



STAFF REPORT

Sandpoint City Council Meeting

TODAY'S DATE: July 8th, 2026

MEETING DATE: July 15th, 2026

TO: Mayor Grimm, members of the Sandpoint City Council

FROM: Erik Brubaker, Associate Planner

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

Executive Summary

The applications before the Council is twofold:

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

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

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

I. Background and PUD Framework:

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

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

Overall Consideration for Approving a PUD:

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

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

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

Steps In the PUD Permit Process

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



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

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

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

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

Conditions of Preliminary PUD Approval in Concept

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

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

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

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

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

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

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

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

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

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

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



Figure 2: PUD Site Plan

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

III. Application History

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

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

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

IV. Application Notification and Comments

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

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



Figure 3: Zoning District Map

- Commercial C - CC
- Mixed Use Residential - MUR
- Residential Multifamily - RM

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

Consideration of written comments:

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

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

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

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

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

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

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

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

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

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

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

Comments from the Public

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

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

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

V. Final Development Plan & Preliminary Plat

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

The proposed dwelling unit mix is as follows:

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

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



Figure 4: Footprints and Elevations

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

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

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

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

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

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

Relief Sought from Standards

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

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

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

VI. Applicable Law & Draft Findings

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

Sandpoint Comprehensive Plan – Relevant Policies and Staff Analysis of Compliance

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

Chapter 3 Community Character and Design

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

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

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

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

Staff analysis of Community Character and Design:

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

Chapter 4 Land Use & Growth

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

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

maintenance responsibilities for supporting public infrastructure.

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

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

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

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

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

Staff analysis of Land Use and Growth:

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

Chapter 5 Housing and Neighborhoods

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

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

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

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

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

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

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

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

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

Staff analysis of Housing and Neighborhoods:

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

Chapter 6 Multimodal Transportation

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

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

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

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

intra-community connectivity and access.

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

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

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

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

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

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

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

Staff analysis of Multimodal Transportation:

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

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

Chapter 7 Parks, Recreation & Trails

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

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

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

Staff analysis of Parks, Recreation & Trails:

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

Chapter 8 Public Facilities, Services & Utilities

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

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

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

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

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

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

Staff analysis of Public Facilities, Services, & Utilities:

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

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

10-3-3

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

10-3-4

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

10-3-5

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

10-3-6

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

10-3-7

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

- A. The PUD shall be designed to be compatible with the surrounding area.
- B. There shall be a twenty-five foot (25') building line setback from all exterior boundaries of the property.
- C. All parking and driveways shall not be within ten feet (10') of the exterior boundaries.
- D. All public improvements required for subdivisions may be required for a PUD.
- E. Exterior boundary setback requirements set forth above may be reduced by the commission where such reduction can be shown to be compatible with surrounding development.

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

10-3-8

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

10-3-9

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

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

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

10-1-6-A-1

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

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

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

10-1-6-A-2

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

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

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

10-1-6-A-3

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

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

Applies to both Ridley Village and Madison.

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

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

10-1-6-A-4

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

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

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

10-1-6-A-5

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

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

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

10-1-6-A-6

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

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

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

10-1-6-A-8

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

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

Proposed Final Development Plan complies with this provision.

10-1-6-A-9

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

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

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

10-1-6-A-10

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

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

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

10-1-6-A-11

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

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

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

10-1-6-A-15

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

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

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

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

10-1-6-A-16

Street Intersections: Street intersections shall meet the following requirements:

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

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

Submitted preliminary plat meets the criteria listed.

10-1-6-A-18

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

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

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

The conclusions of the report are attached and summarized below:

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

10-1-6-A-20

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

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

The proposed development plan conforms with this provision.

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

10-1-6-C

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

Staff analysis of 10-1-6-C:

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

10-1-6-F

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

Staff analysis of 10-1-6-F:

Applicant meets this requirement per the Final PUD Development Plan.

10-1-7-B

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

Staff analysis of 10-1-7-B:

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

10-1-7-G

Streetlights: All streetlights shall be installed.

Staff analysis of 10-1-7-G:

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

10-1-7-L

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

Staff analysis of 10-1-7-L:

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

10-1-7-P-1

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

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

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

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

10-1-7-P-3

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

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

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

10-1-7-W

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

Staff analysis of 10-1-7-W:

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

8-4 et. Seq.

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

Staff analysis of 10-4:

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

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

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

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

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

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

Staff analysis of the Requested Deviations

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

Townhomes, Perimeter Setback, and Street widths

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

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

Open Space and Landscaping

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

VII. FDP Evaluation by Commission

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

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

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

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

PUD Findings of Fact

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

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

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

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

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

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

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

	width at least as great as the existing streets or meeting the findings of the transportation plan. The street and alley arrangement must also be such as to provide opportunity for access and use by adjoining property owners. Wherever a street is stub ended so that it will not at that end open into another street, an adequate turnaround, either circular, hammerhead, or Y-shaped, shall be provided. 7. Double Frontage Lots: Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this prohibition. Subdivisions providing a platted common space of twenty-five feet (25') or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. Common space provided must be landscaped. 8. Public Utility Easement: No public utility easement shall be less than twenty feet (20') wide; for water and sewer a thirty foot (30') easement shall be provided. 9. Property Corners: At all corners the property corner shall be rounded to match the curb or cut off. 10. Curb Corners: For residential streets, all curb corners shall have radii of not less than twelve feet (12') and at important corners, as determined by the city engineer, may be up to twenty feet (20'). For arterial and collector streets, the city engineer may specify radii based on functional classification. 11. Street Grade: Grades of streets shall be the lowest feasible and no grade shall be in excess of five percent (5%) on through traffic streets nor in excess of ten percent (10%) for short distances on any other street. 12. Paving/Surfacing: Whenever existing streets or alleys are paved or surfaced, such paving or surfacing shall be of a type and strength suitable for the volume and character of traffic to be expected. All street construction shall conform to the requirements of the public works department. 13. Conformance with Engineering Standards: All improvements shall conform to the best engineering standards. Due consideration shall be given throughout to the appearance of the subdivision or other development and the various features thereof within its own boundaries and also in its environment in the city. 14. Compliance with Regulations: All roads within a proposed subdivision or other development shall be approved by the city engineer and upon completion of construction shall be certified by a licensed professional engineer that they are in compliance with these regulations. 15. Design Standards: Streets, including private roadways, shall be designed, signed and constructed in accordance with the current edition of the "Idaho Standards For Public Works Construction", as may be modified by resolution of the city council; development standards of the City of Sandpoint; "Manual On Uniform Traffic Control Devices" and the standards included herein. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council. 16. Street Intersections: Street intersections shall meet the following requirements: a. Streets shall intersect as closely to ninety (90) degree angles as possible. b. No more than two (2) streets shall intersect at one point. c. Distance between street intersections shall be no less than one hundred fifty feet (150') for local streets and two hundred fifty feet (250') for collectors. d. Intersections of local streets with arterials shall be minimized and	
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	discouraged. e. Intersection curb radius shall not exceed twelve feet (12') for local streets, twenty feet (20') for collectors. Arterial radii shall be as determined by the engineer. f. Intersections shall be designed for a minimum sight distance of one hundred fifty feet (150'). Intersections with arterials shall have a minimum sight distance of three hundred feet (300'). 17. Right-of-Way Landscaping: The contractor shall place a minimum of four inches (4") of topsoil within the landscape area. The finished surface of the topsoil shall provide adequate drainage from the top of the sidewalk to the top of the curb. Topsoil shall be fertile, natural loam surface soil, free of clay, weeds, roots or stones larger than one inch in any dimension. Right-of-way landscaping shall be placed in accordance with requirements adopted by the city. 18. Traffic Analysis: Development contributing three hundred (300) or more vehicle trips per day to the city street system shall require a traffic impact analysis. An Idaho licensed professional engineer shall submit to the city a traffic impact analysis report meeting the requirements of the current computerized model adopted by the city. The developer shall be responsible to maintain the level of service of the affected existing street system. The report shall also take into consideration other forms of transportation including bicycle and pedestrian travel. 19. Private Streets: It shall be the general policy of the city not to allow private or gated streets unless required for the safety and welfare of owners, residents or the general public. Private streets are allowed at the sole discretion of the city council, except that no arterial or major street, or collector or secondary street may be private. Private streets shall be constructed to all other applicable street standards including paving, and shall be maintained by an owners' association. All streets shall be built with an urban section (curb and gutter) unless specifically granted a variance by the city council. 20. Interconnection: Public and private streets, wherever possible, shall provide interconnection with other streets.	
§10-1-6: Specific Requirements B. Parks	Parks, Playgrounds, School Sites: In subdividing property, due consideration shall be given to the provision of suitable sites for parks, playgrounds and schools.	
§10-1-6: Specific Requirements C. Street Trees	Street Trees: Street trees shall be planted (at least one every twenty-five feet (25')) in accordance with a city approved plan. All proposed trees shall be from the city's currently approved tree list.	
§10-1-6: Specific Requirements D. Dedication	Dedication: The subdivider shall furnish to the city an effective dedication of all streets and other spaces to be dedicated, and of all easements provided by the subdivision plan or plans.	
§10-1-6: Specific Requirements E. Signs	Fire hydrants, sidewalks, curbs, public safety signs and storm drainage shall be provided as required to adequately service the site. Underground utilities, including telephone and electrical systems, are required within the limits of all planned unit developments. Appurtenances to these systems which can be effectively screened may be excepted from this requirement if the Commission finds that such exemption will not violate the intent or character of the proposed planned unit development. All utilities should be placed behind the curb line.	

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

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

	granted in writing by the planning department. No extension shall be longer than one year. N. Final Plat Approval Expiration: Projects with final plat approval which are not constructed within three (3) years shall have approval expire unless an extension has been granted in writing by the planning department. No extension shall be longer than one year. O. Fees: Fees for filing subdivision or other development review and approval shall be established by resolution adopted by the city council. P. Construction Standards: 1. Any existing right-of-way on which a parcel abuts shall be improved from the centerline of the right-of-way plus ten feet (10') to the standards set forth in title 7 of this code, and shall include: a. Continuation of a sidewalk shall be required along the entire frontage of the parcel. b. In the case of the continuation of an existing street, the city may require the entire roadbed be paved to the property line. c. The continuation of curbs and gutters shall be required for the parcel's frontage. 2. Where the entire existing street is unconstructed or unpaved and it would be inequitable to require the owner to construct or pave it, the owner shall pay the city for future construction of improvements or may be allowed to accept an LID for street improvement at some future date in lieu of constructing the street. 3. Water mains, sewer mains and storm sewers shall be installed along the entire frontage of the parcel unless specifically exempted by the city engineer. 4. Water system construction shall be as per the main extension policies and procedures as adopted by resolution. Installation shall conform to the water master plan as adopted by the city council. 5. Sewer system construction shall be as per title 7 of this code, sewer line extension policies, and such policies as may be adopted by resolution. Installation shall conform to the sewer master plan as adopted by the city council. Q. Site Layout: 1. Lot size and frontage shall conform to the zone in which the parcel is located except for lots created as for common wall townhouse or townhouse duplex construction, as provided below. 2. The new lot lines shall not be closer to buildings on adjoining lots than permitted by the zoning ordinance for required yard size; however, where duplex or multi-family dwellings up to six (6) units are allowed by the underlying zone, or are approved as part of the planned unit development process, except for townhouse lots may be created to allow for townhouse construction as follows: a. Townhouse duplex lots which are designed for common wall construction on a common interior lot line shall contain at least one-half (½) of the required lot size for a duplex and shall have at least one-half (½) of the required road frontage. b. Townhouse lots of three (3) to six (6) units shall each contain a minimum of three thousand five hundred (3,500) square feet and twenty-five feet (25') of road frontage.	
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	c. Adjustments to the above area and frontage requirements for townhouse units may be approved as part of the planned unit development process. 3. Curb cuts shall be approved by the city engineer. 4. Utility easements may be required where necessary. 5. Control of storm runoff shall be approved by the city engineer. R. Parcels or Unbuildable Lots: No unbuildable lots shall be platted except for parking, open space or other amenities. Platted areas that are not buildable shall be noted as such and designated as "parcels" on the plat. Open space parcels or tracts shall be clearly designated as such on the plat. S. Flagpole Lots: A single flag lot may be permitted at the sole discretion of the commission and council, in which the "flagpole" projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The "flagpole" portion of the lot shall not be considered in determining minimum lot area. The "flagpole" shall be of adequate width to accommodate a driveway as required by this title, fire and other applicable codes, but no less than twenty-six feet (26') wide. T. Mitigation: No subdivision, or other development requiring a permit or special approval, shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents, unless the developer provides for the mitigation of the effects of development. Such mitigation, subject to a takings analysis, may include, but is not limited to, the following: 1. Provision of on site or off site street or intersection improvements. 2. Provision of other off site improvements, including pedestrian and bicycle paths. 3. Dedications and/or public improvements on property frontages. 4. Dedication or provision of parks or green space. 5. Provision of public service facilities. 6. Construction of flood control canals or devices. 7. Provisions for ongoing maintenance. U. Contiguous Parcels: When the owner of contiguous parcels proposes to subdivide any portion of the contiguous parcels, an area development plan shall be submitted and approved. The commission and council shall evaluate the following basic site criteria and make appropriate findings of fact: 1. Streets, whether public or private, provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic. 2. Nonvehicular circulation routes provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations. 3. Water main lines and sewer main lines are designed in the most effective layout feasible. 4. Other utilities including power, telephone, cable, and gas are designed in the most effective layout feasible.	
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	5. Park land is most appropriately located on the contiguous parcels. 6. Grading and drainage are appropriate to the contiguous parcels. 7. Development avoids easements and hazardous or sensitive natural resource areas. The council may require that any or all contiguous parcels be included in the subdivision. V. Grading: Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways. A grading permit shall be obtained prior to any excavating, filling, grading or other earthwork. W. Pathways: The developer of any subdivision, or any part thereof, shall provide public pathways for all trails and paths identified in the pathway master plan that are located on the property to be subdivided or on city property adjacent to the property to be subdivided, and sidewalks required by this chapter.	
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IX. Decision

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

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

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

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

X. Conclusions of Law

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

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

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

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

XI. Packet Materials

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

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