in the winter between the hours of 2:00 AM and 6:00 AM. These streets are almost fully packed Monday through Friday, and during the summer when Farmer's Market is active, on Saturday's as well. Where exactly will people park? It is not realistic to suggest that the majority of residents won't own cars. This project makes no sense, particularly at this location, for Sandpoint.

Sincerely,

Heather Hellier

401 CHURCH STREET, SANDPOINT, IDAHO H_HELLIER@ICLOUD.COM (208)255-7094

**From:** Sandpoint City Clerk's Office
**Sent:** Wednesday, April 30, 2025 11:36 AM
**To:** Jason Welker; Bill Dean; Kathryn Keeney
**Subject:** FW: "Farmin Flats" Apartment

Message being forwarded for inclusion on the project page. Thank you!

Hayley Keys
Deputy City Clerk | Special Events Coordinator
hkeys@sandpointidaho.gov
208-946-2065

---

**From:** Patrice Webb <horsepucky1@att.net>
**Sent:** Monday, April 28, 2025 12:27 PM
**To:** Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
**Subject:** "Farmin Flats" Apartment

You don't often get email from horsepucky1@att.net. 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

I am writing this e mail to express my dismay at the proposed 90 unit( Formerly 48?) apartment complex that is being proposed to be built on Church Street.

Although I recognize that Sandpoint is growing and changing and that housing is in short supply, I feel that to allow an apartment complex such as this to be built without parking is ludicrous at best.

48 units was bad enough and now the 90 units being proposed means that there will be at least 90 cars, possibly more all wanting to park in the vicinity of Church and 5th street and 4th street. This will potentially have an effect on not just the residents surrounding the project but will also spill over onto adjacent streets and parking lots - some of which are private. The "three spaces" proposed by the developer in the second of the two sites hardly covers anything and is laughable - Are we to expect cars to park on top of one another - perhaps several stories deep?

I support affordable housing for people who live and work in Sandpoint. I also support the idea of a walking town where people are out of their cars and walking to places downtown to enjoy life but to propose a project such as this with no parking available is just unreasonable.

People living in the Farmin Flats development will have cars. They will need them for the trips to Coeur d' Alene and Spokane that are needed for services that Sandpoint cannot or does not offer. They will need cars to recreate in places outside of the city - hiking, skiing, hunting and the like.

No matter how many parking "studies" the developer or the city references 90 cars or more will have an enormous impact on the people who live in the city. it will also have an impact on the businesses who rely on people who live in Bonner County and beyond who come to town to eat, shop and enjoy what Sandpoint has to offer.

But really in the big picture I question:  Why is it not the responsibility of the developer to provide parking for a development they wish to build?  Isn't assuming personal responsibility a thing we should consider? And why should everyone else in the area assume that responsibility?  Why should the local residents and businesses be the ones who must pay the price for the developments desire to maximize their profits?

Please do what you can to prevent this from happening and require that the developer put in parking to accommodate the future residents of this development.  We do not a development that has "shops" on the ground floor at the expense of everyone else who lives, shops, eats, and runs businesses in the City of Sandpoint.

Thank you
Patrice Webb

**From:** Bryan Cavaness <bryan@staffordholdingsllc.com>
**Sent:** Friday, May 2, 2025 2:11 PM
**To:** City Planning
**Subject:** Farmin Flats No. 2 - PSPR25-0005
**Attachments:** Farmin Flats No. 2 - SH Objections.pdf

Some people who received this message don't often get email from bryan@staffordholdingsllc.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

Good afternoon . . .

The attached document is provided in reference to the pending Site Plan Review for the Farmin Flats No 2 project, City Application No. PSPR25-0005.

Please direct all communications regarding this matter to the undersigned as outlined below.

**Bryan Cavaness**
**General Counsel**

STAFFORD
HOLDINGS LLC.

8840 SW Holly Lane
Suite 200
Wilsonville, Oregon 97070

Mobile: 503.332.6699
E-Mail: bryan@staffordholdingsllc.com

Web: www.staffordholdingsllc.com

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Outlook

## Fwd: Farmin Flats

**From** Donald Childress <donaldwchildress42@gmail.com>
**Date** Mon 5/5/2025 11:35 AM
**To** City Planning <cityplanning@sandpointidaho.gov>

1 attachment (15 KB)
FarminFlatsDC.pdf;

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---------- Forwarded message ---------
From: **Heather Hellier** <heather@barberhome.com>
Date: Sun, May 4, 2025 at 8:36 PM
Subject: Farmin Flats
To: Donald Childress <donaldwchildress42@gmail.com>

May 4, 2025

City Hall
Attn: Planning Department
1123 Lake St.
Sandpoint, ID 83864

Dear Planning Department,

Are you kidding me?

Farmin Flats. Soon to be a name change, with 82 units and three parking places.

Take a look at Church St. and the surrounding cross streets on any weekday and Saturday when the Farmers Market is in session. There isn't a street parking place to be found.

And in the winter, when Church St. is closed all night for snow plowing, where are the parking places for 82 new units?

This can't be a serious proposal. I do not support Farmin Flats.

Donald Childress
Concerned Citizen

**From:** h_hellier@icloud.com
**Sent:** Sunday, May 4, 2025 4:42 PM
**To:** City Planning
**Subject:** RE: Farmin Flats
**Attachments:** Farmin Flats copy.pdf

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FROM THE DESK OF

HEATHER HELLIER

May 4, 2025

City Of Sandpoint
Planning Department
1123 Lake Street
Sandpoint, ID 83864

Dear City Planners,

I am writing to tell you that I most certainly do not support the Farmin Flats Building 2 (or 1 for that matter) project. The impact that 82 units, with lack of off street parking is preposterous. I own and live in a house at 401 Church, which when my late husband and I bought it in 1999, we had Church Street House B&B. We had two guest rooms on the first floor, and we lived upstairs. We were required to provide off street parking– one space for each room of the B&B, plus 2 spaces for ourselves. I know the doctor's office next door to this project was required, when they opened their office just a couple of years ago, to have off street parking for their patients as well. How is it this project can get a waiver for required parking others must have? On Church and Fourth streets, parking is limited to 3 hours with no parking in the winter between the hours of 2:00 AM and 6:00 AM. These streets are almost fully packed Monday through Friday, and during the summer when Farmer's Market is active, on Saturday's as well. Where exactly will people park? It is not realistic to suggest that the majority of residents won't own cars. This project makes no sense, particularly at this location, for Sandpoint.

Sincerely,

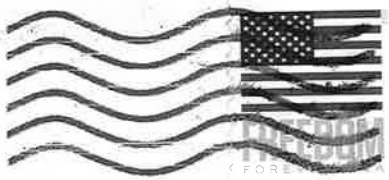
Heather Hellier

401 CHURCH STREET, SANDPOINT, IDAHO H_HELLIER@ICLOUD.COM (208)255-7094

Item # 3.

Heather Hellier
401 Church St.
Sandpoint, ID 83864

SPOKANE WA 990
5 MAY 2025 PM 1 L



City Hall
1123 Lake St.
Sandpoint, ID 83864

Attn: Planning ~~Department~~

FROM THE DESK OF

HEATHER HELLIER

May 4, 2025

City Of Sandpoint
Planning Department
1123 Lake Street
Sandpoint, ID 83864

Dear City Planners,

I am writing to tell you that I most certainly do not support the Farmin Flats Building 2 (or 1 for that matter) project. The impact that 82 units, with lack of off street parking is preposterous. I own and live in a house at 401 Church, which when my late husband and I bought it in 1999, we had Church Street House B&B. We had two guest rooms on the first floor, and we lived upstairs. We were required to provide off street parking– one space for each room of the B&B, plus 2 spaces for ourselves. I know the doctor's office next door to this project was required, when they opened their office just a couple of years ago, to have off street parking for their patients as well. How is it this project can get a waiver for required parking others must have? On Church and Fourth streets, parking is limited to 3 hours with no parking in the winter between the hours of 2:00 AM and 6:00 AM. These streets are almost fully packed Monday through Friday, and during the summer when Farmer's Market is active, on Saturday's as well. Where exactly will people park? It is not realistic to suggest that the majority of residents won't own cars. This project makes no sense, particularly at this location, for Sandpoint.

Sincerely yours,

Heather Hellier

Heather Hellier

401 CHURCH STREET, SANDPOINT, IDAHO H_HELLIER@ICLOUD.COM (208)255-7094

**From:** Lynda A Hansen <mtbfamily@sbcglobal.net>
**Sent:** Sunday, April 27, 2025 12:26 PM
**To:** Jason Welker; Bill Dean; Kathryn Keeney; Peter Skon
**Subject:** "Farmin" Flats

You don't often get email from mtbfamily@sbcglobal.net. Learn why this is important

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I support improving the parking as is being addressed currently in downtown Sandpoint. Town events such as the Saturday farmers market result in participants parking on adjoining streets and neighborhoods. The proposed apartments in this area without any consideration for additional parking just makes no sense. It will strangle what his already become congested. This is NOT reversible and something future community leaders will not be able to solve. Adding parking at the little Tee Ball Field is not the answer, either.

Growth is inevitable and difficult at times but we must continue to grow and preserve what makes Sandpoint so charming. Perhaps our Historical Preservation Committee can step in and provide some thought or a way around adding this projected problem into our community.

Lynda Hansen

**From:** Roland Hauck <mooseranchodelnorte@gmail.com>
**Sent:** Thursday, April 24, 2025 6:37 PM
**To:** Kathryn Keeney

[You don't often get email from mooseranchodelnorte@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Ms Keener,

Jason,

I am writing to express my concern and disappointment in the new Farmin Flats development. I have been a resident of Sandpoint for 30 years and have seen it changing from a small town with a rural feel, to a town struggling to keep its identity that gave it it's charm due to the influx of speculators, developers, Air bnb investors, and out of town people who are not full time residents.

I understand the development was approved based on the 2009 change in codes allowing residential development without off street parking required. The concept that 48 units will not be occupying most of the public parking in the surrounding 4-5 block area is naive and insulting to any resident. Most people now have at least one vehicle if not 2-3. To allow them to permanently occupy any of the public off street parking is a disservice to all residents and visitors. All public parking lots should allow no overnight parking, and it should be enforced.

Today I saw in the reader they plan on doubling the project, however the second phase will have only three offsite parking spaces. This is absurd and must be stopped. At least force them to have the ENTIRE FIRST FLOOR TO BE PARKING and not commercial space before approving it, IF approving it at all.

Most importantly I urge you and your colleagues to find a way to change the code back to requiring off street parking spaces for each and every new unit within the core business district and also the rest of the city. If this is "kicked down the street" for the next planning department and city council to address, years will go by and the many future "Farmin Flats" will turn Sandpoint into a place none of us recognize or wish to reside in.

Please oppose this project unless major parking changes are made and also look into options to immediately change the codes that allow these projects to be implemented.

Thank you for your time.

Roland Hauck
921 Main St
Sandpoint, ID 83864

**From:** Dr Robert Pierce <idahovet@gmail.com>
**Sent:** Saturday, April 26, 2025 2:18 PM
**To:** City Planning
**Subject:** PSPR25-0003. Farmin Flats

Some people who received this message don't often get email from idahovet@gmail.com. Learn why this is important

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This comment is in regards to the proposed two projects at 413 and 417 Church Street. I supported and agreed with the elimination of parking requirements, years ago, as a method to ease the burden of businesses in Sandpoint. Decreasing the parking requirements allows more concentration of people and businesses downtown; and hopefully prevents the unpreventable sprawl into the valleys surrounding our town.

That being said, I am not sure any of us anticipated the creation of almost 90 housing units on one block of our town. Whoops. Obviously, the long-term impact aims towards achieving the goals listed above, however, the businesses in the immediate area will suffer greatly in the short-term. My understanding is that there is really nothing that can be done to modify this project and require parking, as the codes are clear that this use is allowed - and actually encouraged.

My further understanding is that from the city's point of view, The parking issues will become more and more unbearable until the available parking spaces become filled to overflowing (currently they are not). At that point, after much pain and agony, the city will plan and build a parking structure to provide, once again, an abundance of parking.

I would ask that the city look closely at this model and determine if there might be a better way. Should we continue the moratorium on parking-space requirements for business but provide some regulations (even at a much reduced level) for housing units? Lastly, If there is a way to require some parking for Farmin Flats, many of us would support that.

Robert Pierce
--
Dr Robert N. Pierce
North Idaho Animal Hospital
Cold noses; Warm hearts

**From:** Sandpoint City Clerk's Office
**Sent:** Thursday, May 15, 2025 12:23 PM
**To:** Bill Dean; Kathryn Keeney
**Subject:** FW: PSPR25-0003 / PSPR25-0005

-----Original Message-----
From: Doug Easton <easton.doug@gmail.com>
Sent: Thursday, May 15, 2025 12:14 PM
To: Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
Subject: PSPR25-0003 / PSPR25-0005

[You don't often get email from easton.doug@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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As a resident of the City of Sandpoint I am writing to express my opposition to the proposed Farmin Flats high-density housing project in downtown Sandpoint. This project will adversely impact all city residents and especially all of our downtown businesses. The key issue is the lack of off street parking. This is particularly troubling given that the City has already acknowledged a shortage of available downtown parking and has publicly stated intentions to begin charging for parking in the area.

Sincerely,

Douglas & Kirsty Easton

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – April 23, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0005) adjacent and nearby to your property. The Farmin Flats Building 2 project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 41 units of residential apartments behind the commercial space and above on the remaining 3-floors with 3 parking spaces behind the structure accessed from the alley. The project is located at 417 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 5 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho. Let it be noted that this application is in addition to the application for 48 units on the adjacent property to the East located at 413 Church St, submitted as Farmin Flats Building 1, file PSPR25-0003

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting www.sandpointidaho.gov/farmin2 and viewing file no. PSPR25-0005. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than May 8, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

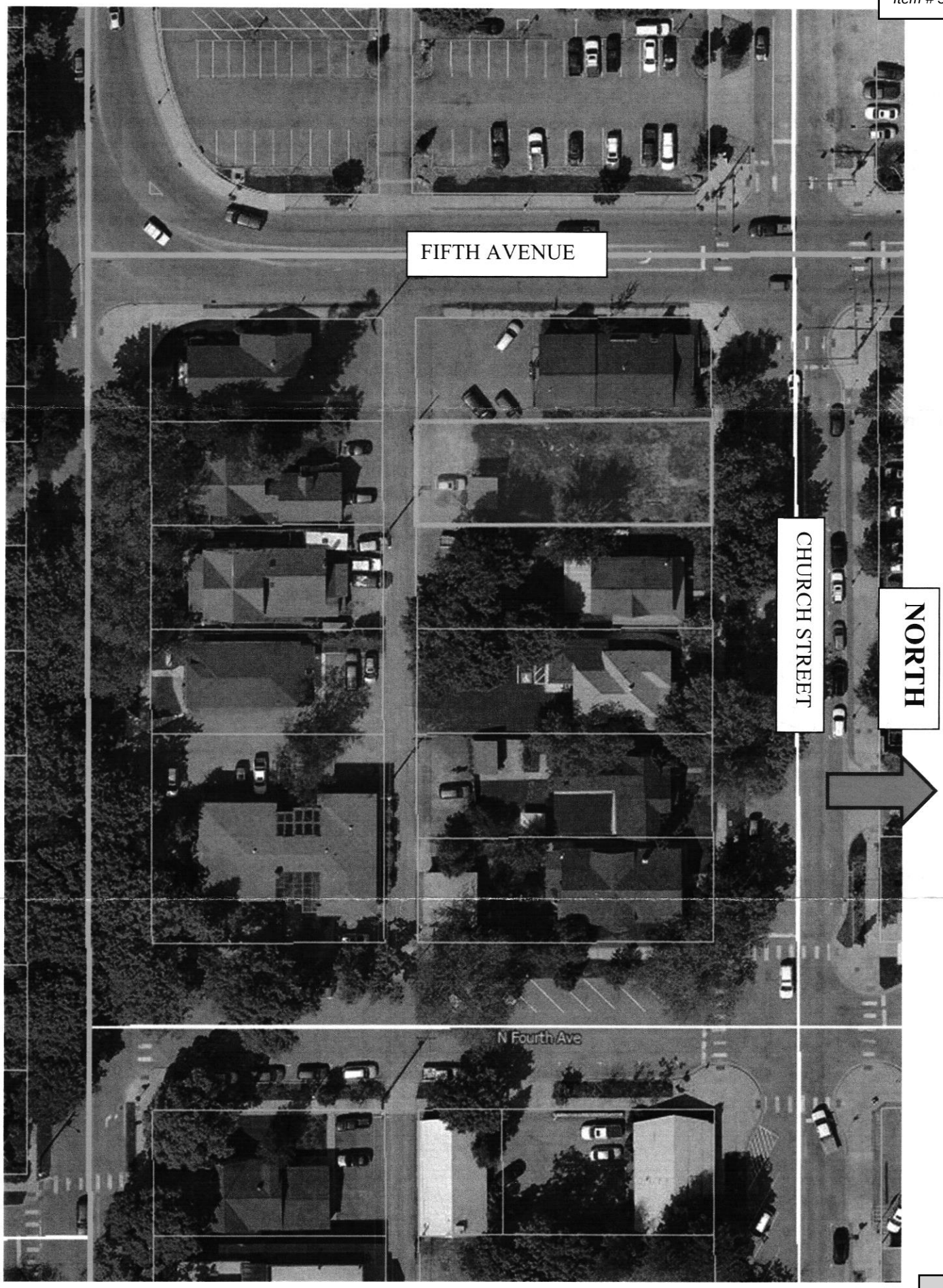
Name: Garnet Grace

Address: 412 Pine Street, Sdpt

Application Number: PSPR25-0005

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: This project is not going to be good for our community due to the fact there is no parking for the tenants.
This lot should be made into a parking garage for the project proposed on 413 Church.


FIFTH AVENUE
CHURCH STREET
NORTH
N Fourth Ave

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Saturday, April 5, 2025 11:30 AM
**To:** City Planning
**Subject:** No. PSPR-0003, Farmin Flats.

**[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

Name: Glenn
Email: Glennthen1966@gmail.com

Message: Greetings planners, I am commenting on the Application No. PSPR-0003, Farmin Flats. Let me start off by saying that I am in total agreement with affordable housing and would love to see more apartments etc, in the City. We are in desperate need, for sure. My problem is that you are looking at 48 tiny units with zero parking taken into account. This, to me, is absurd and near sighted. I can not fathom how this application has made it this far. We already have a very controversial issue with parking in Sandpoint and this exacerbates the issue. This SHOULD NOT BE APPROVED until actual parking is provided ON SITE. The trip generator is a joke. How many people do you know that don't have a vehicle? This proposal is absolutely absurd.That area is already congested and this proposal only benefits the developer. Please do not approve this project without securing parking for the potential 48 tenants/vehicles. Thank you, Glenn Lefebvre Lifetime

Sandpoint City Resident

**From:** Cori Roark <coriannesong@gmail.com>
**Sent:** Friday, April 4, 2025 9:14 PM
**To:** City Planning
**Cc:** Bill Dean; Kathryn Keeney; Peter Skon; Jason Welker
**Subject:** Farmin Flats

Some people who received this message don't often get email from coriannesong@gmail.com. Learn why this is important

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Dear Sandpoint City Planning Team,

In recent months there has been a great deal of discussion by local residents and city government surrounding the issue of parking in our little town. Out of one side of their mouth, mayor Grimm and city planner Welker say that they MUST implement paid parking because there simply isn't enough parking downtown, and parking revenue is needed to "maintain" parking lots. Out of the other side of their mouth, mayor Grimm and city planner Welker propose to exempt a GIANT hotel from the requirement to provide parking for their units at city beach and instead to lease many of the FREE spots to said hotel (condo) project, creating even more scarcity in parking at the only viable public beach access in town. The Farmin Flats proposal providing for ZERO parking for 48 units places even more strain on the limited parking in the town of Sandpoint.

The notion that a 48 unit apartment building with a retail space below will not require parking is not only foolish, but also embarrassingly tone deaf. Sandpoint is a small town which cannot possibly single-handedly provide for all the needs of its residents. Residents routinely drive to the larger neighboring cities of Coeur D'Alene and Spokane to procure items that cannot be found locally. Almost all of the recreation activities require a drive from time to time. Do you expect that no one in these units will be skiers at Schweitzer, or campers or hikers? Or that they may want to try a restaurant elsewhere after they tire of the handful of choices in the downtown area? Do you expect them to buy socks and underwear at Finnan McDonald or Campfire Couture and never require a trip to Walmart for shampoo or toilet paper?

I've been a resident of Greater Sandpoint for 25 years and this proposal is an egregious slap in the face to residents of the area. I hope you will reconsider requiring this developer to provide parking for these units rather than unnecessarily burdening the existing residents.

Cori Roark

**From:** Chris Kester <rockingkester@gmail.com>
**Sent:** Friday, March 28, 2025 9:10 AM
**To:** Bill Dean; Jason Welker; Kathryn Keeney; Peter Skon
**Subject:** Farmin Flats Project

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Hello Sandpoint City Planners,

I would like to share my thoughts on the proposed Farmin Flats project.

**This project should NOT be approved as proposed, unless the developer provides actual parking spots on the premises for the residents, not just a Trip Generation distribution letter.**

I am shocked that the city code allows that Farmin Flats does not have to have any parking spots just because they provided a trip generation distribution letter. As we are all aware, Sandpoint Downtown has a parking problem, so why would the City grant approval for this project as proposed and force all the residents of Farmin Flats to park and take up potentially 75 or more parking spaces that are needed for public use? Not to mention that the City Public parking lots will most likely be paid parking soon. Where are these residents going to park their cars?

The developer says this building will have tenants that don't need cars because they are close to town. However, we all know that during bad weather months, hardly anyone just rides a bike or walks solely in this town and most of the residents will have a car. There could be a potential of 2 cars per apartment, not to mention the parking needs of the commercial space proposed.

According to the developers' statements, and apparently the city code, the residents can park on the streets or in the public lots, which are a minimum 2 blocks away. There could be families with little kids and they will eventually have to park in the lot near Matchwood or Foster's Crossing and have to cross the busy Fifth Avenue in the snow, rain and in the dark where many of the sidewalks are not clear of snow in the winter. Plus, most of the on-street parking is 3 to 4 hour limits in the day and no parking at night or on the odd side of the street in winter. Therefore, where are the tenants going to park? This is just not a good project, to build a multi family residential building without any place for the tenants to park nearby.

This project will also impact all the private parking that is around this building, because it is human nature to want to park as close as possible to your home, so the Sandpoint

Center/Bank parking will get full with the Farmin Flats residents' vehicles, as well as the current private spots that are in the alley behind this project. Those private property owners will have to call the tow trucks constantly.

In my opinion, the developer, to be a decent human, must provide parking spots for these residents and not force the tenants to walk up to 2 to 3 blocks, or to fight for the nearby public parking every day they live there. We all know almost every tenant will have a vehicle. **The area on the ground floor, behind the commercial storefront should be a parking garage**, not apartments. This will lower the number of apartment units and the impact and create a safe place for the residents to park close by their home.

**Please consider recommending to the developer that they need to provide a parking garage for the residents of their building at the ground level**. Currently, they don't even have a handicapped spot or temp parking for a uhaul truck in the alley.
Also, Is there a separate main entrance for the tenants to enter from Church Street and not just from the alley. Currently, the plan looks as though the residents will be walking through the commercial space to go to their apartment, which means they will most likely be entering via the alley, that needs to be made more clear.

**The way this project is proposed, Farmin Flats only benefits the developer and will hurt our downtown parking situation and is not a good project for the City or its residents.**

Again, Please **Do NOT approve this project as written with 0 parking spots required !!!!** Please deny this project until they can come up with a plan to provide adequate and safe parking for the residents.

Thank you for taking the time to read my email.

Sincerely,

Christine Kester
Concerned Sandpoint City Resident.

**From:** Sandpoint City Clerk's Office
**Sent:** Thursday, April 3, 2025 8:02 AM
**To:** Krista Lester; Kathryn Keeney; Bill Dean
**Subject:** FW: Webform submission from: Contact

---

**From:** "Sandpoint, ID" <noreply@civicplus.com>
**Sent:** Wednesday, April 2, 2025 9:12 PM
**To:** Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>
**Subject:** Webform submission from: Contact

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Submitted on Wed, 04/02/2025 - 9:11 PM

Submitted by: Anonymous

Submitted values are:

**First Name**
Kevin

**Last Name**
Monahan

**Email**
kjmon1953@gmail.com

**Question/Comment**
Regarding the proposed multi unit on 5th and Church. It seems thst having no parking provisions will not be keeping in the best interest of city residents nor of the neighboring businesses. I can not follow the rationale of allowing this.

**From:** Tanya Bos <supercedars@gmail.com>
**Sent:** Saturday, April 5, 2025 7:48 AM
**To:** Kathryn Keeney
**Subject:** Farmin Flats

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A 48 unit apartment complex with retail space on the ground floor, and no parking? Ridiculous. This should not be permitted.

Respectfully,
Tanya Bos

**From:** Glenn peterson <glennp@gapcom.com>
**Sent:** Thursday, April 3, 2025 9:37 AM
**To:** Jason Welker; Bill Dean; Kathryn Keeney; Peter Skon
**Subject:** 48 unit apartments on church

[You don't often get email from glennp@gapcom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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It would be absolutely irresponsible of Sandpoint City Government to allow the building of 48 units cramped in a confined area WITHOUT PROVIDING PARKING in an already crowded vehicle area in the City!!!!!

If this happens we're going to need to really shake up the political positions in this City:(

Glenn Peterson
Tax-Paying City Resident!
Sent from my iPhone

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Wednesday, April 2, 2025 5:20 PM
**To:** City Planning
**Subject:** New housing project church/5th

**[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

Name: Melissa Rouse
Email: Mountainmissa@gmail.com

Message: I'm reaching out to voice a serious concern over parking for this 48 unit project. Downtown is already extremely difficult to find parking during peak tourist season, and now paid parking has been proposed. This will create a parking nightmare if these tenents are supposed to park on the streets or consume the already scarce lots, and will further hurt local businesses. If I can't find parking, I won't be supporting those local businesses.

**From:** Dan Larson <dan@7bengineering.com>
**Sent:** Wednesday, April 2, 2025 4:36 PM
**To:** City Planning
**Subject:** PSPR25-0003
**Attachments:** 20250402_145135.pdf

Some people who received this message don't often get email from dan@7bengineering.com. Learn why this is important

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Hi Katie and Planning;

As a neighboring tenant of the Farmin Flats project, I've attached a brief summary of my concerns regarding the parking required within 300 feet of the project. It is unrealistic to expect residents to utilize public transportation and ignore the probability that personal vehicles will be parked on our surface streets and neighboring off-street parking lots and alleys. Please let me know if you have any questions.

Sincerely,

Dan Larson, PE

7BENGINEERING
414 Church Street, Suite 203
Sandpoint, ID 83864
Office: 208-263-0623
Mobile: 208-914-4833
E-Mail: Dan@7BEngineering.com
www.7bengineering.com

# CITY OF SANDPOINT
## NOTICE OF APPLICATION – March 31, 2025

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: Dan Lawson

Address: 414 Church St.

Application Number: PSPR25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☐ **DO NOT SUPPORT** ☑ **NEUTRAL**

COMMENTS: 9-5-2 requires permanent off street parking within 300 ft of the use. I pay for parking in the adjacent off-street lots as a tenant of 414 Church Street. Where are the 33-45 spaces required? If the Staffords Holding lot is proposed, it does not meet the standards of 9-5-11, 9-5-12, or 9-5-13. If using in-lieu Parking Fees, what is the balance of the Parking Improvement Fund?

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Thursday, April 3, 2025 4:31 PM
**To:** City Planning
**Subject:** Application #: PSPR25-0003 - Farmin Flats

**[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

Name: Kyler Wolf
Email: Kyler@contractorconvergence.com

Message: I do not support this project. Without proper parking allocation, this type of development will negatively impact all of the surrounding businesses. I have an office space at 412 Pine St. That includes dedicated parking for the tenants of our building. During peak use times all of those parking spaces are in use by tenants and guests of the businesses in our building and the one next-door. Adding a significant number of residential tenants in the Downtown core well significantly impact parking in the surrounding blocks of this development. It is also likely that the tenants will often park in spaces that are not designated for their use and negatively impact the businesses surrounding this development. it is my understanding that the intent of changing the parking requirements for Downtown we're not to support this type of high density residential development. It seems the developer is taking advantage of a loophole. This city

should address this issue prior to any consideration or approval.

**From:** Chris Bessler <chrisb@keokee.com>
**Sent:** Thursday, April 3, 2025 10:26 AM
**To:** City Planning
**Subject:** Comment on Application No. PSPR25-0003
**Attachments:** MisplacedProjectSign_417ChurchStreet.jpg

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Hello, planners. This is comment on the proposed Farmin Flats apartments at 413 Church Street, Application No. PSPR25-0003.

I own the Keokee office building two doors east at 405 Church Street and received the notice of application.

First, a note: We saw the on-site sign go up yesterday, but the sign is not on the subject property but is rather on the vacant lot at 417 Church. I'm attaching a photo of the sign. I request that the sign be placed on the correct property, as it is a bit misleading at its current location.

I am generally in favor of having residential units in the downtown for the vitality they can add. I understand that we're within the downtown zone that's exempt from minimum parking requirements.

However. The number of residential units in this proposed project raises problems as pertains to parking.

Our block of Church Street has nine on-street parking spaces on the north side of the street, and 10 on south side. There's no parking along Fifth Avenue or Pine Street behind the proposed apartments. So, immediately adjacent to the apartments there will be a total 19 parking spaces.

Most if not all of the 48 residential households in the apartments will have cars, and at least a few households will have two cars. There will likely be 50-plus cars that will need parking.

We have our own off-street parking at the rear of our business for employees, but customers park on Church Street to access our front door on Church Street. The 50-plus cars that need parking are going to flood the street and leave no street parking for our customers.

The applicant's trip generation letter suggests basically the same thing, noting there are

the North and South ITD lots and the city lot, but those are a couple blocks away and residents will have to cross busy streets. From the letter: "On-street parking is expected to be filled first near the site before reaching the extents of the parking lots."

This project as proposed, with zero parking requirements, will have a deleterious effect on all the other businesses on our block.

Can you reply back to address this specific concern? Thank you.

Chris Bessler
Keokee :: media + marketing
405 Church Street
Sandpoint, ID 83864
Office phone: 208-263-3573 ext 111
Direct phone: 208-946-4143
Keokee.com • KeokeeBooks.com • SandpointMagazine.com • SandpointOnline.com

SANDPOINT

# PUBLIC NOTICE

## Development Request

CITY OF SANDPOINT
NOTICE OF APPLICATION

Notice is hereby given that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR-23-0003) adjacent east property to your property. The Fortnite Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 10 units of residential apartments behind the commercial space, and eleven on the remaining 3 floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmer's Addition, lying in the Northeast quarter of Section 23, Township 57 North, Range 1 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials may be viewed online by visiting
https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR-23-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID.
(208) 263-3370.

PLEASE NOTE: This application does not require a Public Hearing. If you wish to provide comment, please submit no later than April 15, 2024. Responses may be mailed to City Hall, Attn: Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to
planningandzoning@sandpointidaho.gov. Please provide the information below for attention to the application file.

## Details



**Contact City of Sandpoint Planning for Additional Information 208.263.3370**

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Wednesday, April 9, 2025 7:36 AM
**To:** City Planning
**Subject:** 413 Church - NO PARKING??

**[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

Name: Tari Pardini
Email: tpardini5@gmail.com

Message: To our City Planners - I am writing you to voice my concern regarding this large apartment complex that will be sandwiched in between more traditional buildings in a neighborhood near main the downtown core of Sandpoint. Aside from the fact that the majority of these units are studios, and the building itself is four stories high, the biggest major concern to me is the parking - or complete lack there of. One would assume that the vast majority of those renting these units would own at least one vehicle to get around both in town and to other areas (other than a bicycle or two legs to walk). I do not know a single person who lives in town and solely uses their bicycle, scooter or legs to go where they need to go, especially year round. I think it is a grave error for planners to not require parking to be set aside for any such unit. I have lived in Sandpoint since 1979. I spend a lot of time maneuvering our streets and while I walk a lot, I still am forced to drive my car often and park it, when I am running errands, etc. I can tell you it is already often quite difficult to find a parking space, and it is only becoming more and more difficult as our town grows, and our tourist population increases. Again, I urge you to be practical in the planning of multi family units built in our town. They must be able to accommodate the tenants that will occupy the space as well as their vehicles. I am also certain that several of these apartments will have more than one tenant and that just increases the need for parking that the planning department seems oblivious to. Just because someone in the department may be an advocate of riding bikes, does not mean that all residents share the same mindset. Again, I urge you to reconsider this development with its complete and utter lack of parking, as well as making this a requirement for all future developments. You would be hugely remiss to not address this issue now. Thank you for reading this and for your consideration of my concerns. I know I share the opinion and speak for many other

Sandpoint residents. Tari Pardini 1504 Oak St Sandpoint tpardini5@gmail.com

**From:** Tari Pardini <tpardini5@gmail.com>
**Sent:** Wednesday, April 9, 2025 7:39 AM
**To:** Kathryn Keeney
**Subject:** 413 Church - NO PARKING?

[You don't often get email from tpardini5@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Dear Katie -
I am writing you to voice my concern regarding this large apartment complex that will be sandwiched in between more traditional buildings in a neighborhood near main the downtown core of Sandpoint. Aside from the fact that the majority of these units are studios, and the building itself is four stories high, the biggest major concern to me is the parking - or complete lack there of.
One would assume that the vast majority of those renting these units would own at least one vehicle to get around both in town and to other areas (other than a bicycle or two legs to walk).
I do not know a single person who lives in town and solely uses their bicycle, scooter or legs to go where they need to go, especially year round. I think it is a grave error for planners to not require parking to be set aside for any such unit. I have lived in Sandpoint since 1979. I spend a lot of time maneuvering our streets and while I walk a lot, I still am forced to drive my car often and park it, when I am running errands, etc. I can tell you it is already often quite difficult to find a parking space, and it is only becoming more and more difficult as our town grows, and our tourist population increases.
Again, I urge you to be practical in the planning of multi family units built in our town. They must be able to accommodate the tenants that will occupy the space as well as their vehicles. I am also certain that several of these apartments will have more than one tenant and that just increases the need for parking that the planning department seems oblivious to.
Just because someone in the department may be an advocate of riding bikes, does not mean that all residents share the same mindset.
Again, I urge you to reconsider this development with its complete and utter lack of parking, as well as making this a requirement for all future developments. You would be hugely remiss to not address this issue now.
Thank you for reading this and for your consideration of my concerns. I know I share the opinion and speak for many other Sandpoint residents.

Tari Pardini
1504 Oak St
Sandpoint
tpardini5@gmail.com

**From:** Chris Kester <rockingkester@gmail.com>
**Sent:** Tuesday, April 8, 2025 7:34 AM
**To:** Jason Welker; Kathryn Keeney
**Subject:** Farmin Flats project

**[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

Hello Jason,

Please do Not Approve this project.

Please read all the comments on Facebook Sandpoint Local Forum page, By Hendricks, if you havent already.

If you do approve this project, it needs to be modified by the developer to provide parking for its residents.

I own the 412 Pine Street building and share a parking lot with the Selkirk building, we are across the alley basically behind the proposed building. We are very concerned, if there is no parking provided for this building, that we will have to call the tow truck all the time to clear the Farmin Flats residents cars out of our parking lot daily, or be forced to put up a fence to deter them from parking there.

This project also needs to have some kind of loading zone parking provided in the Alley, currently the building goes right up against the back setback. This means all the uhaul trucks or the like will be blocking the alley, which is skinny already and not maintained for snow removal either.

The entire lower level of this project should be a parking garage. Eliminate the commercial office up front also because there is no space for those customers to park either.

The whole parking situation for this building is a fiasco.

Please do Not approve this project as proposed.

Thank you for reading my email.

Christine Kester
Member Garnet Grace.

Mountain Sky Building

412 Pine Street
Sandpoint, Idaho

*Christine*

**From:** rick@talknatural.com
**Sent:** Tuesday, April 8, 2025 2:07 PM
**To:** City Planning
**Subject:** 413 Church St.  Seriously?

Some people who received this message don't often get email from rick@talknatural.com. Learn why this is important

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Why are you okay with ghetto housing at 413 Church St? Farmin Flats is a visual killer for our beautiful downtown Sandpont. That's what this is. I grew up in the midwest, and we had the 'projects'that looked just like this hideous lifeless graceless building you are planning. am opposed.  They became a focus for drugs and other crime. And no parking places? C'mon, why don't city leaders care enough about
The city to CARE ABOUT THE CITY?




Dr. Rick Kirschner
541-210-0678

The 4th and totally revised version of our international bestseller, Dealing With People You Can't Stand,' is available now at Amazon.com. Get your copy today! https://www.amazon.com/dp/1265459002?ref_=cm_sw_r_em_ud_dp_F0Z2KEJ5KQDBG5H10ET7

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 8, 2025 2:42 PM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Name: Jessica Stephany
Email: jess.stephany77@gmail.com

Message: Dear Sandpoint City Planners, I am writing to formally express my strong opposition to the proposed Farmin Flats high-density housing project in downtown Sandpoint. While I understand the need for responsible growth and the value of increased housing availability, I believe this project—as currently planned—demonstrates a serious disregard for the needs and concerns of existing residents. My primary concern is the proposed variance that would allow the developer to sidestep the full parking requirements typically associated with a 48-unit development. This is particularly troubling given that the City has already acknowledged a shortage of available downtown parking and has publicly stated intentions to begin charging for parking in the area. Allowing this variance is not only shortsighted but also fundamentally unfair to the people who already live and work downtown. Residents in nearby neighborhoods will undoubtedly bear the brunt of this decision, as overflow parking from the new development spills into their streets. This will increase congestion, reduce accessibility, and erode the quality of life for existing homeowners and renters. The decision to grant a parking variance for a project of this size sets a dangerous precedent—one that prioritizes developer convenience and profit over community stability and livability. If the City cannot guarantee adequate parking for every unit in a high-density development, especially one located in a downtown area already under pressure, then the project as proposed should not move forward. I urge the Planning Commission to reconsider this variance and demand that the developers either scale the project appropriately or meet the full parking requirements necessary to support their plan. Sandpoint's charm and community-focused atmosphere should not be sacrificed in the name of unchecked development. Thank you for your time and

consideration.

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 8, 2025 2:52 PM
**To:** City Planning
**Subject:** Farmin Flats

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Name: Bryn Ballenger
Email: Brynballenger@yahoo.com

Message: Hello, Please consider the negative effects Farmin Flats will have on our town. Yes, it adds housing, however, will the housing be affordable? Will the rent realistically match Sandpoint Median income? Will it meet a need for our people? Will the parking exempt add even more stress on surrounding local business parking and streets as taxpayers are already facing proposed paid parking to fund maintenance of city lots? Will the implications strain our people? Will parking be a larger stress to resources and city employees during winter months when parking is limited or when tourists congest the area in summer months? Will it drain tax payer dollars and our city's limited resources? Will a 4 story building add to the Sandpoint small town aesthetic? Will it meet a need for our community? Sandpoint is growing like every other town. Development and change can positive, however, it needs to benefit the community. Recent Developments and proposals only benefit tourism. This project will likely add to the vacation rental population- not homes for locals. If code or law does not tie hands, please consider the financial impact your choices make to us, the Sandpoint taxpayers. Please open your minds and ears and

listen to the community. We elected you to represent US, not tourists and developers.

**From:** Abby Helander <abby@propertybyhelander.com>
**Sent:** Tuesday, April 8, 2025 3:28 PM
**To:** City Planning
**Subject:** Formal Opposition to 413 Church Street Development – Letter Attached
**Attachments:** Final_Opposition_Letter_413_Church_St_NoLocation_250408_152332.pdf

Some people who received this message don't often get email from abby@propertybyhelander.com. Learn why this is important

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Dear Sandpoint City Planning,

Attached is my formal letter of opposition regarding the proposed 48-unit apartment complex at 413 Church Street.

As a licensed real estate professional, lifelong resident of Sandpoint, and owner of Property by Helander, I have serious concerns about the scale, lack of parking, infrastructure stress, and the long-term negative impact on property values.

I respectfully urge the city to reject this proposal and reconsider the standards being applied to development in the downtown core.

**Gratitude,**
**Abby Helander**

**Idaho Real Estate Agent**
**Professional Realty Services Idaho**
**208.610.5094**

**www.PropertyByHelander.com**
**Follow me on Instagram**
**Follow me on Facebook**




Abby Helander

PROPERTY BY HELANDER

(208) 610-5094

https://abbyhelander.professionalrealtyservices.com/

abby@propertybyhelander.com

120 E Lake St., Suite #204 Sandpoint, ID 83864

April 8, 2025

To: Sandpoint City Planning

Email: cityplanning@sandpointidaho.gov

Dear Sandpoint City Planning,

I am writing to express my formal opposition to the proposed 4-story, 48-unit apartment development at 413 Church Street.

As a licensed real estate agent, born and raised in Sandpoint, I have a direct and professional understanding of how poor development planning impacts property values, public infrastructure, and overall livability. My family has contributed to this community for decades through Sandpoint West Athletic Club, and I continue to serve this town by helping families make smart, sustainable housing choices.

This project is incompatible with the surrounding area. A development of this scale-especially one being granted a full exemption from on-site parking-is not responsible growth. It's a shortcut for the benefit of the developer, OZ Development LLC, an out-of-state firm with no ties to the long-term success of Sandpoint.

This is not just a zoning issue-it's a safety concern. Cramming 48 units into a block without sufficient parking or traffic infrastructure puts strain on surrounding businesses, clogs up neighborhood streets, and creates added wear and tear on public infrastructure that was never built to support this level of density.

From a real estate market perspective, this kind of high-density, low-infrastructure development devalues adjacent properties and diminishes the appeal of downtown. Buyers consistently rank congestion, lack of parking, and declining neighborhood standards as major deterrents. This development hits all three.

Furthermore, the unusually favorable feedback this project received during its pre-application

phase-despite glaring issues-raises concerns about fairness and transparency. It suggests an inside track that local residents and business owners wouldn't be granted.

This proposal doesn't serve Sandpoint-it serves the developer. I strongly urge the city to reject this application, reassess its approach to parking exemptions, and recommit to protecting the long-term health of our downtown core.

Sincerely,

Sincerely,

Abby Helander

Licensed Real Estate Agent

Owner of Property by Helander

https://www.propertybyhelander.com

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 8, 2025 4:44 PM
**To:** City Planning
**Subject:** Farmin Flats Development

**[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

Name: James Rowland
Email: james15rowland@gmail.com

Message: You guessed it! Another community member that urges you to reject the Farmin Flats development on the basis of no parking provided. What are you thinking?! Get your act together please. This project would be awesome, provided essentials like parking are

provided. Do better.

**From:** IDBMWRS <idbmwrs@gmail.com>
**Sent:** Tuesday, April 8, 2025 3:40 PM
**To:** City Planning
**Subject:** Farmin Flats Project

Some people who received this message don't often get email from idbmwrs@gmail.com. Learn why this is important

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From: Dennis Luce
To: City of Sandpoint Planning
Re: Farmin Flats Project
Date: April, 8th 2025

Greeting City Planners,

I feel the need to express my concerns regarding this project. While I'm very aware of the need for affordable housing in the Sandpoint Area and support the idea of building in downtown, to do so without providing parking is re-responsible in my opinion.

The creation of a 48-unit residential building with the intent of having the residents park on the streets is going to be problematic at best. What happens to the other residents and businesses in the area when they lose access to parking for their customers? How does having all the residents park on the street affect snow removal during the winter months?

Regards
Dennis Luce
Sandpoint ID

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 8, 2025 4:31 PM
**To:** City Planning
**Subject:** Farmin Flats Project

**[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

Name: Autumn Inman
Email: audirae1@gmail.com

Message: Hello, I am writing regarding the Farmin Flats project. I am astounded that a building such as this is even being considered. This does not look like any of the buildings nearby other than the bank. Not only does this design fall so far outside of what our downtown should look and feel like, I would be surprised if this meets setback requirements, or is that why there is a likely useless "commercial" space?? Did that click some sort of box? In addition, this is not New York, long term living in 200 sqft is ridiculous. And of course, the most blaringly obvious issue, the parking. Where are these people going to work? Is everyone that lives there going to work in downtown Sandpoint? Are they all going to walk to Safeway, rain, snow, sleet or hail to buy groceries? Are none of them going to recreate anywhere other than downtown Sandpoint, negating the need for transportation? Your own traffic study shows that the waterfront areas of downtown are at 100% capacity during peak season. Guess where the overflow parking goes.....straight up Church street. I've personally had to park on Church and walk back down to the Marina myself. This project may be part of an "exempted area" however that should not apply to a project with 48 residential units. This entire project just seems far too absurd to possibly be allowed in that specific area. I can't see how 48 residential units would even be allowed on 0.163 acres, not to mention 48 units with no parking. Please do not approve this project.

Sincerely, Autumn Inman

**From:** Meg Turner <megcturner@gmail.com>
**Sent:** Tuesday, April 8, 2025 3:20 PM
**To:** City Planning
**Subject:** 48 Unit Development on Church St.

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To whom it may concern:

Adding an apartment building of this size with no parking infrastructure is absolutely insane. I am a Sandpoint native who has lived and worked immediately in the downtown area for decades. I have been at my current location for almost 5 years.

Parking downtown is a living nightmare. There is rarely enough parking for those of us who already pay money to work downtown, let alone the clients and guests who service our business for longer than 2 hour appointments. The parking survey on these plans is completely bogus based on personal experience.

If the planning committee is even going to consider more apartments and condos in the downtown area, they need to have these developers build us a proper parking garage and figure out the sewer issue.

Sandpoint is going to grow. Please help us do so in a way that can help and benefit our downtown businesses and people that currently live here. Sandpoint is still rural enough, to think 48+(potentially double or triple if it's a couple or family) people won't have a vehicle for a pedestrian friendly approach is asinine and poor planning that will be detrimental to our already struggling downtown.

Please dont allow this to happen without having the proper infrastructure and parking. Please don't sell our town off to the highest bidder. Make good choices for our community as a whole. Housing without parking won't help anyone.

Sincerely,
Megan Turner
Hair by Meg T
@ Cropper and Co Barbershop
Downtown Sandpoint

2:54

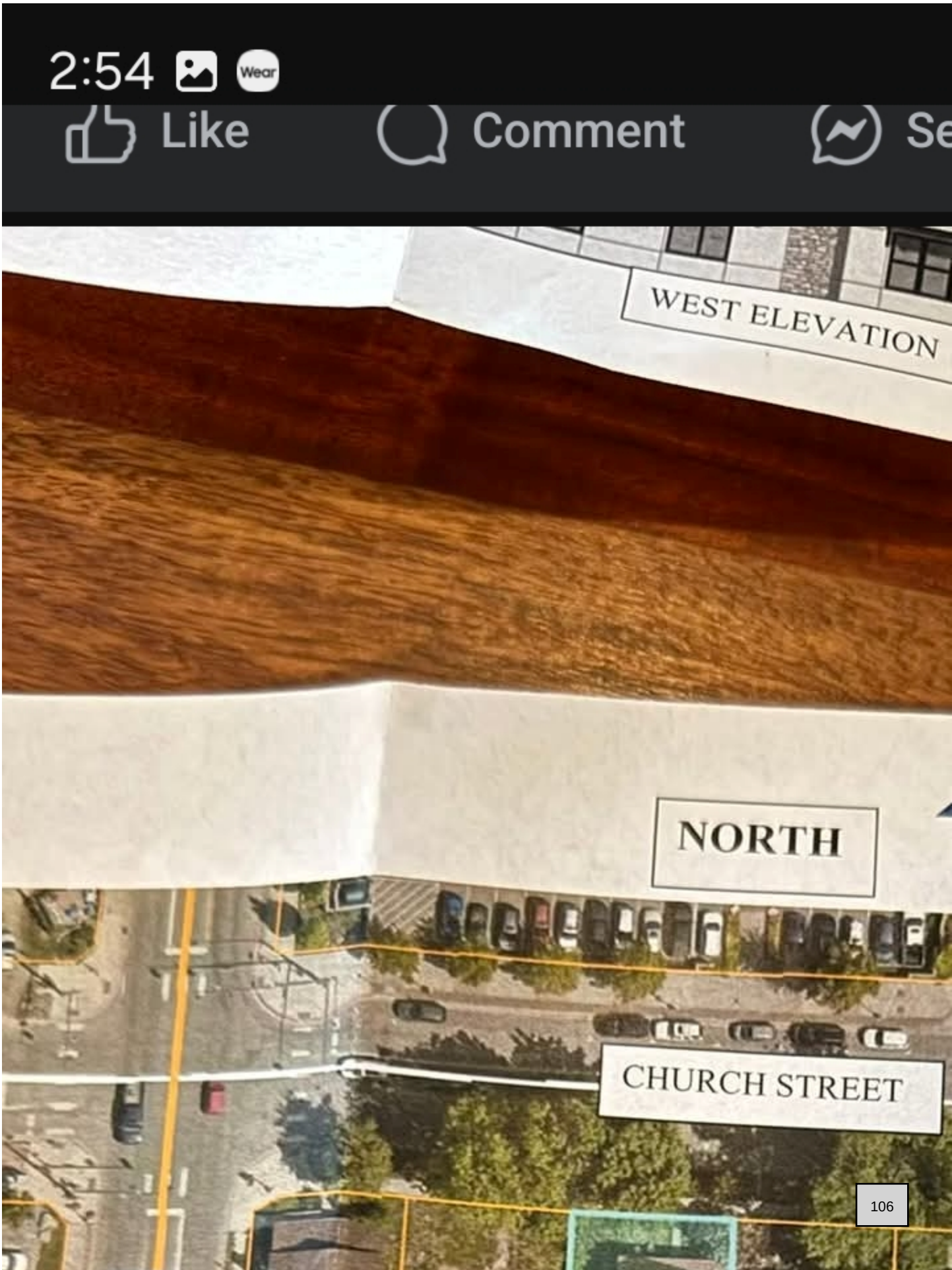
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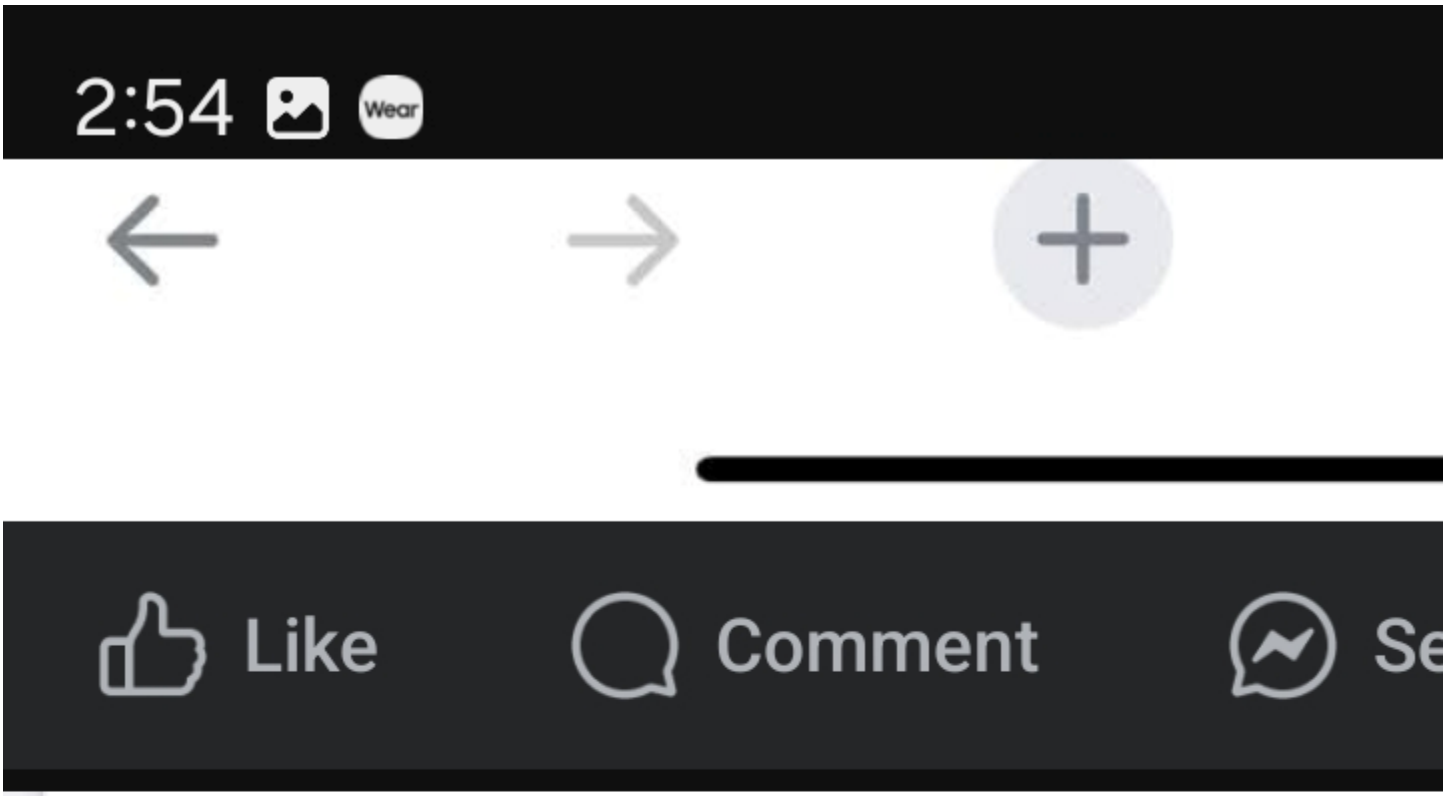
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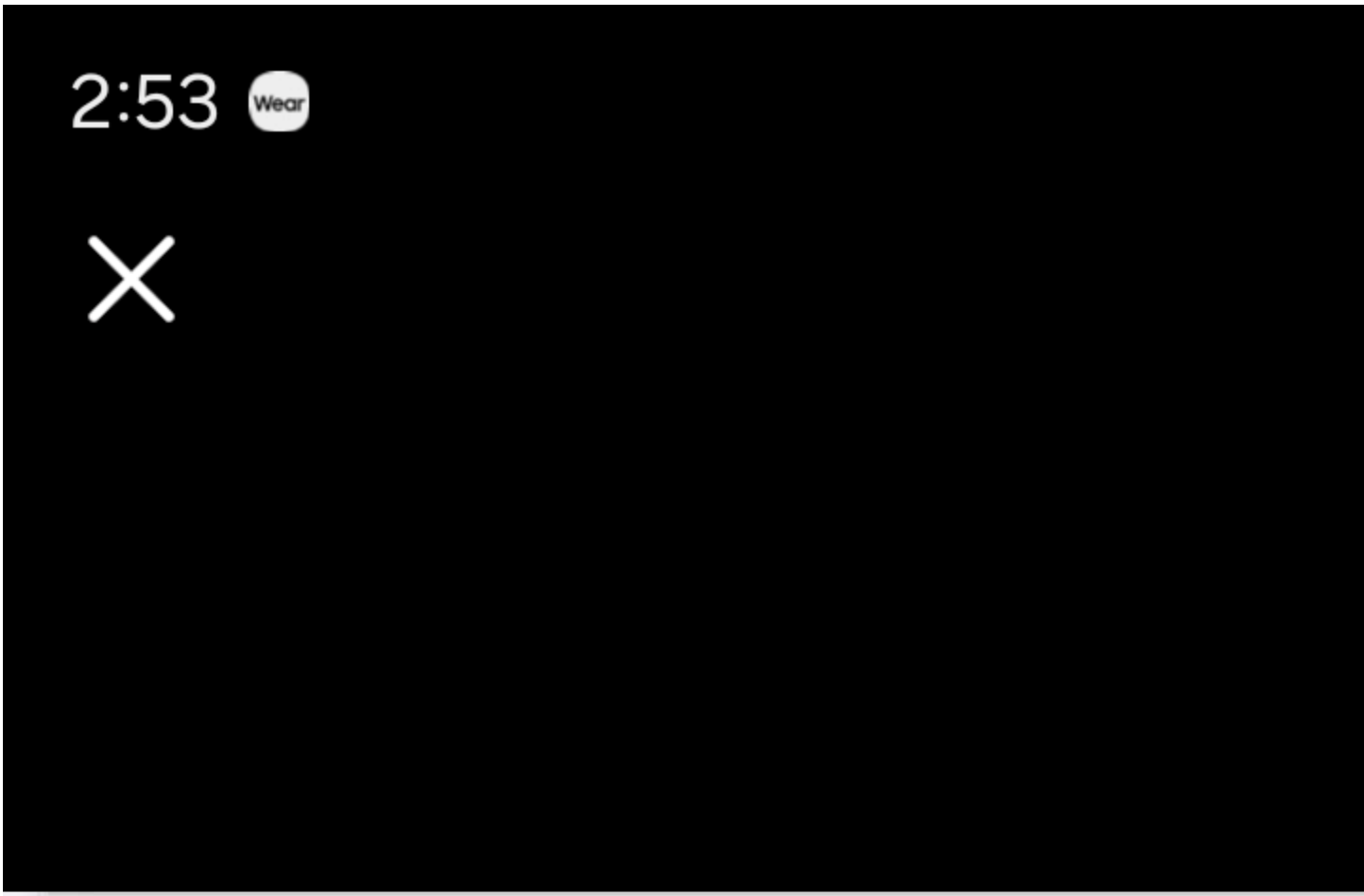

1 of 2

**NARRATIVE STATEMENT**

Dear Sandpoint City Planning Staff,

OZ Sandpoint QOZB, LLC is the owner of property at 413 Downtown Sandpoint, ID. We scheduled and held a pre-appli January 14th, 2025 with Planning Staff, City Engineer, and Mayo our proposed development project which had positive feedba designing and submitting a proposed mixed used multi-family with Commercial Space on the first floor fronting Church Stree residential apartments behind the commercial and on the rema a 4-story project with approximately 618 SF of Commercial Spa units, and totaling just under 47' in height.

We have taken care in our design standards to s cons Sandpoint City 2024 Comprehensive Plan by making sure our p




and pedestrian-friendly approach that promotes environmenta
affordability, and efficient land use.

The studies we've completed for this project revealed:

- Traffic is expected to be low, with our trip gen
  distribution letter showing well below 50 peak
- The study supports that the existing public an
  will sufficiently accommodate residents.
- No additional traffic impact study or mitigation
  needed.

City of Sandpoint Parking Study Supports Reduced Park

- There are 1,097 on-street parking stalls dow
  including 1,052 general use stalls and 45 speci
  street parking occupancy increases steadily th

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Thursday, April 10, 2025 2:39 PM
**To:** City Planning
**Subject:** Apartment building on Church

**[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

Name: Diane Peterson
Email: Diane@earthlabcosmetics.com

Message: I don't believe a word they say about parking. Weekends in the summer are full of people in downtown Sandpoint. Parking is needed for people shopping and eating and

attending events. An underground or roof parking structure is needed for this building.

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Thursday, April 10, 2025 6:05 AM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Name: Mila Donaldson
Email: miladonaldson@hotmail.com

Message: As a 50 year resident of Sandpoint, Idaho, I am against this project for several reasons. First, it doesn't fit into the small town anesthetic, including the number of stories. Our ordinances used to protect the small town feel and our citizens, old and new, still care about maintaining it. Second, it doesn't provide an elevator or handicap access, which discriminates against many in our community. Third, there's no plan for parking, which every other apartment complex in Sandpoint and surrounding areas have provided for their tenants, and Sandpoint proper already has a significant lack of parking. Do not approve

this project. Mila Donaldson Resident since 1976

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Thursday, April 10, 2025 7:45 PM
**To:** City Planning
**Subject:** 4 story building at 413 Church

**[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

Name: Ellen Weissman
Email: LN.durga@frontier.com

Message: The design is flawed in many ways. 1) It's ugly. 2) No parking! 3) Not enough parking for bicycles too! 4) Too high! We have a three story limit! STOP SELLING OUT OUR

TOWN! Thanks for listening!

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Wednesday, April 9, 2025 4:41 AM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Name: Michelle Hauck
Email: huckfinnhous@gmail.com

Message: Concern regarding Farmin Flats project pertaining to parking requirements not required by the builder. As a manager of a long standing business in Sandpoint, when we applied for a remodel of our business, we were told that we could not go up a second story due to the parking spaces needed for the amount of living space above a business. Please explain how the Farmin Flats project is not required to provide parking for the number of units they are building. The intersection of Church and Fifth is one of the busiest intersections with no signal. How do anticipate this will effect the traffic in the area, where are residents going to park not only in the summer which is our highest peak traffic season but let alone in the winter when we have snow removal trying to take place. The current parking lots in town are already full during these seasons along with the street parking options. Is the builder purchasing additional lots for a parking option? Why is one builder getting special treatment and privilege's compared to other citizens of the city? The city has not been open and clear with the community about this project. Impact studies on how this will effect our current water treatment plant or traffic and parking. This is reminiscent

of the "Good Old Boys Club" from early days of Sandpoint.

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Thursday, April 10, 2025 4:34 PM
**To:** City Planning
**Subject:** Apartments on Church

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Name: Megan LaBorde
Email: megandonaldson95@gmail.com

Message: Please please reconsider this project, downtown does not have the parking for a building like this and these units are all tiny and not handicap friendly. This is not the kind of project that's going to improve our town especially when things like our sewer system and water infrastructure need help. We are growing at an exponential rate those are way

more important.

**From:** Kari Saccomanno <saccomanno.kari@gmail.com>
**Sent:** Wednesday, April 9, 2025 7:59 PM
**To:** Jason Welker; Bill Dean; Kathryn Keeney; Peter Skon; Jeremy Grimm
**Subject:** All I can say....

Some people who received this message don't often get email from saccomanno.kari@gmail.com. Learn why this is important

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**To the Sandpoint City Planning Staff and Mayor Grimm,**

I am writing as a concerned resident of Sandpoint (county now but have been a city resident - total time with a Sandpoint address, over 50 years, and I am not much older than that) to express my strong opposition to the proposed development at 413 Church Street. Projects like this are actively harming the unique character and livability of our town.

This building is **out of place**, **ugly** (who bases something on Umpqua, an eyesore since the beginning), and **far too expensive** for what it offers. The so-called "studio apartments" are too small to be livable for real Sandpoint residents, especially working families. Let's be honest—these are not affordable homes for locals. They're overpriced units targeting individuals with disposable income, not people trying to live and work here.

**The lack of parking is unacceptable.** While current regulations may allow the waiver of parking requirements, it's clear those rules are outdated and harmful to today's reality in Sandpoint. Our town relies on cars—like it or not, this is Idaho, not Portland or Seattle. You cannot force residents to give up cars under the guise of being "forward-thinking." That isn't progressive—it's disconnected from reality.

This development adds 48 units and commercial space with **zero parking**, in a part of town that already struggles with traffic and congestion. Anyone who drives near Church and 5th knows traffic is **already a mess**—this will only make it worse. And with no parking built in, that burden will fall on the rest of us. **We will be forced to deal with the overflow—residents, workers, and customers alike - and of course, the tourists.**

The so-called parking study is misleading. Claiming that occupancy is "well below effective capacity" doesn't match what we see every day. And the City's conversations about charging for parking—especially at City Beach—make this even more frustrating. How can you justify adding dense development while simultaneously limiting where residents can park?

Let's call it like it is: **this is not affordable housing.** This is not sustainable. This is not responsible land use. This is **urban-style density shoehorned into a small town** that values open space, community, and access—not congestion and high-priced micro-units.

If you care about Sandpoint and the people who actually live here, **stop approving projects that chip away at what makes this town special.** We need thoughtful planning that reflects the needs of our rural community, not "urban trends" that only benefit developers.

Sincerely,

~ Kari

**Kari Saccomanno**
saccomanno.kari@gmail.com
(208) 290-7757

*Open-minded people don't care to be right, they care to understand. There's no right or wrong answer. Everything is about understanding*. - Linda Jantzen

**From:** Theresa Lindholm <tlindholm81713@outlook.com>
**Sent:** Wednesday, April 9, 2025 11:38 AM
**To:** City Planning
**Subject:** Application #PSPR25-0003-Farmin Flats-Notice of Application

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Dear City Council & Planning Members,

I recently received your "Notice of Application" as the owner of 411 Pine Street for the Farmin Flats proposal. I am writing to express my strong opposition to the proposed 48-unit housing complex in downtown Sandpoint. While I understand that growth is a natural part of any community, this proposal raises significant concerns that I believe the city must carefully address before moving forward.

One of the most pressing issues is the already strained parking situation in downtown Sandpoint. The addition of 48 new units will undoubtedly exacerbate the current parking problems. With the limited parking options available, It's clear that the new development will further congest the area, making it even more challenging for residents, workers, and visitors to find parking—especially during peak times, such as the busy tourist season. During these times, finding parking on side streets or in available lots is already a nearly impossible task.

Additionally, the recent changes to Pine Street have already resulted in the loss of valuable on-street residential parking. The city's proposal to begin charging for parking downtown only highlights the inadequacy of our current infrastructure to handle the growing demand. This combination of increased demand and fewer available spaces makes the proposed development increasingly untenable.

While Sandpoint is experiencing rapid growth, I believe we are prioritizing large-scale developments over thoughtful, sustainable planning. Growth is essential, but it must be managed in a way that benefits all residents and preserves the unique character of our town. We must prioritize necessary infrastructure improvements—such as parking—before approving new developments that strain our already overloaded systems.

**Other Concerns:**

- **Affordable Housing:** While the proposed development may increase the number of housing units in Sandpoint, it does not address the community's most pressing housing need—affordable housing. There is no guarantee that the new units will be

affordable to working families or individuals, which is a crucial concern as housing costs continue to rise in our area.

- **Architectural Design:** The design of the proposed complex seems disconnected from the downtown aesthetic that makes Sandpoint so unique. The proposal does not appear to complement the existing architectural style, which is important in maintaining the visual appeal and charm of our historic downtown. This could result in a development that feels out of place and detracts from the character of the area.
- **Local Impact:** The developers behind this project are from Utah, and there are concerns about their understanding of the local needs and the long-term impact of their development. By taking advantage of certain exemptions, it seems that they are prioritizing profit over the interests of our community. Decisions made by developers who are not familiar with the nuances of our town may risk compromising the values that make Sandpoint special.

In conclusion, I urge the City Council and planning teams to consider the long-term consequences of this development. We need responsible, balanced growth that considers the needs of current residents and the preservation of our town's character. Without adequate planning and infrastructure improvements, we risk diminishing the quality of life in Sandpoint.

Thank you for your attention to these important matters. I trust that the City Council will carefully weigh these concerns and make a decision that is in the best interest of our community.

Sincerely,
Theresa Lindholm

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 8, 2025 9:45 PM
**To:** City Planning
**Subject:** Farmin Flats Development Opposition

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Name: K. Raynor
Email: Kinsieraynor@yahoo.com

Message: Dear Sandpoint City Planners, I am writing to express my strong opposition to the proposed Farmin Flats Development, which would consist of 48 micro studio apartments with no dedicated parking in the downtown area of Sandpoint. As a concerned resident of this community, I believe this development is not in the best interest of our city, particularly in light of several key issues that need to be considered before moving forward with such a project. First and foremost, parking in Sandpoint is already a significant challenge, especially during our peak tourist season. Visitors flock to our town for its natural beauty, outdoor activities, and vibrant local scene, and they often need places to park in downtown Sandpoint. The addition of 48 micro studio apartments without parking spaces would undoubtedly exacerbate the strain on our already limited parking resources. The last thing we need is to add more vehicles to a congested area, making it even more difficult for residents, business owners, and tourists to find places to park. Secondly, I am also concerned about the involvement of out-of-town developers in this project. The Farmin Flats Development is being proposed by OZ Development LLC, based in Utah. OZ Development has already built 60 micro apartments in Salt Lake City and is currently working on additional projects in Tucson, Arizona. While these types of developments may be suited to larger urban areas, they are not well-suited to a small town like Sandpoint. While I understand that economic growth and development are important, I question whether this project is truly in the best interest of Sandpoint residents or if it is primarily driven by the financial benefit of an out-of-state developer. Allowing external parties to make decisions that affect our community—without having a genuine, vested interest in the well-being of our town—raises serious concerns about how our town will change. We must ask ourselves: How does this project serve the people of Sandpoint and help preserve the unique qualities that make this place so special? Another important consideration is whether the micro apartments in the Farmin Flats Development can accommodate individuals with disabilities. Without designated parking spaces, residents with mobility challenges may face significant difficulties accessing their homes, especially in an area where parking is already limited. While micro apartments are often designed to maximize space efficiency, it is important that they are also designed with accessibility in mind. If these units do not meet accessibility standards or fail to provide necessary accommodations, they could exclude individuals with disabilities from living in the

development. Considering inclusive development that allows all residents, regardless of their physical abilities, to comfortably and safely live in our town is an important aspect of Sandpoint's growth. I urge you to take a step back and carefully consider the long-term implications of the Farmin Flats Development. It is crucial that any new developments in Sandpoint prioritize the needs and interests of local residents, rather than catering to developers looking to line their own pockets. Thank you for your time and consideration. I trust that you will carefully weigh the concerns of Sandpoint residents as you make your

decision on this proposed development. Sincerely, Sandpoint Resident

**From:** Susan Holden <susanlholden@gmail.com>
**Sent:** Wednesday, April 9, 2025 8:44 AM
**To:** City Planning
**Subject:** Proposed apartment building at 413 Church St, Sandpoint

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To whom it may concern;

I would like to express my concern regarding the proposed apartment building development for 413 Church st. There is absolutely no way that this won't create a parking nightmare in our downtown area and the adjacent neighborhoods. 48 units does not equate to 48 cars, but much more likely, 96 cars. The surrounding residential neighborhoods cannot support the street side parking.

Why is the developer not required to build underground parking? What happens during the winter with snow plowing with an additional 48-96 cars on the streets? What about the 4 hour parking time limit downtown? Where do these potential residents, in addition to shoppers and visitors during the jam packed summer months park? I am honestly stunned that this petition is even being considered for approval.

Developers will do whatever it takes to make money. I understand that, it's part of their job. However, we need our city planners and council to protect the quality of life for the citizens of the community who will be here long after the developers have cashed their check and left town. Since a 48 unit apartment complex will not work downtown due to very real parking challenges I strongly urge the planning commission and city council to deny this request and suggest that the developer either provide underground parking, or build this complex outside of the downtown corridor.

Thank you for your consideration.

Susan Holden

**From:** Karen Eggleston <karenreggleston@gmail.com>
**Sent:** Wednesday, April 9, 2025 9:27 AM
**To:** City Planning
**Subject:** Farmin Flats

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Karen Wilkinson
417 Church Street

SUPPORT-SUPPORT-SUPPORT!!

Good morning City Planners. I am 100% in favor of the proposed Farmin Flats project. There is a lot of noise about the lack of parking. I think that may be a distraction from other more important factors that are being overlooked and possibly missed entirely.

Sandpoint has promoted itself as a, "Walking City." The concept is more than just charming, it's a lifestyle being embraced by more than some might think. In fact there are hundreds of potential "Walkers," that currently live in the area, or are forced out of the area by lack of available housing. Everything needed to genuinely choose a walking lifestyle is provided within a few City blocks. The downtown business district, health services, grocery, entertainment, everything with one exception. What is not provided is housing for those who choose or would choose this very progressive and ever more relevant lifestyle.

There are several demographics that will benefit from this project in multiple ways. For example, those who are transitioning into and out of adulthood. More specifically those young adults just entering the workforce who have been priced out of both residence and vehicle. And, the elderly on fixed incomes who no longer drive, and who would benefit from living in town close to services. Many who are making the deliberate and progressive choice to live with fewer resources in support of the green movement and a smaller carbon footprint. Do not underestimate the needs and impact of this community. Traveling professionals who need temporary housing are another consideration. Blue collar workers who are desperately needed in the downtown business district. It is no secret to those trying to operate small businesses in Sandpoint that there is a desperate need for blue collar workers. Several business owners are providing housing and rides for a handful of employees who have neither. The same handful of laborers are recycled from business to business, walking out of one door and into another without so much as an interview, demanding higher and higher wages, driving costs of operation up and up and up. They can because the workforce is at a severe deficit. Patrons may recognize the deficit as price increases, poor service, and fewer hours of operation. Mom and Pops are being forced out of business entirely. The lack of labor force is a disaster with no good outcome for

Sandpoint. To infuse the area with a labor force and save the business district affordable housing has to be available, and within walking distance. In many ways Sandpoint has become a microcosm of a much larger city. The level of resistance to creative solutions only contributes to the demise of Sandpoint in danger of becoming just another depressed City of antiquity with resuscitation nearly impossible.

A few additional things to consider. The City of Sandpoint recently completed a parking study. There are currently 1,096 unused parking spaces within walking distance of downtown. People generally circle first and second avenue, and the City parking lot only to find excessive crowding and limited or no available spaces. The 1096 spaces are overlooked because they are not found in the immediate first block or two of town. The study also concluded that people are willing to walk 2.25 blocks and that's the range they look for parking in. Residents are missing what is literally under their noses.

OZ Development is not new to this type of project. Just a little quick research shows that OZ Development is a small family and community focused corporation that has developed several similar apartment buildings for the same purpose and targeting the same demographics--and without parking. Residents of the cities where these units have been built expressed the same concerns over lack of parking. The projects moved forward. The buildings were built, and they filled with residents to an overflow waiting list. There are no projects developed by OZ that are sitting empty and they appear to have no major impact on parking. OZ Development is providing housing for a niche that has been generally overlooked. Coincidentally, I have a young professional daughter who rented an apartment built by OZ Development and it was beautiful, well built, well designed, finished with high end materials, and affordable. If she's not walking (by choice) she, "Scoots," to work.

The City may want to be proactive in considering potential parking issues along the 400 block of Church Street. In consideration and with cooperation of the existing and proposed businesses on that block the City should consider changing the parking time limit from three hours to something more conducive to those specific businesses. That would eliminate some of the legitimate concerns surrounding patronage.

The need is great and the timing is perfect. I look forward to this project and others like it to reinvigorate Sandpoint once more.

Cordially,
Karen Wilkinson
417 Church Street

**From:** Jennifer Ellsworth <jenniferlynnelsworth@gmail.com>
**Sent:** Tuesday, April 15, 2025 9:09 AM
**To:** City Planning
**Subject:** Farming Flats 48

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This building goes against Sandpoints 3 story rule. Then to get around it they are adding Comercial space. However 48 units with no parking and a business with no parking. We live in a city that requires snow plowing for 4 months out of a year. This will negatively affect all of this downtown area for multiple blocks. Where we already struggle with proper parking. Sandpoint is not a major city and doesn't have the infrastructure or enough spot busses to make up for this extremely poor planning or building. I would like to know how you will resolve the parking and congestion this will bring to these home owners and local residents that already burdened with downtowns terrible planned reconstructions that have made to worse and not better.
Jennifer Ellsworth

**From:** Bryan Cavaness <bryan@staffordholdingsllc.com>
**Sent:** Friday, April 11, 2025 2:32 PM
**To:** City Planning
**Cc:** Jason Welker; Bill Dean
**Subject:** Farmin Flats - City File No. PSPR25-0003
**Attachments:** Farmin Flats - SH Objections (041125).pdf

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Good afternoon . . .

The attached document is provided in reference to the pending Site Plan Review for the Farmin Flats project, City Application No. PSPR25-0003.

Please direct all communications regarding this matter to the undersigned as outlined below.

**Bryan Cavaness**

STAFFORD
HOLDINGS LLC.

8840 SW Holly Lane
Suite 200
Wilsonville, Oregon 97070

Mobile: 503.332.6699
E-Mail: bryan@staffordholdingsllc.com

Web: www.staffordholdingsllc.com

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STAFFORD HOLDINGS LLC.

**Stafford Holdings, LLC**
**8840 SW Holly LN, STE 200**
**Wilsonville, OR 97070**

April 11, 2025

Mr. Jason Welker
Planning Director
City of Sandpoint, ID
1123 W Lake Street
Sandpoint, ID 83864

**Via Electronic Mail: cityplanning@sandpointidaho.gov**

RE: Farmin Flats – Site Plan Review
City Application No. PSPR25-0003

Dear Mr. Welker:

Thank you for your recent call. As we discussed, I am writing on behalf of Stafford Holdings, LLC ("Stafford"), an Idaho limited liability company. Stafford owns and operates the Sandpoint Center building, which is located immediately adjacent to the proposed Farmin Flats project on the north side of Church Street.

Stafford appreciates and lauds the Applicant's efforts to make housing available in the city's downtown commercial core, however, Stafford is concerned about the adverse impacts 48 new residential dwellings units with no on-site parking will have on the tenants of the Sandpoint Center and other commercial office and retail uses that depend on the ready availability of parking in the downtown commercial core. We are also concerned with existing pedestrian safety issues the proposed development will exacerbate and the manner the project proposes to collect, detain, treat, and discharge stormwater.

We ask that this correspondence be included in and made a part of the record for City Application No. PSPR25-0003.

**Parking**

Sandpoint's recently adopted 2024 Comprehensive Plan includes the following goals and objectives that address parking in the downtown commercial core:

- "Enhance access to businesses, shops, restaurants, and other destinations through parking management solutions" (Chapter 6, Goal 1, A); and
- "Ensure sufficient public parking to enable redevelopment of underutilized properties" (Chapter 9, Goal 5, J).

A decision approving the application must include findings based on facts contained in the record Applicant has submitted that the proposed development's failure to provide ***any*** off-street parking will not: 1) adversely affect future access to businesses, shops, restaurants and other destinations by reducing available off-street parking that is intended to serve commercial uses in the downtown core; and 2) will not reduce available public parking in a manner that would hamper redevelopment of underutilized properties in the downtown commercial core.

Applicant's Trip Generation Report expects that 15 percent of residents will utilize on-street parking immediately adjacent to the new structure and the balance of residents will utilize off-street parking that is presently available at the South IDT lot (76 stalls), the North IDT lot (34 stalls) and the City Lot (121 stalls) (231 total "Public" off-street stalls).

The Trip Generation Report assumes, without any factual support, that converting existing public lots to paid parking will "likely diminish" usage demands at all three public lots. More importantly, however, Applicant's Trip Generation report unashamedly fails to acknowledge that at some point in the next five to ten years, the Idaho Transportation Department (ITD) intends to construct a "Couplet" that will realign Fifth Avenue. The realignment will result in the loss of 113 off-street stalls in downtown Sandpoint. With this change, the number of off-street stalls in downtown Sandpoint will be reduced to 121 general use stalls. The 48 percent reduction in available off-street parking stalls will have a significant impact on the on-street and off-street parking system. See *City of Sandpoint Parking Study* – November 10, 2022, Page 9. Applicant offers no discussion of and patently ignores foreseeable adverse impacts that will result from new parking demands the proposed 48-unit multi-family development will create, and how those impacts will be further aggravated by the loss of 48 percent of existing public off-street parking opportunities in the city's downtown commercial core.

**Pedestrian Safety**

The 2024 Comprehensive Plan includes the following goals and objectives that address pedestrian safety:

- Improve intersections, crossings, and bus stops for pedestrians and bicyclists, installing crosswalks, signs, and curb ramps to bring them up to public rights-of-way accessibility standards. (Chapter 6, Goal 2, D)

- 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. (Chapter 6, Goal 7, A)

- Continue to thoroughly assess off-site traffic impacts of new development to ensure adequate funding of needed infrastructure. (Chapter 6, Goal 7, C)

The city intersection of Church Street and Fifth Avenue is unsignalized and is stop controlled from the ease and west only. The intersection of Oak Street and Fifth Avenue is also unsignalized but has a pedestrian warning light. Stafford is aware of anecdotal evidence that Fifth Avenue between Pine Street and Cedar Street, a US Highway, is known to be hazardous to pedestrians, including a history of pedestrian fatalities.

A decision approving the application must include findings based on facts contained in the record Applicant has submitted that future bicycle and pedestrian movements the proposed 48-unit multi-family project will generate will have safe travel routes. The findings should also identify public improvements Applicant is required to construct to mitigate pedestrian safety impacts that are reasonably attributable to the proposed development.

**Standards Applicable to Multi-Family Development**

Sandpoint City Code Section 9-4-3-2-H prescribes minimum site and building design standards for multi-family housing improvements, and it is reasonable to expect the city should apply multi-family design standards to mixed-use projects where multi-family uses comprise over 95% of the project, such as the case with Farmin Flats. A cursory review of the site plans and building elevations included with the application suggests that the Applicant has endeavored to meet and exceed the city's design standards for multi-family structures, albeit with one exception; the proposed development plan does not include space for at least two (2) bike racks per unit located near the building entry per the express requirements of Section 9-4-3-2-H(3)(c) and (d).

The *Vision Statement* of the 2021 Multimodal Transportation Plan declares that "[p]edestrian, bicycle, and transit access are ***prioritized*** in Downtown and between neighborhoods, schools, the library, and other key community destinations." (Emphasis added.)

Applicant's narrative acknowledges it has taken great care to assure the builoding's design is "consistent with the Sandpoint City 2024 Comprehensive Plan." Applicant's narrative also emphasizes that the proposed multi-family apartment building is "designed as a forward thinking, sustainable development that aligns with evolving urban living trends," and that "[b]y eliminating on-site parking, [the] project embraces a transit-oriented and pedestrian-friendly approach that promotes environmental responsibility, affordability, and efficient land use."

The 2024 Comprehensive Plan and the 2021 Multimodal Transportation Plan both recognize that transit-oriented, pedestrian-friendly, sustainable development in an urban setting is a three-legged stool that necessarily includes public and private improvements that enhance and promote increased reliance on pedestrian, transit, **AND** bicycle transportation options. Applicant's failure to provide ***ANY*** bicycle parking, which Sections 9-4-3-2-H(3)(c) and (d) wisely impose on all new multi-family development in the city of Sandpoint, produces a stool with only two legs that fails to provide future residents with a range of transportation options that are essential to foster and promote an affordable and sustainable community in the city's urban core. If staff approves the proposed development, the decision should include a Condition of

Approval that requires the Applicant to provide space in the building for at least one (1) bicycle per unit.

**Stormwater Management.**

**Untreated Discharge to Public Stormwater System.**

City Code 11-3-7.B mandates that there shall be no measurable increase in the peak rate of runoff from a site after development when compared with the runoff rate in the undeveloped state for a 25-year storm event. Subsection B further requires all new developments to construct sufficient retention capacity within project boundaries to detain the on-site surface flow to meet the performance standards established by Section 11-3-7.

City Code 11-3-7.E mandates that all stormwater collected in a detention system required by Subsection B must be directed to a vegetative swale or to an alternative stormwater management system approved by the city engineer.

City Code 11-3-7.E.1 allows the City Engineer to grant an exemption to the stormwater treatment requirements imposed by 11-3-7.E that would allow discharge of stormwater directly into a public stormwater conveyance system in two limited instances.[1]

The first exemption allows the city engineer to grant an exemption where the total post-development impervious surface area on a lot resulting from new construction or an addition to existing structures is less than two thousand (2,000) square feet. See City Code 11-3-7.E.1.a. The first exception is not applicable in this instance because the post-development impervious surface area will exceed 2,000 square feet.

The second exemption grants the city engineer discretion to allow retained stormwater to be discharged directly into a public stormwater conveyance system without prior treatment in a vegetated swale or other approved management system required by City Code 11-3-7.E if the runoff source is roof that does not have potential sources of contamination. See City Code 11-3-7.1.b. The site plan materials Applicant submitted for this project include a plan view of the building's roof that suggests Applicant intends to install mechanical equipment on the rooftop that will provide heating and cooling services to individual dwelling units in the building and the associated street-side commercial space. The site plans do not identify the type of mechanical equipment Applicant intends to install on the building's rooftop, but we believe it is reasonable to anticipate that Applicant intends to install 49 ductless mini split compressor units on the rooftop – one exterior compressor unit for each of the 48 dwelling units and the commercial space. The ductless mini split compressor units will contain hydraulic fluid, mechanical lubricants, and liquid refrigerants, all of which will, during the units' service lives, leak onto the roof surface creating 49 sources of contamination.

[1] Applicant's Stormwater Plan incorrectly states that the City Code 11-3-7.E.1.b grants the City Engineer discretion to allow runoff generated from the membrane rooftop to outfall directly to the existing stormwater system Church Street without prior detention required by City Code 11-3-7.B.

The city engineer cannot grant an exemption to allow stormwater retained from the building's rooftop to be discharged directly into the public stormwater conveyance system in Church Street without prior treatment in a vegetated swale or other approved management system required by City Code 11-3-7.E because the direct discharge will convey hydraulic fluids, mechanical lubricants, and liquid refrigerant contaminants to the public stormwater system, and shortly thereafter directly into Lake Pend Oreille, during every storm event.

**Protection of Adjoining Properties**.

The stormwater plan proposes to construct swales on the east and west sides of the property that are 2-inches deep with 2-foot-wide bottoms. Each swale is proposed to have catch basins installed on the north and south sides of the property, presumable to collect stormwater runoff from the alley way to the south and the public sidewalk improvements to the north.

The landscaping plan shows a varied mixture of shrubs will be installed in the swale bottoms on centers ranging from 18-inches to 24-inches. The shrub planting detail specifies a "water basin" around each planting, and Plat Notes specify the use of 2-inches of mineral mulch in the form of ¾-inch basalt chips.

Stafford questions how stormwater will be able to flow freely through 2-inch deep swales densely planted with shrubs spaced 18 to 24-inches apart, particularly when the landscape plans call for the swales to be effectively filled with mineral mulch.

Stafford also notes that the stormwater plan does not identify where stormwater runoff that exceeds a 25-year storm event will flow to. Based on the site plans and stormwater plans Applicant provided, it is reasonable to expect that cow tongue overflow drains will direct runoff that exceeds a 25-year storm event to the abutting properties to the east and west, which would be an unpermitted trespass upon the abutting properties.

Respectfully submitted,

Bryan Cavaness
Stafford Holdings, LLC

**From:** Melissa Midstokke <mmidstokke@gmail.com>
**Sent:** Friday, April 11, 2025 5:40 PM
**To:** Kathryn Keeney
**Subject:** Re: apartments in downtown

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WE DO NOT need housing in downtown!!! What we NEED is parking. Please Please Please don't let them build apartments in our downtown area!

--
Melissa N. Midstokke
Office Goddess
Action Point Physical Therapy
Physical: 606 N. 5th Ave.
Billing: P.O. Box 2490
Sandpoint, Idaho 83864
work (208).284.3597
mobile (208).627.9095
Fax (208).718.6341

**From:** Lynda Fioravanti <idahoproperty@startmail.com>
**Sent:** Friday, April 11, 2025 11:14 AM
**To:** City Planning
**Subject:** Objection to Farmin Flats Apartment Complex PSPR25-0003

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Dear City of Sandpoint,

Our church, the Christian Science Society, received a letter from you regarding the proposed Farmin Flats project where 48 units are requesting to be built. PSPR25-0003

We understand the area needs more housing. But every right idea has it's perfect spot. I don't feel this location, that is already conjested and experiences severe parking issues, can handle 48 units in this location.

Across the alley from our church are two apartment units. The new tenants complain if our church members use that parking area during our chuch services, so we park across the street. I can't imagine how bad parking will be with an additional 96 cars needing parking spaces.

Human nature is such that I'm sure some of these new tenants will park in the church's parking spaces on Saturday and still have their cars there on Sunday morning when our memebers arrive. Much of our church

are elderly and need the parking spaces behind our church.

When there's a big meeting at the Sandpoint Center, all the parking around there is taken up. With 48 additional units being added to the area, this will be even more of a parking issue.

Now, if the developers of this apartment complex would like to put in underground parking for their tenants, then I might approve this project.

Thank you for your consideration.

Wishing you the best,

Lynda Fioravanti,
Member of the Christian Science Society
422 Pine St, Sandpoint, ID 83864

***Lynda Fioravanti***
IdahoProperty@startmail.com
http://www.NorthIdahoRelocationGroup.com
Realty Plus, Inc.
(208) 597-3663 (cell)
(208) 208-263-1979 (Sandpoint Office)
(208) 263-5872 (fax)

**From:** Kim Edwards <kim66martin@yahoo.com>
**Sent:** Tuesday, April 15, 2025 9:01 AM
**To:** City Planning
**Subject:** Farmin Flats inquiry

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To whom it may concern in regards to the proposed Farmin Flats at 413 Church Street:
The proposed 48 units appear to lack adequate space for families to be considered a family unit and they appear to lack space for an appropriate kitchen. It seems it would be better suited to decrease the flats to 24 double sized units that would be appropriate for families. This also would be more appropriate for the lack of parking needed for these units.

As the city has already raised concerns about the current parking situations of Sandpoint and even sent out a survey for residents to complete in regards to the parking, adding an addition 48 units that would be requiring anywhere from 40-100 parking spaces of street or lot parking that's is already not available will cause a major flooding of vehicles to the area. This will in turn have an effect on local residents trying to find parking to frequent a business or community events downtown, as well as summertime tourists and does not take any consideration for the established neighboring residents who will have to struggle to park in front of their homes  Upon driving around the future build site, there does not appear to be any convenient lots available for these residents to park or unload groceries, furniture to move, etc. not to mention also figuring out where they will all park during mandatory street shutdowns for parades, plowing, street cleaning, etc.

Due to the lack of parking and small footprint of these units, I fear this building will remain another mostly empty building or be taken over by low income residents who do not own vehicles and it will eventually turn into a  ghetto in the middle of our beautiful city as this has happened in many other cities.

Although the builder has designed the building to match other architecture in the area, the building itself will be an eyesore to the area and out of place as it will be mixed amongst residential houses that will be dwarfed by this 4 story structure. In turn, this will lower property values for the established home owners in the immediate area.

In conclusion, I believe Sandpoint can benefit from a structure like this, but it needs to provide its own parking and be in a more appropriate location. A suggested possible location with a parking structure could potentially be the now empty lot where Army Surplus used to reside.

Thank you for your time and consideration.

**From:** Annie Hendricks <annie@hendricksarchitect.com>
**Sent:** Tuesday, April 15, 2025 7:27 AM
**To:** City Planning
**Subject:** Farmin Flats

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Dear City PLanners,

Our business, Hendricks Architecture, received a letter pertaining to the proposed Farmin Flats multi use apartment building that would be placed on the lot behind our office. **We do not support such project.**

Let's state the obvious. This developer has a business that looks for areas that have weaknesses. We are that area. The current city code will allow any development to go in and they will receive the parking exemption. A developer can simply add a small commercial space and become multi-use to gain height and other allowances. The narrative letter is your typical letter that uses the same jargon of "aligns with evolving urban living trends", "by eliminating the on-site parking, this project embraces a transit-oriented and pedestrian-friendly approach". They throw in these studies and on and on. Sandpoint must revisit the codes or we are going to have these apartments/condos taking over our downtown and we'll become just like every other town in America. Sandpoint and Bonner County residents do not want to change our downtown into Seattle or any place else! Do we need affordable housing? Of course but this is certainly not the answer.

A few points of concern:

1) **We feel this project does meet the following city code.** Sandpoint Center is not on our block. Looking at OZ Development website, they have built these similar micro units in much larger cities of Salt Lake and Phoenix. Perhaps this design works there but it most certainly doesn't fit our area.

**9-2-1-6: - Building Design Standards:**

The commercial A, B and C zone design guidelines in this subsection are intended to provide human scale design, while affording flexibility to use a variety of building styles. These guidelines shall be followed in all new construction in order to ensure that the physical and operational characteristics of proposed buildings and uses are compatible within the context of the surrounding area. Compatibility shall be achieved through techniques such as repetition of

rooflines, the use of similar proportions in building mass, similar relationships to the street, similar door and window patterns, and the use of complementary building materials.

**A.Building Size, Bulk, Scale, and Mass: New buildings or additions shall either be similar in size and height, or if larger, be articulated and subdivided proportionally to the mass and scale of other structures on the same block.**

**2) Parking**

The City of Sandpoint has stated that they do not want our downtown to be littered with paved parking lots and that all of our businesses near this project will indeed feel this demand should this project move forward. This is not acceptable. This area is predominantly businesses that require spaces for our clients and customers to park. You cannot park on Pine Street by our office anymore so our clients park on Church Street. Our office uses the space in the back (alley) for our employees to park. There is no doubt that tenants will use this space. We have signs up now that we will tow and we know that we will be calling all the time if this goes though. The alley loses space in the winter with snow plowing and piles. We lose street parking in the winter with plowing. Come summer we all know the traffic and parking shortage. WIth 48 units there will be at least 48 vehicles looking for parking daily. You can't live in our area without a vehicle.

There's also the added safety concern with so many more vehicles near 5th.

**3) Bicycle parking**

The developer states that this apartment building will embrace bicycles. There is no evidence of any bicycle parking for this complex.

I believe the City must not allow this to move forward. I believe it’s important to preserve the character and charm that has defined our small town for generations. I'm concerned that this incoming developer may disregard this by replacing long-standing homes with large-scale apartment complexes that clash with the look and feel of our community.

Sincerely,

Annie and John Hendricks

*Hendricks Architecture*
*418 Pine Street*
*Sandpoint, ID  83864*

(208)265-4001 *office*
(208)265-4009 *fax*

www.hendricksarchitect.com

**From:** Sandpoint, ID <noreply@civicplus.com>
**Sent:** Monday, April 14, 2025 7:03 PM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Name: Jason Smith
Email: mtmacsmith@gmail.com

Message: To whom it may concern, I purchased and own the name Farmin Flats.com and am curious if you are interested in buying the domain name before I construct the web

page FarminFlats.com Jason Smith

**From:** karie@karieleeknoke.com
**Sent:** Monday, April 14, 2025 7:00 PM
**To:** Jason Welker; Bill Dean; Kathryn Keeney; Peter Skon; City Planning
**Subject:** "Farmin?" - Flats

Some people who received this message don't often get email from karie@karieleeknoke.com. Learn why this is important

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Greetings Jason, Bill, Katie and Peter,

I am writing in response to the application of "Farmin"-Flats apartment complex on Church Street.

As a long-time resident of this town, reaching back 3 generations, I have to say that this project and others like this, are a shame to our community.

My office is in the Selkirk building, and before that in the Hendricks Architecture building for 15 years. Our streets and alleyways are full and parking in town is already a major issue.

I think it is a shame to allow a developer to slip through the loophole by putting in 847 feet of commercial space, to alleviate his responsibility of providing ample parking for his tenants. 847' sq is just slightly bigger than my 30' foot diameter yurt the I live in, alone! This developer should be held responsible **to provide parking on his own property** and not push his problem onto the city, its residences, and business owner to pick up his slack. Parking in the alleyway will not be an option, as these spaces are on private property.

I'm assuming that these 'flats' are designed for low-income housing, and yes, we need more low-income housing in our community. However, there are many other locations in the vicinity that are more conducive for it. These are studio apartments, with no outdoor space, no patio or lawn. I question who would want to live in a space so confined like this.

Further, I think **it's disrespectful to name this building after the long-standing founding-family name of the Farmins**. Maybe someone in the Farmin family gave them permission to do so, but I know some family members are in disagreement. Have respect!

As far as aesthetics, the architecture looks like a stark building from the city, with absolutely no character. It does not reflect the character of our community, being rural, rustic, artsy, friendly and outdoorsy. It looks like an institution.

Besides the lack of parking and pushing residents to 'fend for themselves', and affecting the local residences and businesses surrounding them, I have other complaints as well.

I don't have the statistics of the building height limits but allowing the Umpqua building to be built at three stories, after they had 'accidently' exceeded building height regulations. And now we are allowing 4 story buildings?

My personal complaint is that ¾ of my view out of my office window that I look out of every day, to get a breath of fresh air and clear my mind as I look upon the mountains, will be replaced by this hideous building and the ongoings that will take place there. Sorry, I'm usually more professional than this, but my heart breaks at the thought of it.

Please disapprove this application!

With respect,
Karie Lee Knoke

**Karie Lee**
Founder @ Sacred Cedars, LLC.

**Phone**: 208-659-9000
**Email**: Karie@KarieLeeKnoke.com

231 N. Third Ave, Ste #105
Sandpoint, ID 83864

**www.KarieLeeKnoke.com**

Virus-free.www.avast.com

**From:** Jane Guidry <janevguidry@outlook.com>
**Sent:** Monday, April 14, 2025 2:47 PM
**To:** City Planning
**Subject:** Do NOT approve of City permit application PSPR25-0003
**Attachments:** notice_of_application_to_neighbors.pdf

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**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: **Jane Guidry-Benton**

Address: **42459 Hwy 200 Hope, ID 83836**

Application Number: PSPR25-0003

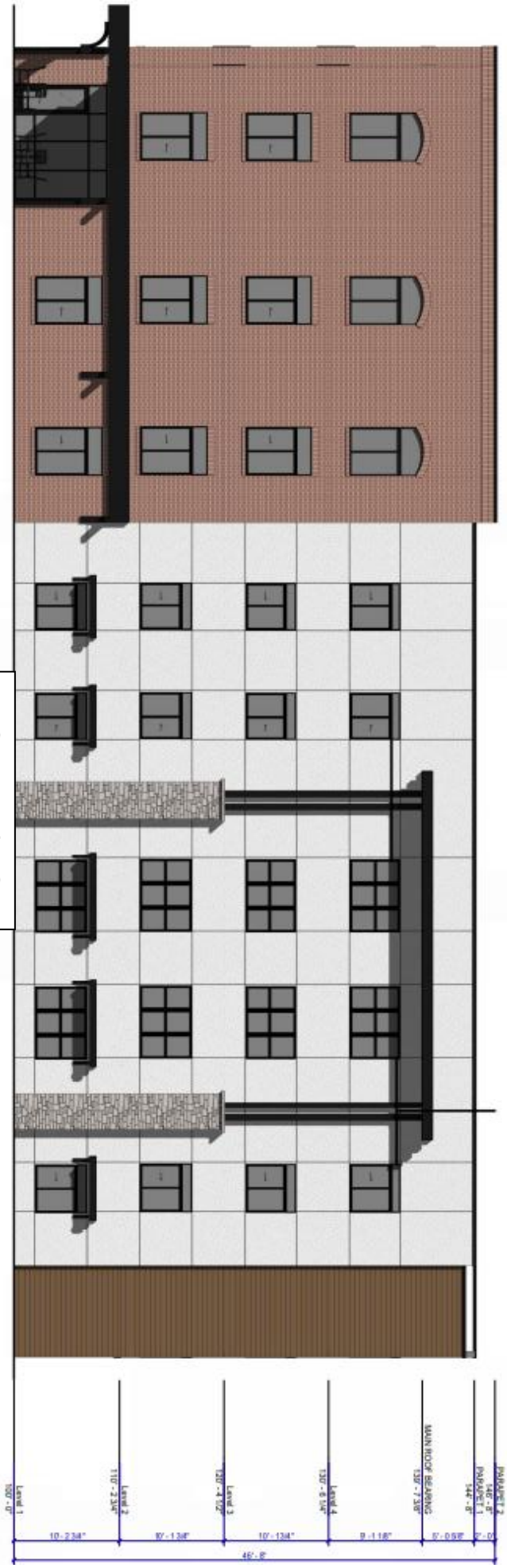
PLEASE RESPOND: (✓) ❑ **SUPPORT** ☒ **DO NOT SUPPORT** ❑ **NEUTRAL**

COMMENTS: **Sandpoint is a wonderful community full of quaint, wonderful businesses and lovely people. This is what makes Sandpoint such a draw for many people. Unfortunately, this attracts big business and developers, which is the opposite of what makes Sandpoint so special. Opportunity and growth has to happen, yes, but**

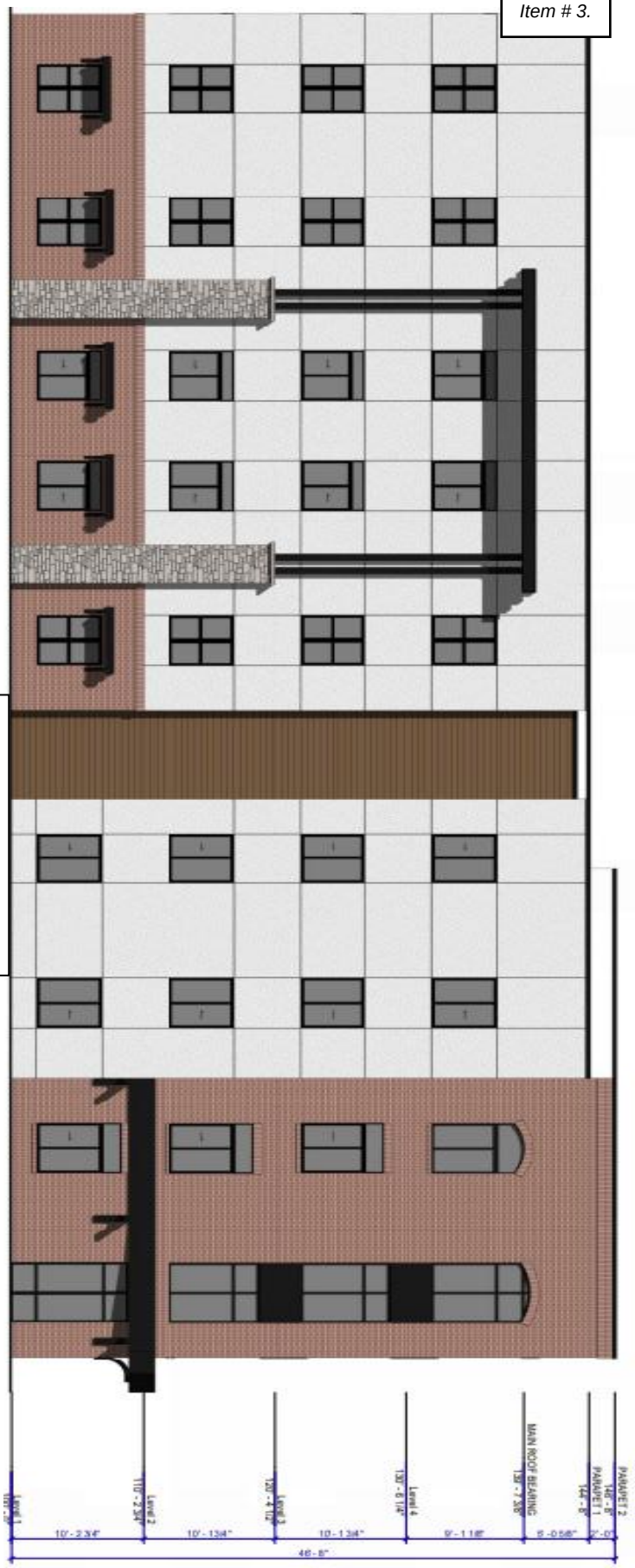

FIFTH AVENUE
CHURCH STREET
Church St
N Fourth Ave
NORTH


CHURCH STREET

WEST ELEVATION



EAST ELEVATION






NORTH ELEVATION




SOUTH ELEVATION

**From:** Meg Skibitsky <megan.skibitsky@gmail.com>
**Sent:** Sunday, April 13, 2025 9:57 AM
**To:** City Planning
**Subject:** Concerns Regarding Farmin Flats PSPR25-0003 Application

Some people who received this message don't often get email from megan.skibitsky@gmail.com. Learn why this is important

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Dear Sandpoint City Planners,

I am writing to express my concern about the proposed 48-unit apartment complex at 413 Church Street, which will be located directly adjacent to my medical clinic in downtown Sandpoint.

While my practice has dedicated off-street parking, I am very concerned about the broader impact on the surrounding business community. Parking in this part of town is already difficult, and adding 48 residential units without any onsite parking will further strain an already overburdened area. This will directly affect neighboring businesses whose clients and employees rely on public parking to access services.

When I established my medical practice, I was required to provide dedicated parking. I don't understand why that same standard is not being applied to a residential development of this size. If a small business is expected to secure adequate parking, it seems only reasonable that a large apartment complex—potentially bringing 50 or more vehicles—should be held to the same expectation.

The assumption that downtown residents will not own vehicles is simply not realistic in a rural community like Sandpoint, where public transportation is limited and most people rely on personal vehicles to get to work, school, and essential services. A zero-parking plan doesn't reflect how people actually live here and will create long-term infrastructure challenges for our downtown core.

Downtown Sandpoint deserves thoughtful development that supports both residential and commercial vitality. I respectfully urge the city to reconsider this proposal in its current form or to require the developer to provide meaningful parking solutions before moving forward.

I look forward to your response.

Kind regards,

Meg Skibitsky, MD

Owner, Lakeshore Health PLLC

**From:** Theresa Stevens <bdride@hotmail.com>
**Sent:** Tuesday, April 15, 2025 1:48 PM
**To:** City Planning
**Subject:** Farmin flats

[Some people who received this message don't often get email from bdride@hotmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Sent from my iPhone
Please do not build this plain, boring building at 4:17 Church in Sandpoint Idaho. This is a classy cozy epic place to live and for you to add 48 tiny Apts to Church Street in the place of one house is completely unacceptable in the minds of the people who live here. We have seen what is happening to Utah and it is horrendous. Please make it for four Apts at the most with parking. Don’t do this to our community. And keep your money in Utah.

**From:** dlmyzf400 <dlmyzf400@aol.com>
**Sent:** Tuesday, April 15, 2025 4:00 PM
**To:** City Planning
**Subject:** Farming flats 48 units

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This is the beginning of a little los angeles and no parking to boot. There is no reason to start cramming multi unit housing into this single family housing area. You have already allowed multiple apartments units to be built and most I've seen have one way in one way out! It's called planning for a reason. Does it matter how it impacts the community or is it all about getting payed?

Sent from my Verizon, Samsung Galaxy smartphone

**From:** cityclerk@sandpointidaho.gov <noreply@civicplus.com>
**Sent:** Tuesday, April 15, 2025 2:58 PM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Name: Tammy Farmin
Email: inbend@gmail.com

Message: To whom it may concern, This development was brought to my attention yesterday. I am very concerned as is other Farmin family members. Their are some of us who have no interest in having our name used to market, advertise or promote this development. Our Family can hang our hat on a lot of great things we've done for the community of Sandpoint. That being said, some of us aren't feeling this is such a great thing. Please reach out at your earliest convenience. Thank you. Tammy Farmin 208 304-

3641

**From:** Christine Moon <lunchpeach@gmail.com>
**Sent:** Tuesday, April 15, 2025 11:57 AM
**To:** City Planning
**Subject:** Farmin Flats Parking

[Some people who received this message don't often get email from lunchpeach@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Greetings:
This is a message asking for a re-consideration of the plan to offer 48 new residences downtown with no requirement for new off-street parking for the vehicles that will come with the new downtown residents.

This plan seems absurd. Please reconsider.

Sincerely,
Christine Moon
715 W Superior St
Sandpoint

**From:** Maranda Clerique <mclerique@gmail.com>
**Sent:** Tuesday, April 15, 2025 12:51 PM
**To:** City Planning
**Subject:** Church street apartment

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Good morning,

As a concerned citizen I must say that this seems like poor planning. The lack of parking plans means a minimum of 50 cars on the street. More likely 100 cars as most homes have 2 cars.

Can you imagine plowing, sweeping or public safety through there?

The study being quoted was talking about downtown parking spaces which we know are already slammed during summer hours.

We should not be building giant complexes using Public spaces for parking.

Best,
Sandpoint citizen
Sent from my iPhone

**From:** Jeff Armstrong <jarmstrong@selkirkfire.us>
**Sent:** Tuesday, April 15, 2025 12:17 PM
**To:** City Planning
**Cc:** Tammy Miller; Gavin Gilcrease; Jeremy Grimm
**Subject:** PSPR25-0003 - Farmin Flats, public comment

**[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

Dear City of Sandpoint,

I am writing you regarding the proposed development on 413 Church St. With regard to the project as proposed, I am adamantly **opposed**.

While I am neither a resident of your City, nor your Fire Chief, I reside in a neighboring community and serve as the Fire Chief for the surrounding Fire Districts. These Fire Districts will be tasked with providing your City, mutual aid response in the event of an incident at this apartment complex (hotel). With the conditions that (may) exist, my staff is will be placed at unnecessary risk.

The design of the project will produce residents of the transient nature, and while I am sympathetic to the need for "affordable" housing in Bonner County, at what cost are we providing it? Let's be honest, these aren't really traditional apartments. If they are, where is the parking? This either looks like transitional housing, or resort employee housing. But I digress…

My concerns focus on public safety, and specifically fire department operations:

- Lack of parking – creating conditions for illegal parking in the alley and fire access concerns.
- Fire access around the project (built on two small residential lots)
- Accessibility / egress
- Fire flow (we saw those issues with the Army Surplus fire)
- I am sure the building will have fire sprinklers, so you may dismiss the above bullet point; but it is important to remember those are designed to allow for occupant egress, and do not (always) extinguish fires.
- Another 4-story residential building without a reliable and/or reserve ladder truck for rescue or fire suppression/operations
- Lack of adequate daily staffing in the Sandpoint FD to manage an incident in an occupancy of this type

- Transient residents, bringing a plethora of issues including a lack of accountability and lack of knowledge of the building (for evacuation)

It is no secret that I am opposed to the current rate of growth in Bonner County; however, I am looking at this differently and objectively. While the City of Sandpoint is better positioned to handle some of this growth, this is not the right project for this location currently.

Thank you for your time.

***Jeff Armstrong, Fire Chief***

Selkirk Fire, Rescue & EMS
*PO Box 760*
*2689 Gun Club Rd.*
*Sagle, ID. 83860*
*O: 208-263-7929*
*jarmstrong@selkirkfire.us*

**From:** Ethan Davis <ethan@aoed.us>
**Sent:** Tuesday, April 15, 2025 11:06 AM
**To:** City Planning
**Subject:** Farmin Flats Public Comment
**Attachments:** notice_of_application_to_neighbors_ and Public Comment_ Ethan Davis.pdf

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Please find my comments about the Farmin Flats Development.

Best,

Ethan Davis, AIA
**AOED**
+1 986 946 0296
www.AOED.us

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: ETHAN DAVIS

Address: 307 CHURCH ST. SANDPOINT

Application Number: PSPR25-0003

PLEASE RESPOND: (✓) ❑ **SUPPORT** ❑ **DO NOT SUPPORT** ❑ **NEUTRAL**

COMMENTS:

PLEASE SEE ATTACHED MEMO BELOW

# Public Comment on Farmin Flats Development

As both a licensed architect and a resident of Sandpoint's commercial core area, I want to express my general support for the Farmin Flats development and appreciation for its goals. Increasing housing density within the city center is a needed and positive step toward a more vibrant and sustainable downtown. Additionally, the use of brick on the building's exterior is a thoughtful attempt to respond to the historical context of downtown Sandpoint, and I commend that effort.

However, I have several major concerns with the current proposal that I believe must be addressed for this project to truly succeed and contribute positively to our community.

**1. Lack of Parking and Service Access:**
The decision to provide no parking significantly misrepresents the current realities of living in Sandpoint. Our city lacks a robust public transit system, and most services are not easily walkable—even from the downtown core. Expecting residents of this development to function without access to dedicated parking is unrealistic and risks severely burdening the surrounding residential and commercial blocks, especially during the busy summer months. At a minimum, I urge the City to require parking for each unit—or at least for 80% of the units—to prevent serious logistical and quality-of-life issues in the area.

**2. Ground Floor Design and Historic Character:**
While the use of brick is a positive step, it is not sufficient on its own to harmonize with the architectural heritage of Sandpoint. The current modern design does not fully reflect the scale, rhythm, or richness of nearby historic structures. The ground floor retail space in particular appears underdeveloped and feels like an afterthought. I strongly recommend increasing the ground floor ceiling height to 12–14 feet to mirror surrounding buildings and allow natural light to penetrate deeper into the space. This adjustment would not only improve the pedestrian experience but also enhance the viability and quality of future commercial tenants.

**3. Facade and Window Proportions:**
The current facade features windows of uniform size across all floors. To better align with the historical architectural vocabulary of Sandpoint, I recommend scaling window sizes so they become gradually smaller as the building rises. This subtle design shift would bring greater visual harmony and reduce the perceived mass of the building. In addition, incorporating traditional brick detailing such as a base water table, string courses, cornices, dentils, and architraves would greatly enhance the proportions and historic character of the facade. These details would help ground the building visually, add texture and depth, and better align the development with the architectural language of downtown Sandpoint.

**4. Floor Plan Functionality:**
The layout of the ground floor presents several concerns regarding its long-term functionality. Most notably, having the primary residential entrance pass directly through the retail space is very problematic. From a security standpoint, this raises concerns—especially after business hours when the retail space is closed. Functionally, it also bifurcates the retail floor area, reducing its usable square footage and limiting flexibility for future tenants. Residents should be able to access the building independently of the retail space to ensure privacy, safety, and better day-to-day operation.

In addition, the retail space at the front of the building appears quite small, which may significantly restrict the types of businesses that can occupy it. Flexibility is key to retail success downtown, and this space should be designed to accommodate a range of uses. If the retail unit does not have its own dedicated trash and back-of-house areas, there must be a clear and secure connection—potentially an external pathway—between the retail space and the proposed trash room to support functional day-to-day operations.

In conclusion, Farmin Flats has the potential to be a successful and precedent-setting development for Sandpoint's downtown. But its success will depend on a more thoughtful integration of function, context, and architectural detail. I urge the City and the development team to consider these revisions seriously—not just to improve this project, but to set a high standard for future developments in our historic core.

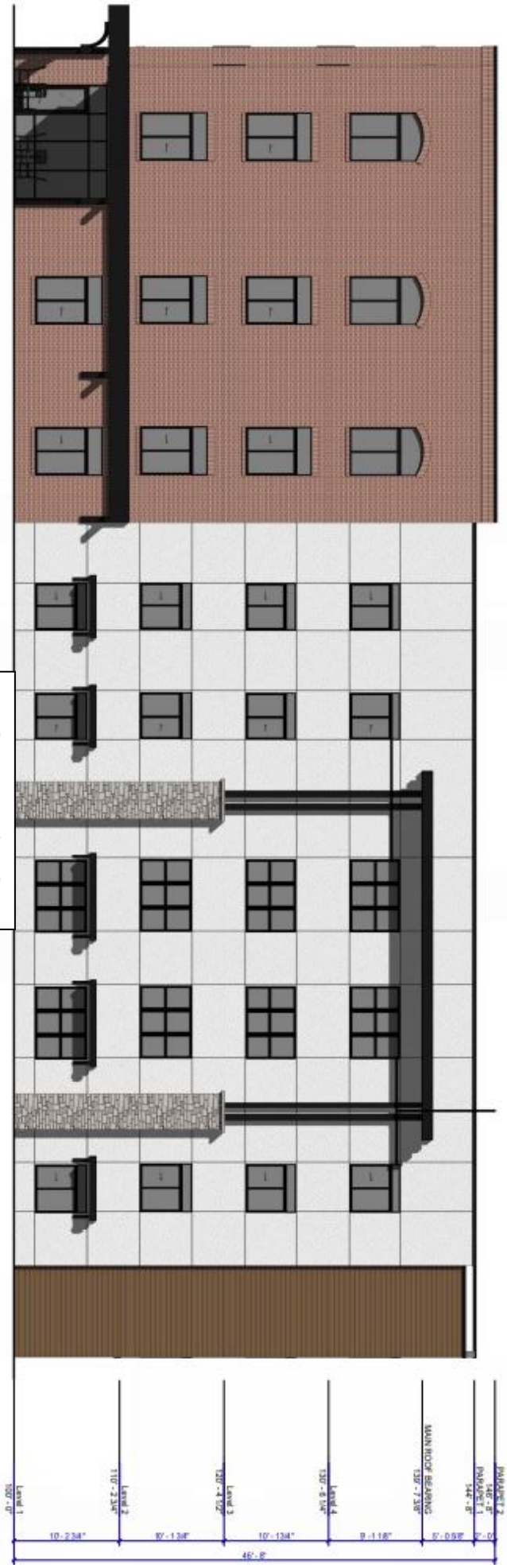
Thank you for the opportunity to provide feedback.

Sincerely,
Ethan Davis,
Registered Architect and Downtown Resident

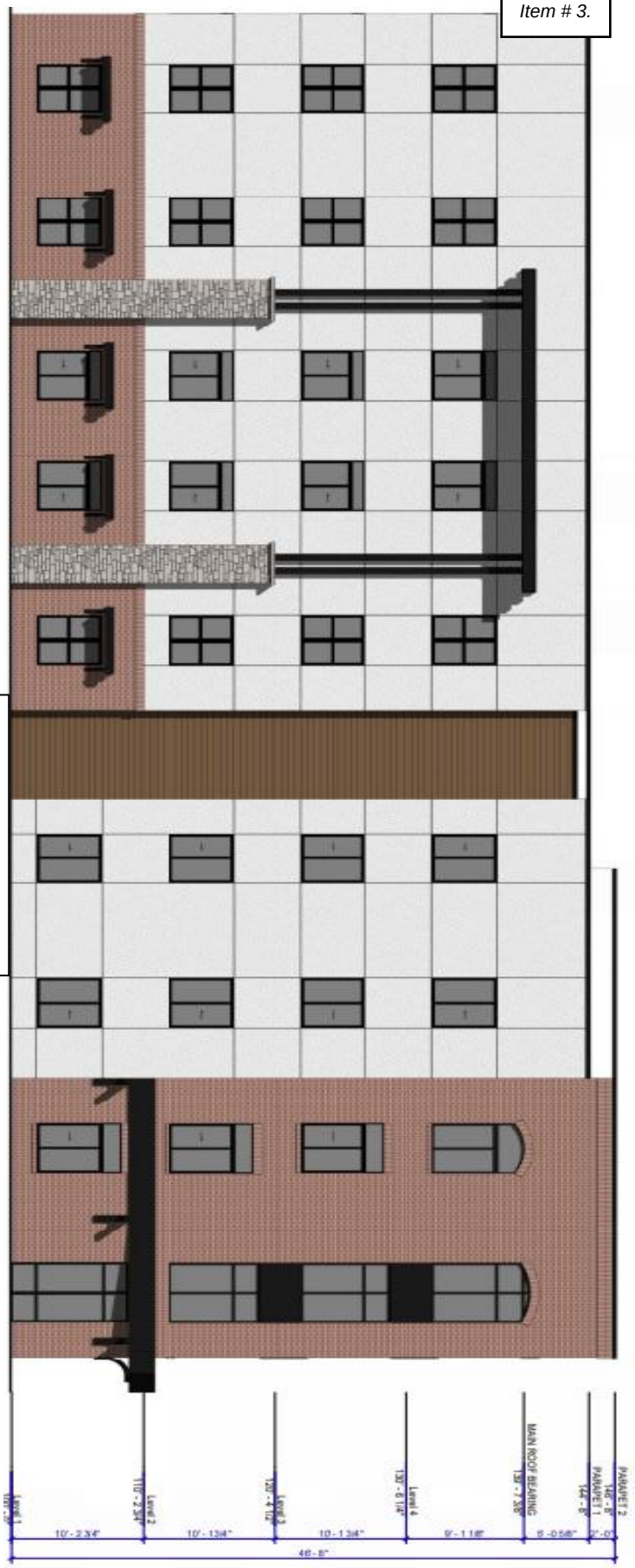

FIFTH AVENUE
CHURCH STREET
Church St
N Fourth Ave
NORTH


CHURCH STREET

WEST ELEVATION



EAST ELEVATION






NORTH ELEVATION




SOUTH ELEVATION

**From:** Stephanie Hoverson <stephanie.hoverson@gmail.com>
**Sent:** Tuesday, April 15, 2025 4:27 PM
**To:** City Planning
**Subject:** NO, DO NOT SUPPORT - Application Number: PSPR25-0003

Some people who received this message don't often get email from stephanie.hoverson@gmail.com. Learn why this is important

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Name:
Stephanie Hoverson

Address:
3400 Cocolalla Loop Rd
Cocolalla ID 83813

Application Number: PSPR25-0003
**NO! I Do Not Support** the city's proposal for my tax dollars pay for condo owners parking in public parking lots. I pay my local city/state taxes to support locals (such as myself) to come to Sandpoint and support local business and enjoy the community with my family and have a safe and available space to park. The condo builders need to provide parking not local tax payers.

**From:** Jennifer Cox Cox <jcox5643@yahoo.com>
**Sent:** Tuesday, April 15, 2025 4:18 PM
**To:** City Planning
**Subject:** Farmin Flats, PSPR25-0003, Do Not Support

Some people who received this message don't often get email from jcox5643@yahoo.com. Learn why this is important

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RE: PSPR25-0003

To Whom It May Concern:

**I do not support** the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Best regards,

Jennifer Cox
Clark Fork, ID, 83811

**From:** mcarash@gmail.com
**Sent:** Tuesday, April 15, 2025 4:21 PM
**To:** City Planning
**Subject:** Regarding Farmin Flats

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Sent from my iPhone
Hello, while I am in general support of the idea of having units such as these downtown, I am not In favor of allowance without designated and supplied parking.
I could see myself living in a development such as this. I generally walk and ride a bike around town, and when convenient. I do however have a car and use it daily for work. I would not live where parking is not provided.
I frequent downtown shops, restaurants and already experience difficulties finding parking.
I am a lifelong resident, know many people and am a business professional.
I do not know many people who do not own a car or would like to live where they cannot keep included with their housing space.
Thank you for you.

**From:** Ian Burge <ian.burge@me.com>
**Sent:** Tuesday, April 15, 2025 5:45 PM
**To:** City Planning
**Subject:** Development- RE: PSPR25-0003

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RE: PSPR25-0003

City planning department.

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking. With all the current issues with parking and the development of the new hotel at the city beach, Sandpoint desperately needs to consider parking as more development happens.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Ian Burge, city resident

**From:** Gabriella Banegas <gabriellabanegas@gmail.com>
**Sent:** Tuesday, April 15, 2025 4:31 PM
**To:** City Planning
**Subject:** City Application No. PSPR25-0003
**Attachments:** notice_of_application_to_neighbors.pdf; Dillonnotice_of_application_to_neighbors.pdf

Some people who received this message don't often get email from gabriellabanegas@gmail.com. Learn why this is important

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Dear City Planning Team,

My name is Gabriella Banegas, and I live at 490186 Highway 95, Sandpoint, ID.

I am writing to express that I **do not support** the proposed condo development at Church Street (Application PSPR25-0003).

While I understand the need for housing, I'm concerned that approving 44 condos with no onsite parking places an unfair burden on existing residents. Using public city parking lots—funded by local taxpayers—to compensate for private development shortcomings feels like a misuse of shared resources. This approach could create long-term congestion, reduce parking availability for downtown visitors and businesses, and set a precedent that doesn't encourage responsible planning.

I urge the city to reconsider this plan or require that the developer include adequate parking solutions within the project itself.

Thank you for your time and consideration.

Sincerely,

Gabriella Banegas and Dillon Tuttle

Attached to this e-mail both an application from myself as well as my fiancé Dillon Tuttle.

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: Gabriella Banegas

Address: 490186 Highway 95, Sandpoint, ID 83864

Application Number: PSPR25-0003

PLEASE RESPOND: (✓) ❑ **SUPPORT** ☒ **DO NOT SUPPORT** ❑ **NEUTRAL**

COMMENTS:

My name is Gabriella Banegas, and I live at 490186 Highway 95, Sandpoint, ID.

I am writing to express that I do not support the proposed condo development at Church Street (Application PSPR25-0003).

While I understand the need for housing, I'm concerned that approving 44 condos with no onsite parking places an unfair burden on existing residents. Using public city parking lots—funded by local taxpayers—to compensate for private development shortcomings feels like a misuse of shared resources. This approach could create long-term congestion, reduce parking availability for downtown visitors and businesses, and set a precedent that doesn't encourage responsible planning.

I urge the city to reconsider this plan or require that the developer include adequate parking solutions within the project itself.

Thank you for your time and consideration.

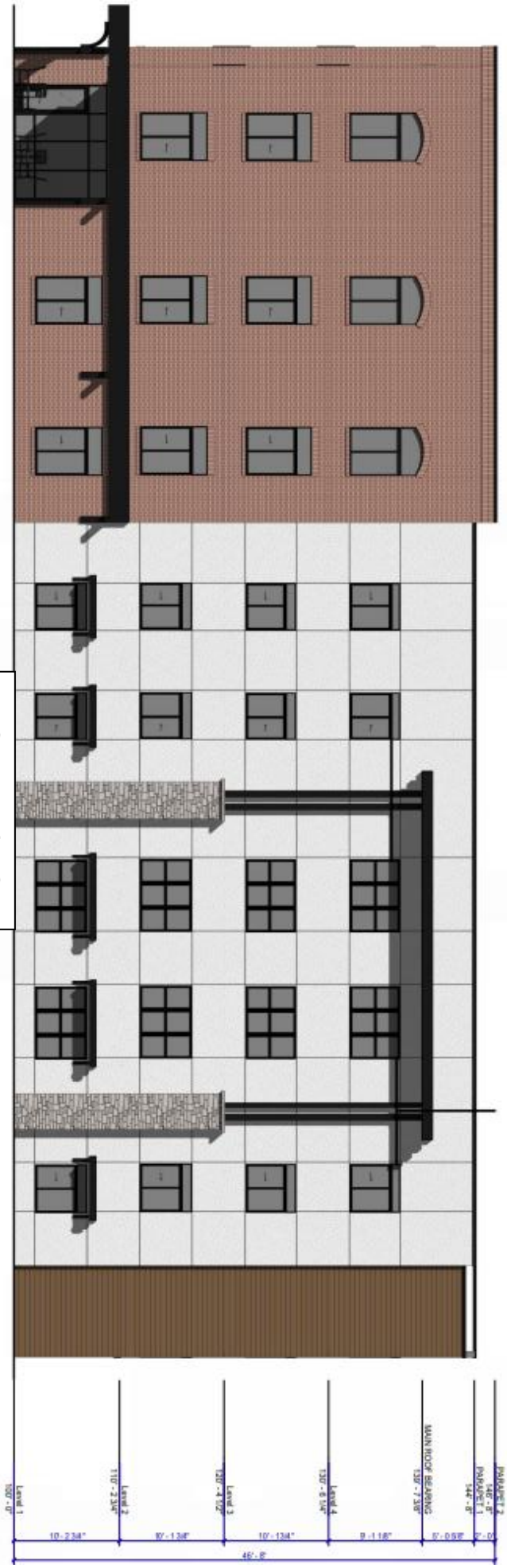
Sincerely,

Gabriella Banegas


FIFTH AVENUE
CHURCH STREET
Church St
N Fourth Ave
NORTH


CHURCH STREET

WEST ELEVATION




EAST ELEVATION






NORTH ELEVATION




SOUTH ELEVATION

**From:** Live Sandpoint <info@arnoldconsultinginc.com>
**Sent:** Tuesday, April 15, 2025 4:43 PM
**To:** City Planning
**Subject:** PSPR25-0003- Church St. Condos

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Name: Yvonne Arnold
Address: 518 N. 4th Ave Sandpoint, Id. 83864

OPPOSE

Comment: NO development should be allowed in the city limits if the developer cannot provide adequate parking to service the impact of vehicles it will cause.
City parking lots should be used for businesses and to encourage visitors from outside the city (people who live in the county) to shop and dine at the those businesses. City parking should never be factored in as part of a private development.
In a side note the building is ugly and looks like a prison. It will be squeezed into this small lot.
Do we really want this quaint city to start looking like Portland? I don't believe so.

Thank You

Yvonne Arnold
Arnold Consulting Inc.
518 N. 4 th Ave.
Sandpoint, Idaho 83864
(208)918-8955
Info@arnoldconsultinginc.com
www.LiveSandpoint.com

**From:** A. Aurit <anitaaurit@gmail.com>
**Sent:** Tuesday, April 15, 2025 5:02 PM
**To:** City Planning
**Subject:** Farmin Flatts

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Application# PSPR25-0003
From:
Anita Aurit
403 Louis Lane
Sandpoint, ID 83864
I do NOT support these plans.

I am have been a homeowner in the city of Sandpoint for 20 years and am durious that the city has unilaterally decided to allow building of Farmi Flatts and require no parking accommodations from the developer. Instead the city is proposing that the people from the condos park in publically funded spaces and make it more difficult for the people of Sandpoint and the county to use the businesses in town.

This is yet another example of the cities lack of interest in the quality of life of its tax paying citizens.

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: Dillon Tuttle

Address: 490186 Highway 95, Sandpoint, ID 83864

Application Number: PSPR25-0003

PLEASE RESPOND: (✓) ❑ **SUPPORT** ☒ **DO NOT SUPPORT** ❑ **NEUTRAL**

COMMENTS:

My name is Dillon Tuttle, and I live at 490186 Highway 95, Sandpoint, ID.

I am writing to express that I do not support the proposed condo development at Church Street (Application PSPR25-0003).

While I understand the need for housing, I'm concerned that approving 44 condos with no onsite parking places an unfair burden on existing residents. Using public city parking lots—funded by local taxpayers—to compensate for private development shortcomings feels like a misuse of shared resources. This approach could create long-term congestion, reduce parking availability for downtown visitors and businesses, and set a precedent that doesn't encourage responsible planning.

I urge the city to reconsider this plan or require that the developer include adequate parking solutions within the project itself.

Thank you for your time and consideration.

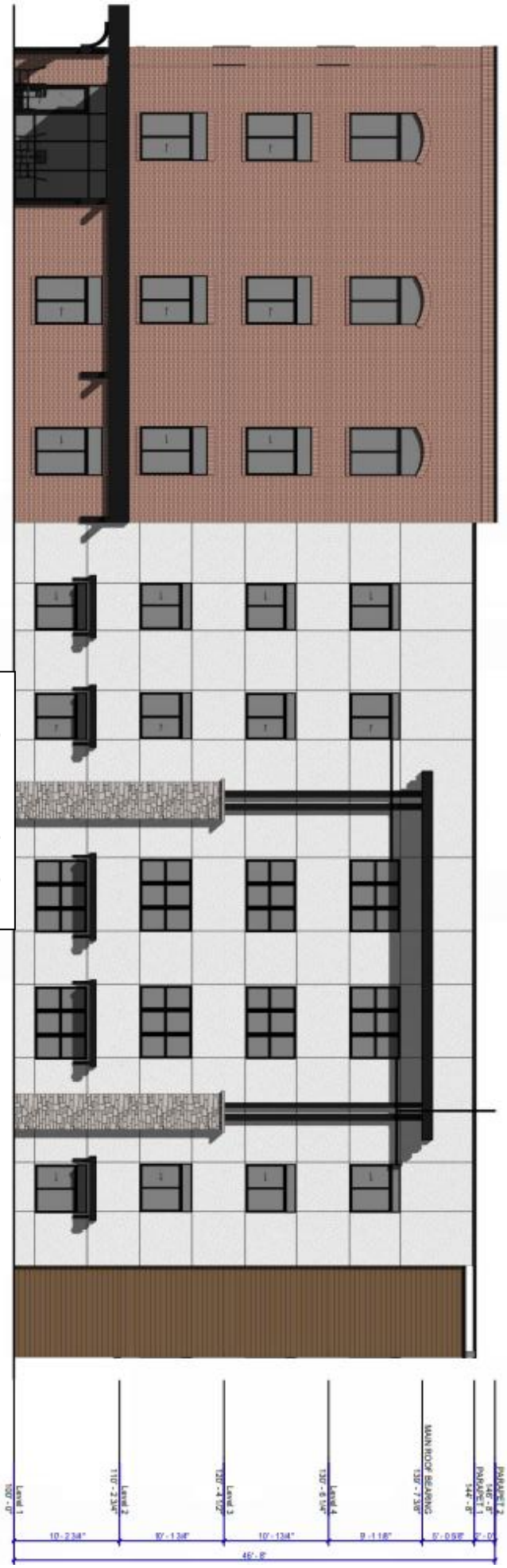
Sincerely,

Dillon Tuttle


FIFTH AVENUE
CHURCH STREET
Church St
N Fourth Ave
NORTH


CHURCH STREET

WEST ELEVATION




EAST ELEVATION






NORTH ELEVATION




SOUTH ELEVATION

**From:** donna johnson <donnalj4545@gmail.com>
**Sent:** Tuesday, April 15, 2025 5:11 PM
**To:** City Planning
**Subject:** Condos on Church St.

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RE: PSPR25-0003

To Whom It May Concern:

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Sincerely,
Donna Johnson
Sandpoint, ID 83864

**From:** sue <sue@suevican.com>
**Sent:** Tuesday, April 15, 2025 5:34 PM
**To:** City Planning
**Subject:** RE: PSPR25-0003

[Some people who received this message don't often get email from sue@suevican.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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To Whom It May Concern:

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Thank you for your time and consideration.

Sue Vican
Sagle, ID 83860

**From:** George Cifu <gkcrivers@gmail.com>
**Sent:** Tuesday, April 15, 2025 5:37 PM
**To:** City Planning
**Subject:** Church Street

Some people who received this message don't often get email from gkcrivers@gmail.com. Learn why this is important

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RE: PSPR25-0003

To Whom It May Concern:

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

My other comment is, are there no protections for this historic neighborhood? This home is quite old and adds to the fabric of this neighborhood. This will start a downfall of this neighborhood for quick hit and run, overly modern buildings that do not match the charm and will degrade this area and start to crowd it even more. I don't live here, but live in the county and consider Sandpoint our real downtown. Build these high density compact structures elsewhere.
Best regards,

George K. Cifu
Clark Fork, ID, 83811

**From:** Selia Medeiros <sealrock86@gmail.com>
**Sent:** Tuesday, April 15, 2025 5:18 PM
**To:** City Planning
**Subject:** Proposed Farmin Flats

Some people who received this message don't often get email from sealrock86@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

To whom it may concern
I reach out to you as a long time citizen our our beloved little city. I know that many in the community are concerned about this proposal for many reasons, a strain on our already limited parking, increased congestion on our infrastructure, and lack of representation about decision making to name a few.
I know that change is often beneficial, and growth in our area is inevitable. I believe we can welcome new comers and continue to honor the character and charm of our community. Our beautiful home on the shores of lake Pend Oreille is welcoming and enticing. We must be carful stewards of our land and resources, not so quick to sell off what once brought people to our quite little slice of heaven.
Sandpoint should not be marketed towards the exclusive, and wealthy. It is home to families for generations, and a place that speaks to quality of life over quantity. It is a place that is safe to walk and bike at all hours of the day. Increasing our city population so rapidly has already taken a toll on our outdated infrastructure, roads, schools, hospital and shaded side streets.
The long lines at stop lights, the aggressive driving, the inability to find a parking spot, the concern for my child's safety as they walk or bike to school has become ever present. Developers are not concerned about preserving our community, they are concerned about making money in a hot market or desirable area. If we continue to give pieces of our community away to those who are not truly invested Sandpoint, I fear that in several short years many of us will no longer be able to recognize our home.
We must grow with grace and preserve the natural beauty Sanpoint posses, in its tree lined streets and alley ways, old beautiful architecture, and the unassuming charm of downtown.
Please consider this decision carefully, once it is gone it won't ever return. What begins as a single city block had the ability to continue to spread and local businesses to be pushed out so that more unaffordable housing shelters the rich for a ski vacation.
Our locals are at a cross roads. We do not want to give up on our city, we have roots here, memories and a future. Please let us grow with grace and serve all those effected. Provide more jobs so that locals can stay local, invest in a future where Idahoans are able to afford to stay in the communities we call home and it starts here.
I myself as a nurse in the community have difficulty affording to stay and provide care to a community I cherish.

I fear that this proposal will inevitably widen the wage gap. It is the beginning of a turning point for our town.
We don't have room to house more people without parking. The congestion in our city only seems to get worse.
So again I ask you please consider not just the developer and money to be made, but each community member, and what this change means to them.
Thank you
Sincerely
Selia Medeiros

**From:** Brook Petterson <brook_petterson@hotmail.com>
**Sent:** Tuesday, April 15, 2025 5:27 PM
**To:** City Planning
**Subject:** Do NOT ALLOW the Farmin Flats project

[Some people who received this message don't often get email from brook_petterson@hotmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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My name is Brook Petterson

My address is 506 N Forest Ave

Application Number: PSPR25-0003

I Do Not Support the plans for Farmin Flats project! Please do not allow any building of housing that does not include parking on the property of purposed project. There is no extra parking available anywhere down town especially in the building complex across the street and down on the city lots. It is not ok to set the standard of new apartments or condos using city or street parking for their personal use 24/7. Please do not allow this to go through because we do not have room for potential 96 cars (2 adults and cars per apartment) to be using our city park daily.
It is very important for us to who live in Sandpoint already, be able to access the business and use the already sparse city parking without new housing developments making it much more difficult. Thank you for considering our concerns!
Kind regards,
Brook Petterson

Sent from my iPhone

**From:** Jayce Bordenave <jaycebordenave@hotmail.com>
**Sent:** Tuesday, April 15, 2025 7:47 PM
**To:** City Planning
**Subject:** PSPR25-0003 comments

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Hi, my name is Jayce Bordenave, and I live a 109 s 4th ave, Sandpoint 83864. I do not support the plans to build this condo development with no off street parking. As a direct neighbor to the project I am appalled that it is even considered to put the burden of parking on our neighborhood and the tax payers. Sandpoint city should not consider this to be an option for housing.

**From:** Jayce Bordenave <jaycebordenave@hotmail.com>
**Sent:** Tuesday, April 15, 2025 7:54 PM
**To:** City Planning
**Subject:** PSPR25-0003 comments

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Hi, my name is Jayce Bordenave, and I live a 109 s 4th ave, Sandpoint 83864. I am commenting on PSPR25-0003. I do not support the plans to build this condo development with no off street parking. As a direct neighbor to the project I am appalled that it is even considered to put the burden of parking on our neighborhood and the tax payers. Sandpoint city should not consider this to be an option for housing.

**From:** Doris Walker <doris@compgraphic.com>
**Sent:** Tuesday, April 15, 2025 9:41 PM
**To:** City Planning
**Subject:** Planning Dept

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If it helps you all to have a template:

RE: PSPR25-0003

To Whom It May Concern:

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of all onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Best regards,
Doris Walker
Sandpoint, ID 83864
Sent from my iPhone

**From:** Thea Few <theabfew@gmail.com>
**Sent:** Tuesday, April 15, 2025 8:03 PM
**To:** City Planning
**Subject:** TheFarmin Flats Project - Do Not Support

Some people who received this message don't often get email from theabfew@gmail.com. Learn why this is important

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Reference: The Farmin Flats Project
Application Number: PSPR25-0003
Do NOT Support

Hello Sandpoint City Planners,

While I support improving the City of Sandpoint by offering additional housing, it does not make sense to add an apartment building of this size without insisting that it provide parking. They should add 1.8 parking spots for each of the 48 units and additional commercial and visitors' spaces. This proposal should be rejected until the development is revised to include adequate parking.

Kind regards,
Thea Few
1004 Main Street
Sandpoint, ID 83864
theabfew@gmail.com

**From:** katie thehoopesfamily.net <katie@thehoopesfamily.net>
**Sent:** Tuesday, April 15, 2025 6:03 PM
**To:** City Planning
**Subject:** Farmin Flats

[Some people who received this message don't often get email from katie@thehoopesfamily.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Dear City Planning,

This is a very poor idea and not a good idea for downtown. The waste water plant can’t handle more population. That needs more repair than another apartment building that will sit unoccupied. Rents are too expensive. If the developer wants to develop the parcel then they need to provide parking for the residents. Do not take parking away from downtown business and individuals who are coming to use those businesses. This is a very bad idea and not a benefit for the city of Sandpoint and the existing businesses.

Respectfully,
Katrina Hoopes

**From:** anahe@mind.net
**Sent:** Tuesday, April 15, 2025 6:10 PM
**To:** City Planning
**Subject:** PSPR25-0003

**[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

Good afternoon,

My name is Anahe Estigarribia.

My residence is 2608 N Boyer Ave Sandpoint ID 83864.

I am responding to request for public comment of application PSPR25-0003.

I am not in favor of the proposed development as it shows no accommodation for parking for the residential units. I am aware the city has made clear we have public parking issues. This development without parking for its residents would in my opinion further the existing problem.

Thank you for your consideration,

Anahe Estigarribia

**From:** Cynthia Mellon <cynthiamellon@me.com>
**Sent:** Tuesday, April 15, 2025 7:44 PM
**To:** City Planning
**Subject:** Farmin Flats Project

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To Whom It May Concern:

My Name is Cynthia Mellon.
1111 Cedar St.
Sandpoint, ID

This is regarding case No. PSPR25-0003.

I do not support the the parking plan for this project. They must be required to provide their own parking for their development.

Cynthia Mellon
http://cynthiamellon.com/

**From:** shirley thehoopesfamily.net <shirley@thehoopesfamily.net>
**Sent:** Tuesday, April 15, 2025 6:35 PM
**To:** City Planning
**Subject:** Apartments on Church Street

[Some people who received this message don't often get email from shirley@thehoopesfamily.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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Impacted parking will not encourage tourism. Antiquated parking lots are not local or non local friendly. Street parking asinine, do the math, where are even 50% of the tenants going to park? How about “Lost in the 50’s” or the POAC art & craft show, parking? No tourism revenue is not going to pay for a parking garage. And if a road and street tax did not pass with the last election, a bond measure certainly will not. The city is not solvent enough for these grandiose plans. Infrastructure first, unload the unpopular eyesore on Pine Street and start following a sustainable budget.
Sincerely,
Shirley Hoopes

**From:** tvkeeley@proton.me
**Sent:** Tuesday, April 15, 2025 6:56 PM
**To:** City Planning
**Subject:** Application#PSPR25-0003

Some people who received this message don't often get email from tvkeeley@proton.me. Learn why this is important

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Tom Keeley
236 Lynn Dr.
Sagle, ID 83860
Application#PSPR25-0003

I do not support this project due to inadequate planning for parking and infrastructure for this neighborhood and surrounding area.

Sent from Proton Mail for iOS

**From:** Kristine Antilla <kristineantilla@gmail.com>
**Sent:** Tuesday, April 15, 2025 6:24 PM
**To:** City Planning
**Subject:** Farmin Flats

Some people who received this message don't often get email from kristineantilla@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

Dear Sandpoint City Planners,

Why would our city intentionally create congestion and frustration?

The purposed Farmin Flats is a short sighted project without adequate parking.

I am OPPOSED to the lack of parking space requirements for Farmin Flats.

Parking space requirements should be mandated for this project to continue.

Thank you for your consideration.

Kristine

**From:** Debbie Keeley <debbieholliday@icloud.com>
**Sent:** Tuesday, April 15, 2025 6:53 PM
**To:** City Planning
**Subject:** PSPR25-0003

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I do not support this application # PSPR25-0003. Due to no parking.

Debbie Keeley
236 Lynn
Sagle, ID 83860

**From:** Duane and Karin Wentz <duaneandkarin@protonmail.com>
**Sent:** Tuesday, April 15, 2025 10:22 PM
**To:** City Planning
**Subject:** PSPrp25-0003

Some people who received this message don't often get email from duaneandkarin@protonmail.com. Learn why this is important

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City planners should make it mandatory that the new condo subdivision of 44 units have their own parking spots. They should not be allowed to use our public parking for their private homes  I don't know who is making these types of decisions for our small town, but you should know better than to take away our public parking for private people
I am against your plans to have the condos park in our parking spots that we pay tax money for to have so we can keep Downtown open

Please respond
DuaNe and KARIN WENTZ
Residence in Bonner County since 30 years ago.
*Karin Wentz*

**From:** Sandpoint, ID <noreply@civicplus.com>
**Sent:** Thursday, April 24, 2025 8:08 AM
**To:** City Planning
**Subject:** Proposed Farmin Flats Development

**[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

Name: Toni Hampton
Email: thamptonfb@yahoo.com

Message: Do NOT Support - I echo all of the comments I have read thus far regarding the unfair impact this project would have on citizens of Sandpoint. But I am also concerned about the possible legal impact the lack of parking could have (forcing the Farmin Flats tenants to park a long distance from their place of residence and walk across busy streets, often in inclement weather). The traffic along Fifth and Church Street is already a mess, but in combination with people often requiring traffic on Fifth Street to stop so they can walk to Farmin Flats; it is easy to envision people - both on foot or in a vehicle - taking chances and people getting hurt. Would the City of Sandpoint be liable in this situation, since they did not require parking that prevented such a scenario? How are tenants supposed to move into the units at Farmin Flats, where can they park a moving truck? The strain on Sandpoint's already burdened streets, utilities, and schools in this area will be exacerbated by this development. Please don't sell your children's future for a "quick

financial fix" now.

RECEIVED
APR 14
BY: KKeeney

Item # 3.

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: Christian Sciena Church

Address: 422 Pine St.

Application Number: PSPR25-0003

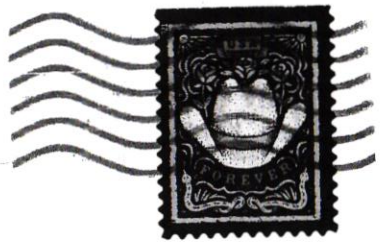
PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS:

We are concerned about Parking.

Christian Science Society
422 Pine Street
Sandpoint, ID 83864

SPOKANE WA 990
12 APR 2025 PM 1 L



Sandpoint City Hall
Attn: Planning Department
1123 Lake St.
Sandpoint ID 83864

83864-171423

RECEIVED
APR 08 2025
BY:

**CITY OF SANDPOINT**
**NOTICE OF APPLICATION – March 31, 2025**

**Notice is hereby given** that the City of Sandpoint has received an application for a Site Plan Review permit (City Application No. PSPR25-0003) adjacent and nearby to your property. The Farmin Flats project is a proposal for the development of a mixed use apartment project, with commercial space on the ground floor fronting Church Street, and 48 units of residential apartments behind the commercial space, and above on the remaining 3-floors. The project is located at 413 Church Street, just east of the Fifth and Church intersection. The subject property is further defined as being in Lot 4 of Block 9, Farmin's Addition, lying in the Northeast quarter of Section 22, Township 57 North, Range 2 West, Boise Meridian, City of Sandpoint, Bonner County, Idaho.

The proposed site plan is on the back of this notice. Additional application materials can be viewed online by visiting https://www.sandpointidaho.gov/current-projects and viewing file no. PSPR25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

**PLEASE NOTE**: This application does not require a Public Hearing. **If you wish to provide comment, please submit no later than April 15, 2025.** Responses may be mailed to City Hall, Attn Planning Department, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov . Please provide the information below for retention in the application file.

Name: Garnet Grace LLC

Address: 412 Pine Street, Sdpt

Application Number: PSPR25-0003

PLEASE RESPOND: (✓) ☐ **SUPPORT** ☒ **DO NOT SUPPORT** ☐ **NEUTRAL**

COMMENTS: This development needs to provide parking spots for its residents. The lower level needs to be a parking garage.
This project is not good for our community 24 units would be more reasonable and there needs to be onsite parking provided by the developer. Our Parking in the downtown area is already strained and this will add to the problem.
Also without parking spots for the residents they will most likely want to park ~~on~~ in the lots that ~~is~~ are adjacent to any of the private property in the alley behind this project, or across the street.
Do Not approve this project without adequate parking for its residents

Garnet Gale
412 Pine St
Sandpoint ID
83864

SPOKANE WA 990
3 APR 2025 PM 3 L




Sandpoint City Hall
Attn Planning Department
1123 Lake Street
Sandpoint ID 83864

RECEIVED
APR 08 2025
BY:

83864-171423

**From:** katie thehoopesfamily.net <katie@thehoopesfamily.net>
**Sent:** Wednesday, April 16, 2025 3:57 AM
**To:** City Planning
**Subject:** PSPR25-0003

[Some people who received this message don't often get email from katie@thehoopesfamily.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

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To Whom It May Concern:

I do not support the planned construction of 44 Condos on Church Street in Sandpoint without the construction of any onsite parking.

The proposal to have residents park in tax-payer-funded city parking lots is fundamentally unfair to the city's taxpayers, especially as you ask them to pay to park in the city moving forward.

Developers in Sandpoint must create the parking needed to support what they build or not build at all.

Also, the water treatment plant can’t sustain more residents.

Best regards,

Katrina Hoopes
1618 Mosshart St
Sandpoint , ID,
83864

**From:** shirley thehoopesfamily.net <shirley@thehoopesfamily.net>
**Sent:** Wednesday, April 16, 2025 7:06 AM
**To:** City Planning
**Subject:** 48 unit apartment complex on Church Street

[Some people who received this message don't often get email from shirley@thehoopesfamily.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

[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<mailto:%20itsupport@sandpointidaho.gov>

Unsustainable and unrealistic parking plan. Current city lot needs repairing, not a total reconstruction. City infrastructure needs updating, not new expensive projects that benefit a small portion of the city population. In this inflationary environment, we all need a budget, including the borderline solvent city of Sandpoint.

**From:** Molly O'Reilly <walkgarden@gmail.com>
**Sent:** Friday, April 18, 2025 9:40 AM
**To:** City Planning
**Subject:** Farmin Flats

Some people who received this message don't often get email from walkgarden@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

Apologies that I didn't realize public comment closed on April 15. I hope you will read and consider. Since this building relies so heavily on foot and bike traffic I think it should have facilities to maximize the ease, safety and appeal of both.

1. Front entry is through the commercial space. If I'm walking home to my apartment late at night, can I enter from the front to my apartment or do I need to come through the dark alley from 4th or 5th for building entry? If the latter, how does that encourage walking?
2. As a resident, where can I park my bike that is dry, secure and easily accessible? Under the stairway will there be fasteners for locking it? In the trash room, same question?
3. If I visit the commercial space by bike, will there be lockable bike parking that meets code and doesn't impede people on foot?

Thanks,
Molly O'Reilly
413 St Clair Ave.
Sandpoint, ID 83864

**From:** Mary Bianchetti <marybianchetti@gmail.com>
**Sent:** Wednesday, April 16, 2025 6:18 PM
**To:** City Planning
**Subject:** Farmin Flats

Some people who received this message don't often get email from marybianchetti@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

Please do NOT approve this monstrosity! It is another ugly building which trashes the charm of Sandpoint. Why doesn't the city ask that designs be fitting with a mountain town? The condos at 5th and Cedar, the City Beach hotel plans and now Farmin Flats are designs you would expect to see in a large urban (Chicago, San Francisco etc) area. There is nothing charming about these structures, they do not enhance the city at all.

Mary Bianchetti

**From:** Erik Envik <realtyplusinc@gmail.com>
**Sent:** Thursday, April 17, 2025 11:59 AM
**To:** City Planning
**Subject:** Farmin Flats

**[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

Good Afternoon,

I oppose this strictly on the parking fact. I do not see how one can develop 48 units and expect NO ONE to own an automobile, or let the developer use the City Streets / Parking lot as its parking solution.

--

Erik Envik
Realty Plus, Inc.
Office: 208-263-1979
Cell: 208-290-8791
realtyplusinc@gmail.com
www.realtyplussandpoint.com

**From:** Marilyn Hudson <hudson.marilyn@yahoo.com>
**Sent:** Friday, April 18, 2025 5:37 PM
**To:** City Planning
**Subject:** Condo permit

Some people who received this message don't often get email from hudson.marilyn@yahoo.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

Marilyn Johnson
715 E. Bottle Bay Rd
Sagle, Idaho 83860

NO NO NO Parking to be in a public parking lot for the people that live there, no way.

**From:** Kayla Wright <kaylamarie26991@gmail.com>
**Sent:** Wednesday, April 23, 2025 9:53 AM
**To:** City Planning
**Subject:** Farmin Flats

Some people who received this message don't often get email from kaylamarie26991@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

Sandpoint Native here....

STOP changing this beautiful town into the SLUMS of Sandpoint. 48 units and No Parking?? Not everyone walks or bikes here. It is NOT a need for the residents who already reside here. More like a want for the greedy representatives who want their pockets lined with money!
Enough is Enough. Tell the unwanted developers to stay in their lane...
FOR ONCE, in the last 5 years, listen to the people!!!

Absolutely ridiculous 🙄 😮‍💨

**From:** hobbitFamily <hobbitFamily@pm.me>
**Sent:** Wednesday, April 16, 2025 10:09 AM
**To:** City Planning
**Subject:** Farmin Flats Sandpoint Idaho

Some people who received this message don't often get email from hobbitfamily@pm.me. 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

Good morning,

I have no idea if I've missed the deadline, but I would like to echo what everyone else has been saying about this apartment complex - there is NO WAY that the parking on that street would accommodate 50+ cars introduced to that one city block. Parking along Church Street is already a problem for visitors to normal businesses, and there is NO support in these plans given to residents of this complex.

Having room for other businesses on the ground floor is theoretically nice, but parking on the lower levels makes FAR more sense for this project - there are already enough vacant commercial lots in downtown (due to the abysmally high vendor rents!), we certainly don't need more of them AND an absence of parking.

Thank you for your time.

Abigail Young, local resident

**From:** Abigail Stahl <abigail.stahl@bonnercountyid.gov>
**Sent:** Wednesday, April 16, 2025 10:05 AM
**To:** Kathryn Keeney; City Planning
**Subject:** Re: [EXT SENDER] PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

You don't often get email from abigail.stahl@bonnercountyid.gov. 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

RE: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

Hello,

The proposed apartment/commercial building will require unit address assignments from the Bonner County GIS Department. Please direct the applicant to apply for addresses (units) at the following link: Request for Physical Address (City of Sandpoint)

On Wed, Apr 16, 2025 at 9:12 AM Kathryn Keeney <kkeeney@sandpointidaho.gov> wrote:

> 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 Wednesday April 23, 2025. Additional details can be found in the attached documents.
>
> Thank you for your time and consideration.
>
> Best regards,
>
> **Katie Keeney**
>
> City of Sandpoint – Assistant Planner

208.946.2086

kkeeney@sandpointidaho.gov

1123 Lake St. Sandpoint, ID 83864

--

Request for Physical Address (Unincorporated Bonner County and Cities of: Clark Fork, Dover, East Hope, Hope, Kootenai, Oldtown, Priest River)
Request for Physical Address (City of Sandpoint)
Road Name Request

--

Abigail Stahl
GIS Technician II
Bonner County GIS
GIS Office: (208) 265-1469
Direct: (208) 597-1808
abigail.stahl@bonnercountyid.gov

**From:** Sherrill, Rob <Rob.Sherrill@avistacorp.com>
**Sent:** Wednesday, April 16, 2025 10:10 AM
**To:** City Planning
**Subject:** Notice of Application to Agency.pdf
**Attachments:** Notice of Application to Agency.pdf

[Caution] This email originated from outside the City of Sandpoint organization. Do not click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the IT Department<mailto:%20itsupport@sandpointidaho.gov>

Please find the PDF attached.
Download the free Adobe Acrobat Reader to view and comment on this PDF.
https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.adobe.com%2Fgo%2Freader_download&data=05%7C02%7Ckkeeney%40sandpointidaho.gov%7Cf14391a33f2f41fbef7e08dd7d097c6c%7Ca204e7a232d94bd4857aa3a91dc86458%7C0%7C0%7C638804201894345953%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=L3nsc71IksErlXAvxYwQI8lIrAkeEY4R90VRbsxlpRo%3D&reserved=0

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Sent From Adobe Acrobat Reader

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or an agent of the intended recipient, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments.

**CITY OF SANDPOINT**
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Name: Rob Sherrill - Avista Utilities

Address: 100 N Lincoln Ave  Sandpoint, ID 83864

Application Number: PSPR25-0003

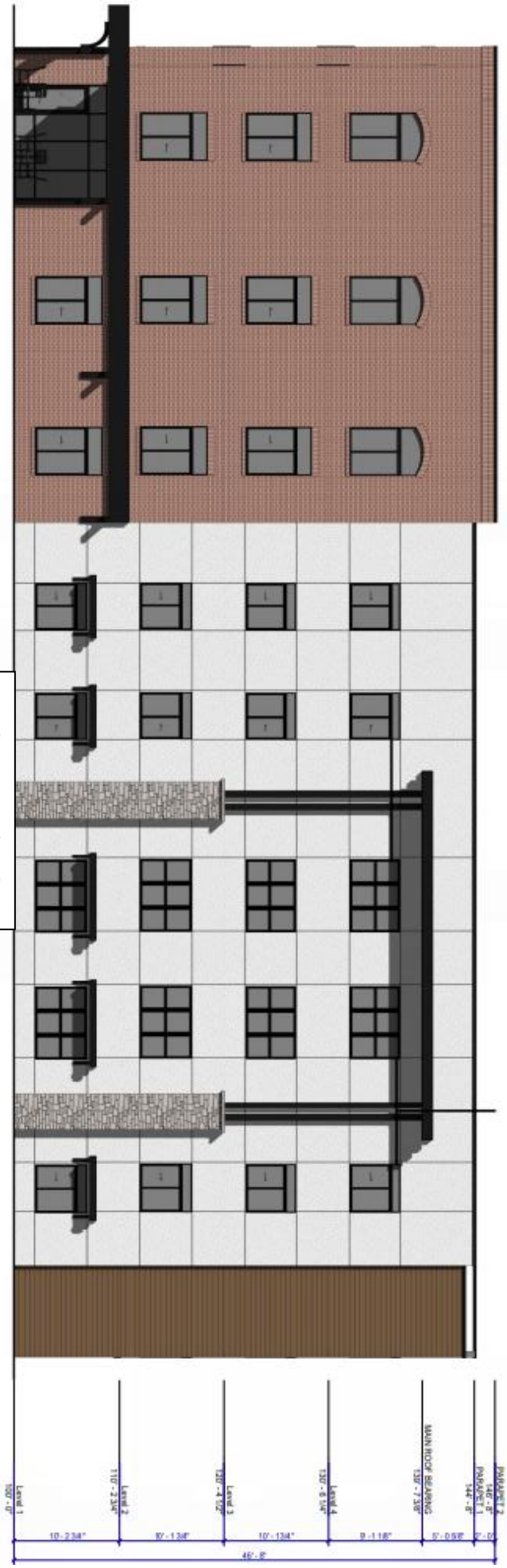
PLEASE RESPOND: (✓) ❑ **SUPPORT** ❑ **DO NOT SUPPORT** ☒ **NEUTRAL**

COMMENTS: Avista has met with designers on this and discussed requirements


FIFTH AVENUE
CHURCH STREET
Church St
N Fourth Ave
NORTH


CHURCH STREET

WEST ELEVATION




EAST ELEVATION






NORTH ELEVATION




SOUTH ELEVATION

**From:** DEQ Comments <deqcomments@deq.idaho.gov>
**Sent:** Thursday, April 24, 2025 2:21 PM
**To:** Kathryn Keeney
**Subject:** RE: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

**[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

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:** Kathryn Keeney <kkeeney@sandpointidaho.gov>
**Sent:** Wednesday, April 16, 2025 9:12 AM
**Cc:** City Planning <cityplanning@sandpointidaho.gov>
**Subject:** PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

**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 next Wednesday April 23, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,

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



**From:** Julie Bishop <ihdclerk@gmail.com>
**Sent:** Monday, April 28, 2025 2:20 PM
**To:** Kathryn Keeney
**Cc:** Brian Ivy; Marj Tilley; Brett Engel
**Subject:** Fwd: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

**[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

Good afternoon, Katie,

Please see the two sets of comments below on behalf of the District.

Julie Bishop

Clerk/Administrative Assistant
Independent Highway District
PO Box 700
Ponderay, ID 83852
208-255-8121
Fax: 208-255-7804

---------- Forwarded message ---------
From: **Mel Bailey** <ihdmbailey@gmail.com>
Date: Mon, Apr 28, 2025 at 1:59 PM
Subject: Re: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice
To: Julie Bishop <ihdclerk@gmail.com>

Julie,

Ryan's comments cover the IHD'S concerns for parking in the downtown area of Sandpoint. This area should require some off street parking.

Thank you,

Mel Bailey, IHD Chair

On Mon, Apr 28, 2025, 10:03 AM Julie Bishop <ihdclerk@gmail.com> wrote:
> Good morning, Mel,

Although we were unable to meet the comment deadline for this project due to the short notice, I would still like to submit IHD's comments to the City.

Please see Ryan's review below and let me know if you have any additional comments. Ryan's comments on PSPR25-0005, the site plan review for building two of this project, are pending.

https://www.sandpointidaho.gov/community-planning-development/page/farmin-flats-building-1

Julie Bishop

Clerk/Administrative Assistant
Independent Highway District
PO Box 700
Ponderay, ID 83852
208-255-8121
Fax: 208-255-7804

---------- Forwarded message ---------
From: **Ryan Luttmann** <RLuttmann@centurywest.com>
Date: Mon, Apr 28, 2025 at 9:18 AM
Subject: RE: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice
To: Julie Bishop <ihdclerk@gmail.com>

Hi Julie,

I'm not sure why the Notice of Application was sent to IHD after the April 15, 2025 comment period with only 7 calendar days for IHD to respond.

The project narrative statement indicates that the studies completed for this project revealed:

- Traffic is expected to be low, with our trip generation and distribution letter showing well below 50 peak hour trips.
- The study supports the existing public and on-street parking will sufficiently accommodate residents.
- No additional traffic impact study or mitigation measures are needed.

The project narrative also refers to a City of Sandpoint Parking Study that supports reduced parking.

I offer the following for consideration:

- **It appears that the applicant is proposing a project in the downtown with no proposed off-street parking in accordance with SCC 9-5-1.f, which states, "Exemptions: Buildings within the boundaries of First Avenue, Cedar Street, Fifth Avenue and Pine Street plus one-half (½) block extending outward are exempt from the parking minimum requirements of this chapter."**
- **SCC 6-1-4-1.e states, "All Night Parking: It shall be unlawful to park a vehicle between the hours of two o'clock (2:00) a.m. and six o'clock (6:00) a.m. of any day on a street or highway in areas where overnight parking is prohibited. A map of the Downtown Limited Parking Zone may be obtained from City Hall or on the city's website.**
    - **The parking signs that are posted in the downtown indicate that no parking is allowed on the downtown streets between the hours of 2am and 6am from November1 to March 1.**
- **The proposed intent of SCC9-5-1.f. and the City of Sandpoint Parking Study do not appear to consider the impacts of the amount of overnight parking needs associated with residential versus commercial uses. The City should consider the location of the property, the 4 months of the year where overnight parking is prohibited on the downtown streets, and if this meets the intent of the off-street parking exemptions.**
- **Since the structure is comprised of more that 4 living units, the city should review the need for adaptable or accessible units. If accessible parking spaces will be needed, it is not clear where the ADA parking spaces are proposed and how far the accessible route will be from the proposed use.**

Let me know if you have any questions.

Thank you,

Ryan

CENTURY WEST
ENGINEERING

**Ryan Luttmann, P.E.** | Senior Project Manager

102 S Euclid Ave, Ste 107 | Sandpoint, ID 83864

208.946.4380 (direct) | 208.627.7775 (cell) | rluttmann@centurywest.com

www.centurywest.com

---

**From:** Julie Bishop <ihdclerk@gmail.com>
**Sent:** Wednesday, April 16, 2025 10:34 AM
**To:** Ryan Luttmann <RLuttmann@CenturyWest.com>
**Subject:** Fwd: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice

**ALERT** Our analysis shows that phishing attacks frequently exploit this domain. Be careful with this email. Powered by TitanHQ™.

Good morning, Ryan,

Forwarded for your review and comment. The comment deadline has been extended to April 23rd per Katie's email.

Julie Bishop

Clerk/Administrative Assistant

Independent Highway District

PO Box 700

Ponderay, ID 83852

208-255-8121

Fax: 208-255-7804

---------- Forwarded message ---------
From: **Kathryn Keeney** <kkeeney@sandpointidaho.gov>
Date: Wed, Apr 16, 2025 at 9:12 AM
Subject: PSPR25-0003 Site Plan Review Farmin Flats - Agency Notice
To:
Cc: City Planning <cityplanning@sandpointidaho.gov>

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 Wednesday April 23, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,

**Katie Keeney**

City of Sandpoint – Assistant Planner

208.946.2086

kkeeney@sandpointidaho.gov

1123 Lake St. Sandpoint, ID 83864

**From:** Abigail Stahl <abigail.stahl@bonnercountyid.gov>
**Sent:** Thursday, April 24, 2025 8:18 AM
**To:** Kathryn Keeney
**Cc:** City Planning
**Subject:** Re: [EXT SENDER] Agency Notice - PSPR25-0005 Site Plan Review

You don't often get email from abigail.stahl@bonnercountyid.gov. Learn why this is important

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RE: Agency Notice - PSPR25-0005 Site Plan Review

Hello,

The proposed apartment/commercial building will require unit address assignments from the Bonner County GIS Department. Please direct the applicant to apply for addresses (units) at the following link: Request for Physical Address (City of Sandpoint)

On Wed, Apr 23, 2025 at 3:47 PM Kathryn Keeney <kkeeney@sandpointidaho.gov> wrote:

> 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 Thursday May 8th. Additional details can be found in the attached documents, please note that this review is in addition to file PSPR25-0003 which was previously sent out.
>
> Thank you for your time and consideration.
>
> Best regards,
>
> **Katie Keeney**
>
> City of Sandpoint – Assistant Planner
>
> 208.946.2086
>
> kkeeney@sandpointidaho.gov

1123 Lake St. Sandpoint, ID 83864

--

Request for Physical Address (Unincorporated Bonner County and Cities of: Clark Fork, Dover, East Hope, Hope, Kootenai, Oldtown, Priest River)
Request for Physical Address (City of Sandpoint)
Road Name Request

--

Abigail Stahl
GIS Technician II
Bonner County GIS
GIS Office: (208) 265-1469
Direct: (208) 597-1808
abigail.stahl@bonnercountyid.gov

# SITE PLAN REVIEW PERMIT/BUILDING PERMIT CHECKLIST

**SANDPOINT PLANNING DEPARTMENT** **208.263.3370**

**GENERAL INFO – 413 AND 417 CHURCH STREET "FARMIN FLATS" MULTI-FAMILY PSPR25-0003 AND PSPR25-0005 SITE PLAN REVIEW PERMIT**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Owner/Applicant: | Scott Harwood<br>OZ Development QOZB, LLC (owner of Building #1 site)<br>195 N State Street, Lindon, UT 84042<br><br>and Karen Wilkinson (owner of Building #2 site)<br>417 Church St, Sandpoint, ID 83864 | | | | Date: | 3/26/25 | |
| Job Address: | 413 and 417 Church Street | | | | Building Type: | | |
| Zoning: | Commercial A | Use: | 88 MF units + ground floor commercial | | | PUD? | No |
| Lot Size (SF): | .32 acres, approx. 13,939 SF | Use Change? | No | | | Corner Lot? | No |
| Legal Desc: | Lots 4 and 5, Block 9 Farmin's Addition, CITY OF SANDPOINT, BONNER COUNTY, IDAHO | | | | | Plat Checked? | Yes |
| Known Easements: | 20' sewer easement | | | | | Sewer? | yes |
| Floodplain issues? | N/A | Historic Dist? | No | DEQ? | No | Deed? | |

**§9-2-1-4: BUILDING FOOTPRINT & IMPERVIOUS SURFACE**

| | |
|---|---|
| Maximum Allowed (%): | N/A for CA |
| Existing Building Footprint (SF): | |
| + Proposed (SF) | Bldg#1 5,128 sf footprint, with 21,247 sf; Bldg#2 4,714 sf with 20,888 sf, for a total of 42,135 sf |
| = Building Footprint (%) | N/A |

**§9-2-1-5: HEIGHT, FRONTAGE, MISC.**

| | |
|---|---|
| Height (max): | 65ft when residential is 50% of floor area exceeding 35ft. Any structure within 50ft of res zone has max height of 35'. All enclosed portions of structures along street frontages exceeding 35ft required to be set back from lower portions of the building for that portion of the building from 45' to 65' high; setback is 10% of the greater of lot depth or width, not to exceed 20 ft. |
| Height: | 45', Compliant. |

| **§9-2-1-4: SETBACKS** | **REQUIRED** | | **PROVIDED** |
|---|---|---|---|
| Front, Third Street: | Building: | 0'/10' | Yes, Bldgs comply b/c they sit at PL, or have#1 civic space. 50 % of the width of lot is 25ft. Building width at zero ft is 21'10"., or 39'10" when including civic space covered patio |

# SITE PLAN REVIEW PERMIT/BUILDING PERMIT CHECKLIST

**SANDPOINT PLANNING DEPARTMENT** **208.263.3370**

| | | | |
|---|---|---|---|
| | Other: | 0’/10’ | N/A |
| Side (east and west) (9-2-1-6B5): | Building: | 0’/10’ | Yes, 5 ft |
| | Other: | 0’/10’ | N/A |
| Rear (9-2-1-6B5): | Building: | 0’/10’ if adj. to res./20’ if no alley | Yes, Bldg set back approx. 5’8”, and Bldg #2 set back approx. 25’ |
| | Accessory: | 5’ | N/A |
| Side (see above): | Building: | | See above |
| | Accessory: | 5’ | N/A |

**§9-2-1-6: BUILDING DESIGN STANDARDS FOR NEW BUILDINGS**

| | | |
|---|---|---|
| §9-2-1-6-A | Building Size, Bulk, Scale, Mass | Bldgs. are approximately 15 ft shorter than bank bldg across the street to the north. Bldg is considerably taller than adjacent sf homes to the east. Bldg is approximately 7 ft taller than Bernklau bldg. on nearby Pine St. Bldg. contains articulation in front façade to mimic articulation of bank bldg. First floor is separated with awning to define ground level entrance and civic space. Awnings provided over first floor windows (west side). |
| §9-2-1-6-B | Building Orientation | See below |
| §9-2-1-6-B-1 | Primary Entrance | Primary entrance is to Church St |
| §9-2-1-6-B-2 | Corner Building Entrances | N/A |
| §9-2-1-6-B-3 | Secondary Entrance | Provided on east side of each bldg. |
| §9-2-1-6-B-4 | Off-Street Parking | No off-street parking provided for bldg. #1, Bldg. #2 provides 3 off-street parking spaces. |
| §9-2-1-6-B-5 | 50% of CA buildings required to be 0’ | 100% of bldg. or civic space is provided at PL (zero ft setback) |
| §9-2-1-6-B-6 | Accessibility | Accessibility to Church St provided |
| §9-2-1-6-B-7 | Surface Parking | N/A, located within parking exempt area |
| §9-2-1-6-C | Storefront Design | Bldg contains storefront windows, civic space, awning mimicking downtown awnings |
| §9-2-1-6-C-1 | Consistent Spacing of Similar Windows | yes |
| §9-2-1-6-C-2 | Large Display Windows | yes |
| §9-2-1-6-C-3 | Decorative cornice on flat roofs | Yes |
| §9-2-1-6-C-4 | Cornices differentiating stories | To distinguish ground floor from floors above the ground floor contains awnings, display windows/storefront windows and an insert entry beyond the civic space. |
| §9-2-1-6-C-5 | Projections/Recessions in Facade >50’ | Yes, provided. At 39’11” approximately 8 feet of the façade is required to be set back by 5 ft. This standard is achieved by a >6’ recess that is approximately 9’ wide. |
| §9-2-1-6-C-6 | Structures Abutting Sand Creek | N/A |

**SITE PLAN REVIEW PERMIT/BUILDING PERMIT CHECKLIST**

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| | | |
|---|---|---|
| §9-2-1-6-D | Exterior Stone, Brick, Finished Wood | Yes. |
| §9-2-1-6-D-1 | Other Materials Compatible | Yes. |
| §9-2-1-6-D-2 | Building materials shall not create glare | Complies |
| §9-2-1-6-D-3 | Clear glass windows for storefront | Yes, will be a Condition of Approval |
| §9-2-1-6-D-4 | Architectural Treatment on sides/rear | Complies |
| §9-2-1-6-D-5 | Certain materials not permitted | Complies |
| §9-2-1-6-E | At least two civic spaces required | Complies: patio, awning, and seating provided |

**§9-2-1-8: SPECIAL STANDARDS FOR PARKING AND LOADING AREAS**

| | | |
|---|---|---|
| §9-2-1-8-A | Parking oriented to certain areas | Complies, no parking or driveways provided. |
| §9-2-1-8-A | Primary Frontage Parking | Complies, no parking provided |
| §9-2-1-8-A | Parking garage requirements | Complies, no parking garage proposed |
| §9-2-1-8-B | Trash and loading areas | Complies, interior to building |

## Special Conditions

1. Building parapet shall not exceed a total of 45 feet in height, bldg. shall maintain decorative cornice per 9-2-16-C-3.
2. Exterior lighting shall be provided in civic/storefront area pursuant to 9-2-1-6-C-4

*Complete Application Date:* _____ *Reviewed on:* *3/27/25 and 4/23/2025* *By:* *BD*