

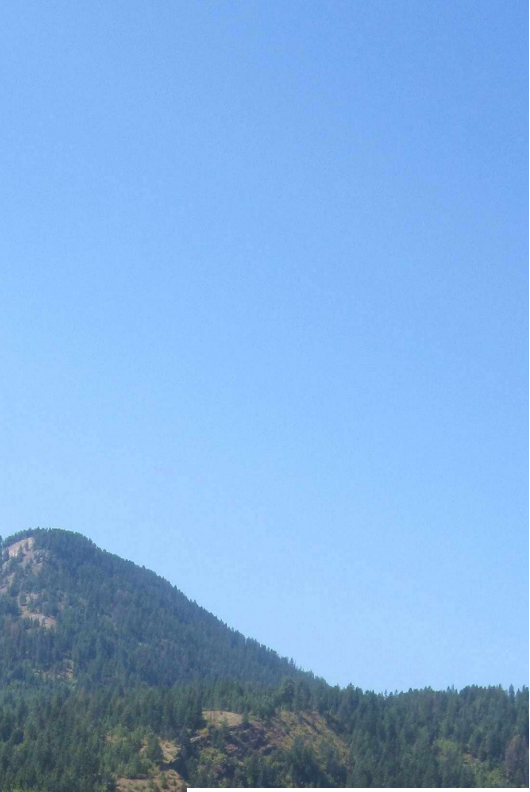
USING THIS DOCUMENT

Each element required by Idaho’s Local Land Use Act is included within this Comprehensive Plan, encompassed in our community’s 20-year vision, contextualized with existing conditions and trends analyses, and embodied in goals, objectives, and action steps to reach our desired future vision. The goals and objectives in this document were developed to address issues and concerns expressed by the public during the process, as well as to recognize issues brought on by recent growth and changes in Sandpoint.

PLAN STRUCTURE

In accordance with all legislative requirements, specifically the Idaho Local Land Use Planning Act, this Plan is organized using the following chapter structure:

- Chapter 1** Introduction includes the purpose and overall planning context for the Plan as well as a description of property rights and a community profile with population projections and environmental characteristics.
- Chapter 2** Community Vision articulates the important vision and value statements that provide the framework for the goals and objectives in the following chapters.
- Chapter 3** Community Character & Design provides guidance on special areas, historic preservation, arts and culture, and other aspects of the built environment that create community character.
- Chapter 4** Land Use & Growth provides the physical framework for development in the city through designation and definition of land uses and objectives for development and land use patterns.
- Chapter 5** Housing & Neighborhoods establishes goals and objectives to support a wide range of housing options and enhance existing and future neighborhoods.
- Chapter 6** Multimodal Transportation includes direction for all modes of travel in the city, ensuring that vehicle, bicycle, pedestrian, and transit movement is balanced and coordinated. This chapter includes high-level direction, with more details included within the City’s Multimodal Transportation Plan.
- Chapter 7** Parks, Recreation & Trails outlines the framework for provision, maintenance, and creation of parks, recreation facilities, and trails in the city. This Chapter includes high-level direction, with more details included within the City’s Parks and Recreation Master Plan.
- Chapter 8** Public Facilities, Services, and Utilities outlines goals and objectives that will ensure that growth is in step with provision and availability of utilities, infrastructure, and community services. This includes school and educational facilities as well as other non-city utilities.
- Chapter 9** Jobs & Economic Development establishes goals and objectives to promote economic resiliency, diversity, and growth in the city while retaining a stable fiscal base.
- Chapter 10** Public Airport Facility provides direction to support the long-term viability and compatibility of the Sandpoint Airport in the community, focusing on health and safety as well as economic opportunities.
- Chapter 11** Natural Resources and Hazardous Areas outlines direction for environmental stewardship, resource management, hazard mitigation, and **sustainable** development practices.
- Chapter 12** Implementation describes the applicability and implementation of the Comprehensive Plan.



INTRODUCTION

The vision for the City of Sandpoint focuses on being an inclusive, forward-thinking, connected, **sustainable**, healthy, lively, and diverse community. The Vision Statements within this document demonstrate these unique qualities and reaffirm a desire to preserve Sandpoint’s character while improving livability and quality of life.

These shared values represent the ideal future and priorities of the community. Crafting the 20-yr vision for Sandpoint relied on broad community input, building on hundreds of public comments and discussions early in the planning process, as well as reaffirming the vision after a gap in plan completion.

This Vision was used as a compass for the update to the Comprehensive Plan, particularly in the development of the goals and policies. However, the Vision and Values are intentionally designed to evolve and can be refined as the community weighs in on their priorities and direction for the future. Even after the adoption of the Comprehensive Plan, the Vision should be regularly revisited in order to accurately reflect the community’s changing values and dreams for the future of Sandpoint.

Sandpoint’s desirability and high quality of life means the city will continue to see pressure to grow and change. Depending upon how such growth is directed, these changes could be good for the city’s residents, commerce, and infrastructure. Unguided growth without a coordinated plan for the city may harm the very qualities and community character we hold dear. Having a community vested vision helps guide and inform the decision-making process to define and manage the city’s future.



CREATING A VISION

Developing a cohesive vision of Sandpoint’s future offers residents, business owners, and visitors an opportunity to be heard—and the assurance that the City’s plan for the future reflects a collaborative vision. The Sandpoint Community Vision represents their strong voice about what they value in our community and an equally strong mandate for what they want for the future.

The first step toward creating a vision was listening. Starting in the Fall of 2019 with a project kickoff event, the planning team hosted a number of subsequent public events, created several online surveys, met one-on-one with stakeholders, and engaged the Comprehensive Plan Steering Committee and city leaders to understand what the community loves or would improve in Sandpoint.

These in-person and online forums allowed the residents, employees, and stakeholders the opportunity to provide and discuss their values, opinions, goals, and to prioritize future opportunities for their community. The responses were collected and compiled to draft our Community Vision and Values, which were presented and reviewed at subsequent public meetings. Prior to finalizing the plan, the City released a second online vision survey to reconfirm the direction of the Community Vision and Values.

OUR COMMUNITY VISION

Sandpoint values its culture, history, and connections to outstanding natural resources and works with intention to ensure a vibrant, resilient community for generations to come.



Sandpoint's community vision is firmly based around the five pillars in the City Council's 2022-2027 Strategic Plan. This visioning framework sets clear aspirations, shows commitment to core values, and provides a compass to direct the community into the future for people of all ages and abilities. Within this framework, each set of Community Values highlight the important values and priorities identified by the Sandpoint community necessary to integrate throughout the Comprehensive Plan.

VISION IN ACTION

The Comprehensive Plan goals and objectives for each element were developed in alignment with this Community Vision and should embody at least one of the pillars of the community vision. To reinforce this alignment, each section of goals and objectives within the subsequent chapters includes icons for the relevant pillars of the Community Vision.



SANDPOINT AIRPORT FBO
PHOTO CREDIT: Logan Simpson



SUSTAINABLE DEVELOPMENT

Development should be based on principles that assure good stewardship of resources and responsible outcomes relative to the built and natural environment.

- Sandpoint's natural beauty, open space, and scenic views should be protected through thoughtful development patterns.
- Growth close to daily needs and existing services should be prioritized and future city expansion managed to preserve natural features and wildlife habitat and ensure services are not overburdened.
- A mix of land uses and high-quality development that fosters walkable, accessible and enduring neighborhoods should be encouraged.
- Recreational access to the surrounding lake, forests, and other natural features should be balanced with environmental protection and stewardship.
- Our clean water, air quality, dark skies, and other natural resources should be safeguarded.



FARMIN PARK
PHOTO CREDIT: City of Sandpoint



RESPONSIVE GOVERNMENT

We are forward-thinking and known for effective citizen engagement, reliable infrastructure, efficient services, resource stewardship, and high citizen satisfaction.

- Strong relationships within the community and with regional partners should be formed to facilitate a culture of open and effective communication.
- Long-term **sustainability** of infrastructure and service investments should be ensured and keep pace with growth.
- Safety and health with the highest quality public safety and emergency services should be ensured.
- City management and capital budget expenditures should be efficient.



COMMUNITY CHOICES WORKSHOP
PHOTO CREDIT: Logan Simpson

GOALS & OBJECTIVES

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 in site planning.
- B. Encourage civic, cultural, and community-building activities and events that bring the community together and reflect the values and diversity of Sandpoint’s residents and history.
- C. Maintain and/or enhance views to the mountains, lake, and other significant scenic vistas from public areas such as major roadways, parks, and public buildings.
- D. Utilize programs and conservation districts to support alterations and new construction that strengthen the historic integrity of individual buildings and/or a district.
- E. Continue to emphasize community character through implementation of the [Arts, Culture and Historic Preservation Master Plan](#) (specifically actions 2.1, 2.4, and 3.5).



Goal 2: Historic Preservation

Sandpoint’s areas of special historic interest and value are preserved and enhanced.

- A. Encourage and assist owners of historic structures to go through the process to be listed on the State and/or National Register of Historic Places, and educate them on the financial benefits of having their property listed.
- B. Facilitate mature neighborhoods in forming historic districts and developing appropriate preservation standards as tools to help protect and preserve the unique appeal of older neighborhoods.
- C. Identify and assist property owners to preserve and rehabilitate buildings and sites of historic significance that contribute to the quality and character of historic districts.
- D. Facilitate adaptive reuse of historic structures and reinvestment in historic districts and mature neighborhoods.
- E. Require new downtown development to respect and enhance the visual character of nearby historical buildings by designing new buildings to be compatible with core form aspects such as materials, massing, and setbacks.



- F. Integrate and promote historic preservation as a tool for achieving broader community planning goals.
- G. Honor Sandpoint’s history through interpretive signage, historic plaques, art, and other public displays.



Sustainable
Development



Livable
Community

Goal 3: Urban Forest

The health, diversity, and coverage of Sandpoint’s tree canopy is maintained and increased throughout the community.

- A. Ensure that new housing and commercial developments include tree plantings and preserve and protect existing healthy trees to the greatest extent practical.
- B. Encourage best practices of planting trees in urban areas while minimizing conflicts with utility infrastructure and preserving necessary sight-lines for public safety.
- C. Utilize tree plantings to improve and facilitate stormwater management, stabilize soils, absorb air pollutants, provide habitat, and improve walkability.
- D. Mitigate the urban heat island effect by cultivating a mature tree canopy citywide, with an emphasis on preservation of existing healthy trees, and requiring the addition and maintenance of trees in parking lot landscaping.
- E. Educate and engage the public to improve understanding of the urban forest’s value to the community.



Vibrant
Culture



Resilient
Economy



Responsive
Government



Livable
Community

Goal 4: Arts and Culture

Arts and culture are valued as an expression of community character as well as an economic generator.

- A. Partner with existing facilities, particularly schools and nonprofits, to make their facilities available for civic and cultural purposes including increasing funding for such capacity-building efforts.
- B. Support the creation and evolution of arts and creative districts within Sandpoint to bring together and capitalize on the diverse talent, entrepreneurs, and creativity of the community.
- C. Expand the existing public art program to promote the display of art in public facilities and throughout the community in accordance with the adopted Arts, Culture & Preservation Plan.

- D. Establish diversified and **sustainable** funding to bring more stability to arts, culture, and historic preservation efforts.
- E. Create opportunities that bring Sandpoint residents of all ages, particularly youth, together for meaningful art-making and creative experiences and planning Sandpoint’s creative future.
- F. Address the creative community’s identified space needs.
- G. Pursue key adaptive use opportunities in support of downtown investment and creative arts activities.

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.

- A. Reinforce the individual character of Sandpoint’s historic neighborhoods, downtown, and other special districts with signage, unified streetscape standards, and other design elements.
- 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.



FUTURE LAND USE PLAN

The future land use categories detailed in this section are based on the unique conditions in Sandpoint and to support the community vision. Land use designations provide guidance on the intended future uses and development density and are designated to balance a number of factors, including infrastructure availability, historic and current uses, and environmental and economic conditions. Land use planning is an important tool to retain and attract the residents, businesses, and visitors that **sustain** Sandpoint's economy and contribute to our high quality of life. As such, it is important to continually evaluate what changes are needed to ensure that the community grows the way it desires.

As detailed in the 2022 Leland Housing and Economic Analysis, the fast pace of growth in Sandpoint the last several years is increasingly creating land scarcity. Due to the high level of demand for housing, residential development has been occurring within commercial districts, as well as residential districts, and driving rezoning requests out of commercial into residential uses. At the same time, demand for land uses that do not create employment opportunities are taking up a larger portion of commercial and industrial areas. As noted in the economic development chapter, Sandpoint is fortunate to have a wide mix of businesses, and this is something the community values and wants to ensure a balanced economy.

Sandpoint's historic growth rate has fluctuated greatly, based largely on changing economic conditions. Currently, population growth is created almost exclusively by in-migration, which makes growth projections a bit more difficult. However, based on a comparison of varying growth rates, the Leland Housing and Economic Analysis projects a 10-year annual growth rate of 2.4 percent. While the actual annual growth rate will not be constant, applying this annual rate to the 2020 Census population of 8,639 as the base, this projection results in a population of just under 11,000 in 2030 and almost 14,000 by 2040. To accommodate this growth, the Future Land Use Map identifies the vision for a mix of land uses to implement the City's many diverse goals and objectives. It is not a zoning map that details regulations, but instead it illustrates the type of uses desired in the future, which may not be what is currently in place. The location and balance of land uses and densities should be efficient and **sustainable**; enhance community identity; support a multimodal transportation network; provide housing choices; minimize conflicts between incompatible uses; and integrate development with existing and planned infrastructure.

Identifying desired future land uses provides guidance for zoning updates, future development, and annexation. The 2009 Comprehensive Plan identified Context Areas to identify densities and intensities of development, with less focus on a particular use, to enhance a mixed-use approach. This Comprehensive Plan update simplifies the categories while continuing to emphasize Sandpoint's character as a walkable, mixed-use community with quality neighborhoods that are connected by parks and open spaces with a wide mix of business and industry. Future land use designations should not be viewed as a granular parcel-based designation, but more a city-scale guidance for density and building form transitions.



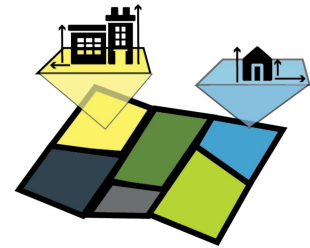
FUTURE LAND USE

Generally illustrates community desired land use concepts by showing categories of what could be in different areas.

Does not pre-determine exact land uses or densities for given parcels of land.

Defines community vision for the land.

VS

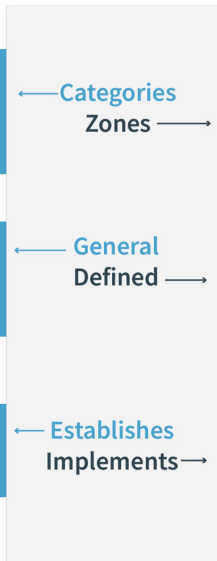


ZONING

Defines specific requirements for zones in designated areas.

Regulates appropriate use, bulk, height, density, and other characteristics appropriate for a specific site.

Carries out the Community Vision for the land.



Area of City Impact Land Use Categories

The categories below were not changed from the 2009 Comprehensive Plan, but are expected to be revised following negotiations with Bonner County regarding the Area of City Impact boundary and development standards.

Context Area 1 (CA-1)

CA-1 is the lowest intensity development pattern in the Sandpoint plan, characterized as predominantly rural with some farms, a few residences and no service or commercial activity.

Because this rural pattern is inconsistent with the vision of a **sustainable**, compact city, the plan discourages CA-1 areas within city limits. CA-1 is indicated in areas adjacent to “very rural” areas in the ACI, and abutting industrial lands west of the Great Northern tracks near the airport.

Context Area 2 (CA-2)

CA-2 is the lowest density development pattern located in the City, characterized by Sandpoint’s historic single-family neighborhoods set on a traditional street grid with small Accessory Dwelling Units, an urban forest, active alleys, on-street and alley parking, walkable streets and a variety of housing types intermixed on the same street. Individual structures should respect the scale and character of the built environment with the bulk, mass and architecture of new structures being harmonious with existing residences in their vicinity.

Neighborhoods such as those comprising South Sandpoint or in the vicinity of Sixth Avenue for example already feature CA-2- style development and are identified as such on the comprehensive plan map. Similarly, areas to the north and east of the airport, given their existing form and distance from the City’s center, are designated CA-2 in this comprehensive plan.

Beyond the City, much of the ACI immediately adjacent to CA-2 designations within city limits has been designated CA-2, to facilitate a more seamless transition should those areas be annexed in the future.

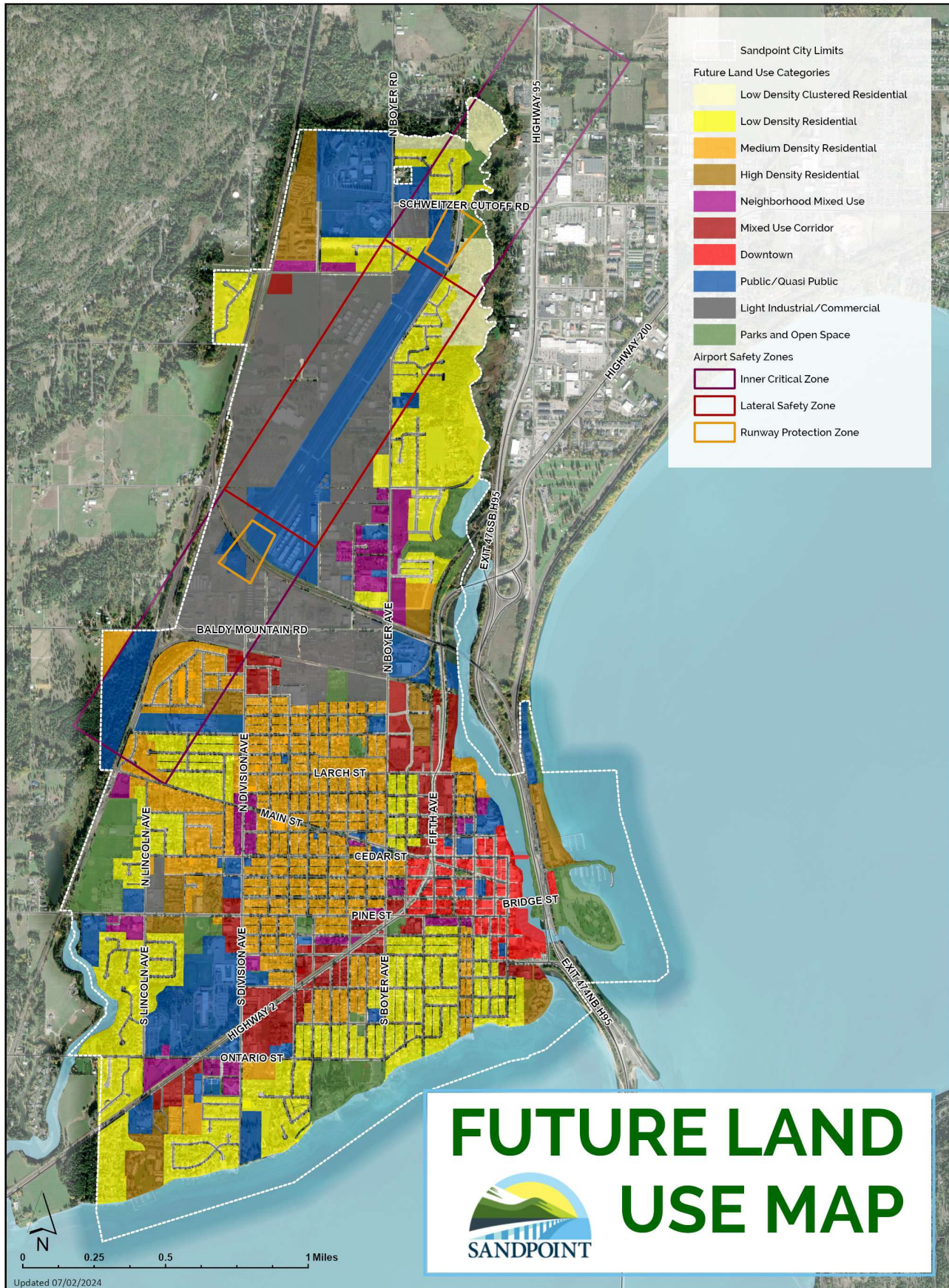
Context Area 1.5 (CA-1.5)

CA-1.5 is a low intensity development pattern occurring primarily in Sandpoint’s ACI. This development pattern encourages preservation of wildlife habitat and open space through the utilization of cluster development that prefers congregation of dwelling units at slightly higher density in exchange for protection of larger areas of open space.

Very Rural (CA-VR)

Sandpoint’s rural, non-developed areas are well defined by its existing land use arrangement. The majority of such lands are on the west and northwestern fringes of the ACI. On the comprehensive plan map, Very Rural designations have been applied to areas beyond CA-1 designations within the City’s ACI. Very Rural areas are appropriate for designation as sending areas if a formal transfer of development rights (TDR) program is implemented by the City. Very Rural lands represent an important component of the ACI. The rural character of these lands provides many benefits to residents including undeveloped viewsheds, opportunity for direct recreational access and a clear boundary, limiting development which contributes to our geographic authenticity and sense of place.

Map 4. Future Land Use Map



GOALS & OBJECTIVES



Sustainable
Development



Livable
Community

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.

- A. Incentivize development and redevelopment of vacant and under-utilized properties in the core area of the city through zoning and subdivision code changes.
- 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.
- D. Encourage the provision of housing above ground floor commercial use in downtown and mixed-use areas.
- E. Maximize use of city-owned land for broader community purposes.



Sustainable
Development



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Community

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. Reasonably mitigate the effects of new development on existing neighborhoods, creating standards that encourage protecting heritage trees and native vegetation..
- C. Create neighborhood streetscapes that are safe, walkable, and bikeable.
- D. Support a variety of lot sizes and housing types while maintaining an overall desired neighborhood density and scale.
- E. Integrate parks and playgrounds within convenient walking distance of all homes within a neighborhood.
- F. 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.
- G. Encourage **sustainable** building practices for residential construction.

Goal 3: Mixed-Use Development

Mixed-use developments that provide the benefits of more compact, denser neighborhoods with a mix of living, shopping, and working environments close to services are encouraged and supported.

- A. Locate population density where urban services are readily available.
- B. Require pedestrian and bicycle connections within mixed-use developments to existing and proposed non-motorized infrastructure.
- C. Allow an acceptable level of development compactness and density within mixed-use developments to increase opportunities for shared parking facilities, public gathering spaces, accessible services, and less reliance on the automobile for daily mobility.
- D. Allow neighborhood-serving commercial areas and/or social gathering places adjacent to residential neighborhoods.
- E. Ensure an adequate supply of appropriately zoned land for a diversified mix of commercial and industrial uses to maintain a diverse economy.



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. Educate the community on the value of urban forests.
- C. Require building location and site design that emphasize pedestrian orientation and access.
- D. Reinforce identities of individual districts and mixed-use neighborhoods through wayfinding and streetscape designs.
- E. Incorporate safe and attractive multimodal facilities that connect residents, workers, and visitors locally and regionally.
- F. Allow shared and other parking solutions to reduce the amount of land devoted to surface parking.
- G. Allow clustered development in areas that conserve open lands and efficiently use utilities and infrastructure.
- H. Require developments to provide adequate and safe on-site infrastructure for vehicles, pedestrians, and cyclists.





Goal 5: Area of City Impact Development

The location, infrastructure, and character of development in the Area of City Impact (ACI) is coordinated.

- A. Continually collaborate with Bonner County and adjacent cities to renegotiate the ACI as an area that can reasonably be served by the City as required by law.
- B. Develop and implement a sub-area plan for the ACI that anticipates future land use types and densities, transportation, and utility corridors to address growth pressures.
- C. Coordinate with Bonner County to identify right-of-way acquisitions and street design prior to and during subdivision applications and annexation agreements.
- D. Preserve environmental and visual assets and open space in the ACI by clustering new development.
- E. Ensure that all new development provides adequate consideration of and commitment to usable open space and parks consistent with Sandpoint's established level of service.
- F. Support a pace of growth that ensures continuity of Sandpoint's desired community identity and characteristics, while recognizing that trends and changes in migration, household composition, and economic growth may require flexibility in adapting and approving future residential and commercial development.
- G. Direct growth to where infrastructure capacity is available, or committed to be available in the future, and require developers to install the infrastructure needed to support their development.
- H. Encourage property owners and developers to assemble available adjoining land parcels and prepare a master plan design for the larger area, rather than submit separate individual proposals.
- I. Discourage extension of urban level utilities in the ACI for low density development, and consult other municipalities when providing services in their ACIs.

GOALS & OBJECTIVES

Goal 1: Housing Variety

A variety of quality housing types is 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.
- B. Encourage housing above retail in mixed-use and commercial centers for year-round and seasonal housing options and to enhance community vitality.
- 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 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.



Sustainable
Development



Livable
Community

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.
- D. Coordinate regionally on a housing action plan focused on strategies for low- and moderate-income populations.
- E. Educate local employers and other organizations about market solutions for the creation of workforce housing.
- F. Consider alternate impact fee structures to promote diversity of home sizes and types.



Sustainable
Development



Responsive
Government



Livable
Community



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.
- B. Support the formation of active neighborhood organizations to advocate for the needs and improvements of all neighborhoods.
- C. Continue to manage short-term rentals to mitigate adverse impacts on year-round residential neighborhoods as allowed by law.
- 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.
- H. Allow home businesses that maintain neighborhood residential character.
- 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.



CONTEXT

For a city of its size, Sandpoint has a complex array of transportation options. There are highways, freight and passenger rail, airport, water access, in addition to roadway, sidewalk and bicycle access in the city's well-connected grid of streets. Its strategic location serves as a regional service center for the area, and it is well connected with neighboring cities and counties.

MULTIMODAL TRANSPORTATION PLAN

Sandpoint adopted a new [Multimodal Transportation Plan](#) in 2021 that aims to enhance Sandpoint's role as a regional transportation service hub. The transportation system provides choices for all people and vehicles to safely and conveniently travel from place to place, facilitating efficient access within town and between Sandpoint and surrounding communities. In the plan, pedestrian, bicycle, and transit access are prioritized in downtown and between neighborhoods, schools, parks, the library, and other key community destinations. The multimodal plan looks at all these connections and various modes of transportation to form a complete picture of what transportation options in Sandpoint should look like in the future.

Sandpoint Multimodal Transportation Vision (2021):

“Sandpoint’s multimodal transportation system provides quality options in support of a resilient economy, livable community, and strong connectivity. Enhancing Sandpoint’s role as a regional hub, the transportation system provides options for all people and vehicles to safely and conveniently travel while facilitating convenient and efficient access, both within town and between Sandpoint and surrounding communities. Pedestrian, bicycle, and transit access are prioritized in Downtown and between neighborhoods, schools, the library, and other key community destinations. Sandpoint residents’ quality of life and business activities thrive as a result of sustainably managed traffic, a well-maintained system, and accessible parking.”



GOALS & OBJECTIVES



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.

- A. Enhance access to businesses, shops, restaurants, and other destinations through parking management solutions ensuring convenient, accessible parking areas for cars and bicycles.
- B. Improve and enhance safety and traffic circulation to preserve an acceptable level of service (LOS) at intersections without jeopardizing pedestrian safety.
- C. Implement and maintain a network of perimeter routes for commercial truck and bus traffic to reduce downtown congestion.
- D. Clearly delineate and direct truck traffic around downtown along desirable corridors and facilitate truck-related freight movement between industrial districts and the highways.
- E. Balance the benefits of a limited number of approaches onto arterials with the benefits of gridded streets.
- F. Review and implement a strategy to improve street lighting for improved safety while maintaining a balanced approach with the dark sky ordinance, replacing existing lights with the most energy efficient lighting solutions available.



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.

- A. Invest in and implement a well-defined pedestrian priority network to guide investment in pedestrian facility improvements.
- B. Support local school district's Safe Routes to School program and ensure that safe routes to school are accessible year-round.
- C. Invest in and implement a well-defined bicycle priority network to guide investment in bicycle facility improvements.
- D. Improve intersections, crossings, and bus stops for pedestrians and bicyclists, installing crosswalks, signs, and curb ramps to bring them up to public rights-of-way accessibility standards.

- 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 3: Vibrant Pedestrian-Friendly Downtown

Sandpoint’s vibrant, pedestrian-friendly, and bikeable downtown is enhanced by the provision of accessible parking.

- A. Promote downtown as a pedestrian-oriented district.
- B. Provide education and outreach to property owners, businesses, and the public about the importance of keeping downtown pedestrian friendly.
- C. Continue to explore the construction of a parking structure through a public-private partnership.
- D. Explore parking options at the entrances to town, encouraging efforts to reduce car-dependence such as ride-sharing and bike-share programs, while considering the needs of the elderly and disabled populations for accessible parking close to downtown businesses.
- E. Implement wayfinding and place-making signage at parking lots to direct visitors to key shopping and dining areas within Sandpoint’s commercial center.



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.
- C. Develop and upgrade transportation facilities to protect and enhance valuable scenic, historic, or cultural resources to strengthen community character and livability.



- D. Provide and maintain adequate and compliant street signage to improve safety and mobility.
- E. Ensure that transportation projects include measures such as native plantings in landscaping, use of green stormwater infrastructure, and considerations for reducing carbon emissions.
- 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. (See more in Urban Forest Goal in Chapter 3)



Goal 5: Multimodal Connections to the Waterfront

Multimodal access to the lake, other waterfront areas, and associated public parks and open spaces are enhanced.

- A. Ensure that public waterfront areas and facilities are developed to be accessible to all transportation modes.
- B. Encourage non-motorized (canoe, kayak, etc.) and motorized boat access between communities and provide facilities to support this diversity of transportation mode.
- C. Enhance safety of non-motorized routes from residential neighborhoods to City Beach Park.
- D. Plan for adequate short and long-term moorage options.



Goal 6: Transit and Passenger Rail

The use of transit and passenger rail is supported and recognized as an ever-increasingly important transportation option.

- A. Continue to coordinate with passenger rail service to ensure that Sandpoint's multimodal transportation system is well connected to current and future service routes and stations to support the needs of residents and enable visitors car-free vacationing.
- B. Improve pedestrian, bicycle, and transit access to and from the passenger rail station.
- C. Support efforts to plan and provide services to the transportation disadvantaged and plan for transit improvements and upgrades to routes, stations, and services to encourage transit use.

- D. Continue to work with Selkirk Pend Oreille Transit (SPOT) to identify and invest in upgrades at bus stop locations such as shelters and amenities that improve comfort, function, aesthetics, and accessibility to maximize transit use/ridership.
- E. Coordinate to continually improve transit connectivity to and from adjacent communities, Schweitzer, community events, and other destinations.

Goal 7. Plan for an Increase in Demands

An increase in demands 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. 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.



Sustainable Development Responsive Government Livable Community

Goal 8. Inspire Innovation and Cooperation

Local and regional partners and stakeholders are actively engaged to address ongoing needs, functionality, and congestion through innovative and cooperative transportation strategies and improvements.

- A. Facilitate ongoing public and stakeholder involvement in planning, designing, and implementing identified improvements to the multimodal transportation system.
- B. Continue to participate in ongoing regional transportation planning efforts to increase the effectiveness and safety of the regional transportation system for users of all modes.
- C. Coordinate with Idaho Transportation Department in setting project priorities in planning and designing improvements and maintaining regional and local highways.



Responsive Government Livable Community

- D. Coordinate the multimodal transportation capital improvements projects with other City investments (e.g., water and sewer projects) to capitalize on efficiencies and cost effectiveness.
- E. Continue to re-evaluate and adapt to rapidly changing technology advances such as electric-powered and self-driving vehicles, e-bikes, and their associated infrastructure.
- F. Evaluate opportunities for development of electric vehicle (EV) charging infrastructure to make Sandpoint an attractive destination for EV owners.

GOALS & OBJECTIVES

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.
- B. Protect and enhance environmentally sensitive areas by incorporating them into the parks, recreation, and open space system.
- C. Explore additional land acquisition for new parks (including passive parks) near newer or underserved neighborhoods.
- D. Continue to address ADA accessibility for all facilities and ensure compliance with ASTM Playground Standards and inclusive barrier-free design protocols.
- E. Cultivate partnerships to support additional recreational facilities and amenities that are equitably distributed across Sandpoint to benefit all residents.
- F. Increase, enhance, and protect public access to open space and the community's shorelines, including existing rights-of-way.
- G. Explore alternative uses for community open space such as plazas, community gardens, and dog parks.
- H. Design and work toward a zero waste parks and recreation system by supporting recycling efforts at parks and outdoor events.
- I. Enhance safety and security in parks and open spaces.
- J. Prioritize green stormwater infrastructure projects and use of native plants and drought resistant landscaping in all park areas.



Goal 2: Recreation

Recreation programs and services are supported, improved, and recognized as an important component of Sandpoint community life and economic vitality.

- A. Monitor the participation, usage, and affordability of recreation programs, facilities, and services and make appropriate adjustments based on collected data.
- B. Enhance special events programming.



- C. Explore opportunities to increase recreational programming and service delivery based on demand and trends by coordinating with other agencies and providing distinctive, unduplicated programming through the city.
- D. Continue to work with the community recreation, arts, culture, and preservation organizations to identify appropriate facilities and funding opportunities.
- E. Continue to explore partnerships to enhance programming opportunities.
- F. Improve community knowledge of parks and recreation programming economic impacts.

GOALS & OBJECTIVES

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 city infrastructure has sufficient capacity to meet the community’s long-term needs.
- B. Assess regional water utility opportunities that address current and forecasted demand, provide cost savings, and ensure adequate fire flow.
- C. Collaborate and consider partnership opportunities with other governmental agencies and service providers to provide the most cost effective, reliable, and efficient utilities and infrastructure to all residents and businesses.
- D. Coordinate with utility providers on acceptable site locations for their future facilities to avoid negative impacts to the community.
- E. Continue to improve broadband service (internet, telecommunications, and cellular) access, reliability, affordability, and capacity within the city.
- F. Explore and support use of renewable energy sources such as rooftop solar and wind and other clean energies in local economic development efforts.
- G. Strategically plan for the maintenance, replacement, and expansion of aging utilities and infrastructure.
- H. Work with utility providers to move overhead power lines and related infrastructure underground, as feasible.
- I. Continue to improve the community’s stormwater management infrastructure, educating the public on issues relating to stormwater management.

Goal 2. Educational Partners in Planning

Educational institutions are partners in long-range planning.



- A. Continue to engage with the Lake Pend Oreille School District and other educational institutions to consider impacts on school facilities, capacity, and infrastructure when making land use decisions.
- B. Develop partnerships with the educational community to share resources and facilities, where practical.

- C. Strengthen and expand relationships with schools in our community to provide for safe, appealing, and convenient multimodal routes to schools.



Goal 3. Education and Lifelong Learning

A diverse range of educational opportunities that continues lifelong learning is available.

- A. Partner with educational institutions, non-profits, and other community-based organizations to provide a variety of educational opportunities for all stages of life.
- B. Encourage educational institutions to develop programs that will result in local employment opportunities for graduates.
- C. Assist in the recruitment of local higher education and career training institutions.
- D. Coordinate with and assist local schools and education providers to prepare students for the workforce.
- E. Continue to coordinate facilities, materials, and continuing education programs with the Public Library and local and regional educational institutions.



Goal 4: Solid Waste

The amount of solid waste generated in the city is reduced.

- A. Develop and support local markets for compost, recycled materials and products.
- B. Work with Bonner County and adjacent communities to improve recycling, composting, and hazardous waste disposal resources.
- C. Distribute information about waste reduction, common recycling errors and myths, composting at home, hard-to-recycle items, and access to disposal facilities.
- D. Explore opportunities for waste reduction and transition to sustainable materials within city operations.

GOALS & OBJECTIVES

Goal 1. Economic Health

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

- A. Maintain a diversity of industry clusters to provide resiliency through economic hardship and opportunity in times of growth.
- B. Support existing businesses as providers of jobs with living wages and benefits.
- C. Encourage localism and innovative techniques to increase circulating dollars within the Sandpoint economy.
- D. Target businesses and industries that enrich the tax base, provide high-quality jobs, deliver needed and unique services to residents, create few off-site impacts, and demonstrate a commitment to place.
- E. Ensure an adequate supply of appropriately zoned land for a diversified mix of commercial, light industrial, and office uses.
- F. Preserve and strengthen key economic sectors and strive to grow medium and high-wage jobs in targeted industries.
- G. Encourage appropriate businesses to locate in Neighborhood Mixed-Use zones to minimize the distance traveled for everyday goods/services and employment.



Goal 2. Economic Innovation

Innovation is encouraged with an entrepreneurial spirit to embrace the next generation of industry, technologies, and workspaces.

- A. Ensure that a diverse mix of workplace types is allowed, including creative office/co-working spaces, incubators, and maker space, for small businesses, remote workers, and start-ups.
- B. Promote businesses related to natural-resources and outdoor recreation that use **sustainable** practices and continue to develop outdoor recreational opportunities infrastructure in Sandpoint.
- C. Encourage the development of businesses, jobs, and programs focused on renewable energy, clean technologies, waste reduction, and recycling.
- D. Support business growth in innovation, research, development, and emerging technologies.



- E. Support infrastructure investments related to high-speed internet access.
- F. Support educational institutions, trade schools, and nonprofit organizations that provide workforce training and job placement services.



Goal 3. Regional Economy

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

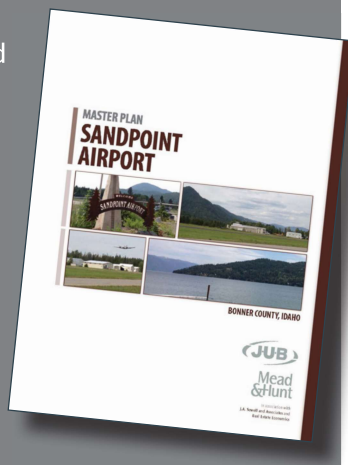
- A. Continue to actively collaborate with local economic development agencies, neighboring municipalities, educational institutions, and non-profit organizations on a coordinated regional approach to economic development.
- B. Continue to coordinate with Idaho Transportation Department (ITD), Bonner County, and other regional partners to improve transportation facilities and services to facilitate movement of goods and people through the region.
- C. Coordinate land use decisions with surrounding communities to limit commuting distance and redundant infrastructure.
- D. Leverage the Sandpoint Airport to increase economic activity within the region. (See Public Airport Facilities Chapter for more policies).
- E. Continue to invest in parks and recreation facilities and programming as important quality of life considerations for current and future residents.
- F. Strengthen partnerships and coordination with Schweitzer and other regional destinations and events to capitalize on the seasonal tourism industry.

AIRPORT MASTER PLAN

The Federal Aviation Administration (FAA) requires all public-use airports to have an airport master plan as a condition of receiving federal grant funds. These master plans are expected to be updated at least every 10 years. The current [Sandpoint Airport Master Plan](#) was adopted by Bonner County in 2015. It provides information on airport activity, facilities, and operations, as well as forecasts demand through 2035 to determine necessary improvements to meet those needs.

The Airport Master Plan describes the FAA and ITD design standards for the airport facilities, including the design and setback of runways and taxiways, as well as the establishment and correlated restrictions within runway safety and protection zones. The Master Plan outlines four design surfaces: Runway Safety Area, Runway Object Free Area, Runway Obstacle Free Zone, and Runway Protection Zone (RPZ). The RPZ is of particular importance for the land use compatibility, as it extends outside of the airport property boundary. The FAA restricts all vertical man-made and natural structures within this zone and is a priority area for FAA funding to acquire land.

The surrounding terrain, existing streets, railroads, and development will not permit lengthening the current runway, or adding runways. However, in order meet FAA design requirements, the Airport Master Plan outlines necessary modifications to the existing airport facilities. This includes moving the east taxiway further from the runway. With the existing location of Boyer Ave. along the northeast side of the airport property, part of the east taxiway cannot be relocated and will be abandoned. A new westside taxiway will be constructed along the full length of the runway, to meet FAA standards. The necessary easements have already been acquired.



FRAMEWORK

LAND USE COMPATIBILITY

There are potential concerns associated with incompatible land uses surrounding the Airport. These include aircraft noise disturbances, environmental impacts, hazards to air navigation, and the risks to the health, safety, and welfare of those in the air and on the ground. In order to minimize land use incompatibility, ITD Aero recommends restricting the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, to the extent reasonable. This is intended to protect and preserve the long-term **sustainability** of the airport, provide for the ability to evolve with the community, support airport related businesses and industries, and the public investment in the airport. According to the FAA, incompatible uses generally include the following:

- Residential and other noise-sensitive uses
- Congregations of people in approach and departure areas to protect people and property on the ground adjacent to the airport
- Man-made and natural structures that can interfere with flight
- Uses which may be affected by vibration or fumes from aircraft operations
- Uses of land on the airport that interfere with areas needed for aviation-related activities

The Airport property is zoned as Industrial General (IG) within the City of Sandpoint. Zoning classifications for land immediately surrounding the Airport are Industrial Technology Park (ITP) east of the Airport and west of Boyer Avenue and Residential Single-Family, east of Boyer Avenue. Long-term compatibility issues exist with the zoning of residential uses in close proximity to the Airport. There is residential development adjacent to the Runway End 19 Approach RPZ; however, no residential structures are currently located inside the RPZ.

Key existing developments and proposed zoning are not in alignment with ITD Aero guidance and pose potential conflicts within key zones such as the recommended lateral safety zone and inner critical safety zones. Continued residential and other non-compatible development in this area has the potential to impede airport-related employment uses and increase airport conflicts. The continuation of key land uses that are not compatible with existing and future airport operations will exacerbate conflicts. Site plans and design criteria will help reduce these issues.

INTERGOVERNMENTAL COORDINATION AND PARTNERSHIPS

The City of Ponderay is located north of the Airport. While the City of Ponderay does not have jurisdiction over properties immediately adjacent to the Airport, it does sit beneath the flight path for departures from Runway End 1 and approaches on Runway End 19. The City of Ponderay has not adopted an airport overlay zoning district.

Bonner County has adopted land use zoning regulations and districts for the unincorporated areas of the County. Suburban zoning is applied to the land west of the Airport, west of the Sandpoint City Limits, to promote the development of residential uses.

INTENT

Continue the viability of the Sandpoint Airport and protect the health and safety of those living and working in the area.

The planning concept for the public airport facilities chapter is based on supporting the long-term viability and compatibility of the Sandpoint Airport in the community. With a big impact on the economic health and economic growth in Sandpoint and the region, the Airport's operations and airport-related businesses and industries are valuable assets to preserve and support. Regional connections are vital to the community's economic success, and the Airport provides an important opportunity for new types of economic growth and transportation options.

Sandpoint can best support the Airport by ensuring land use compatibility within the surrounding area and particularly within safety and critical zones, as suggested by the FAA and ITD. This is not only critical for continued airport operations, but also for the safety and health of Sandpoint residents. This means focusing land uses on non-residential uses, including industrial, commercial, open space and parks.



SANDPOINT AIRPORT
PHOTO CREDIT: Aaron Qualls

BONNER COUNTY SANDPOINT AIRPORT STATEMENT OF POLICY:

“The Sandpoint Airport intends to operate, manage, plan, finance and develop the airport for its long-term financial health and safety in a manner consistent with accepted airport practices and applicable federal, state, and local policies and regulations.”

GOALS & OBJECTIVES



Resilient
Economy



Sustainable
Development



Responsive
Government

Goal 1. Public Health and Safety

The public health, safety, and general welfare of both airport users and the communities around the airport are protected.

- A. Work with Bonner County to be aware of airport activity and respond to needs if appropriate.
- B. Aid in the reduction of noise impact from aircraft.
- C. Coordinate with the City of Ponderay and Bonner County, as well as ITD Aero, to establish and maintain consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible development adjacent to the Airport.
- D. Explore opportunities for monitoring pollution, contamination, and health hazards generated by airport activities.



Resilient
Economy



Sustainable
Development



Livable
Community

Goal 2. Economic Benefits

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

- A. Encourage commercial and industrial uses in the proximity of the Airport that benefit from and do not conflict with aircraft operations.
- B. Allow uses that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.
- C. Encourage aviation-related economic development opportunities in appropriate locations surrounding the Airport.



Sustainable
Development



Responsive
Government

Goal 3. Compatibility of Land Uses

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

- A. Promote appropriate land uses adjacent to the airport which would be both compatible and beneficial to the Airport and the community.
- B. Require aviation easements and/or fair disclosure statements for new or substantial redevelopment of lots, buildings, structures, and activities near the Airport.

- C. Adopt and maintain a combination of criteria, standards, and zoning techniques that will protect the airport operations and aviation uses from incompatible development.

Goal 4. Hazard Prevention

Airport hazards, such as physical obstructions, emissions that obscure visibility, and/or land uses that expose people to safety risks are prevented.

- A. Regulate and restrict the height of structures and objects of natural growth around the airport.
- B. Prohibit uses in airport areas which attract birds, create visual hazards, and emit transmissions that may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.
- C. Encourage open space and clear areas within key safety areas adjacent to the airport to protect the Airport and to reduce safety risk exposure of people on the ground and in the air.



Sustainable
Development

Goal 5. Operations

The City coordinates with the Airport and accounts for existing development, economic activity, and transportation infrastructure.

- A. Provide for safe air navigation by approving appropriate safeguards to ensure that airport operations are conducted in a safe and efficient manner.
- B. Provide steps to evaluate and approve public airport construction and expansion.
- C. Adhere to guidelines provided in the Airport Master Plan and associated drawings of the airport when evaluating land use compatibility issues associated with new development in areas near or influenced by operations at the airport.



Resilient
Economy



Sustainable
Development



Livable
Community

GOALS & OBJECTIVES



Goal 1: Resource Stewardship

Sandpoint's natural resources and landscapes are responsibly managed.

- A. Facilitate the protection of important natural areas within the Area of City Impact (ACI) and within city limits, and on City-owned property to maintain in perpetuity.
- B. Encourage flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally sensitive areas.
- C. Align annexation, master plans, and large-scale developments to contribute and connect to natural areas.
- D. Pursue public acquisition and/or protection of sensitive habitats including, but not limited to, wetlands, riparian areas, and shorelines.
- E. Protect scenic resources—water and mountain views—by identifying and preserving viewsheds.
- F. Coordinate with area jurisdictions to promote land use and management practices that maintain, restore, and enhance the ecologic function of the Clark Fork-Pend Oreille Watershed and the Little Sand Creek Watershed.



Goal 2: Water Resources

The water quality and environmental value of Lake Pend Oreille, Sand Creek, and Syringa Creek water resources are protected and enhanced.

- A. Utilize Stormwater Best Management Practices to reduce pollutant loads and slow run off rates.
- B. Preserve and create natural riparian vegetation along the shoreline to the greatest extent possible.
- C. Encourage the reduction of herbicide and fertilizer use along the lake shoreline and creek corridors.
- D. Reduce sources of water pollution by requiring best management practices in site design.
- E. Support efforts to identify and restore native aquatic habitat along Sand Creek, Syringa Creek, and Lake Pend Oreille.
- F. Promote and incentivize water conservation.

Goal 3: Air, Light, and Noise Pollution

Air quality is maintained and improved, and light and noise pollution is minimized.

- A. Collaborate to improve regional air quality by supporting pollution mitigation strategies and attracting clean industries.
- B. Promote the use of low-emission modes of transportation such as ridesharing, bicycling, walking, and transit.
- C. Encourage and incentivize new development to employ energy and **sustainability** standards that reduce energy demand for heating and cooling, resulting in fewer air emissions.
- D. Review, educate, and enforce codes for dark-sky lighting compliance.
- E. Study the implementation of railroad quiet crossings as recommended in the Multi-Modal Transportation Plan.



Goal 4: Hazard Protection

Resiliency of people, wildlife, natural systems, and property to withstand and recover from natural disasters and other major disturbances is strengthened.

- A. Limit the impact of flood events from urban development through stream-bank stabilization and regulation of development in the 100-year floodplain.
- B. Evaluate opportunities to reduce the flood hazard area.
- C. Mitigate potential hazard impacts when building in wildfire hazard-prone areas (see [Bonner County Wildfire Protection Plan](#)).
- D. Where possible, discourage the transportation of hazardous substances through Sandpoint.
- E. Coordinate with Bonner County and regional partners to implement emergency management and hazard mitigation programs and regulations, aligned with the [Bonner County Hazard Mitigation Plan](#).
- F. Educate and inform residents of how to mitigate impacts from wildfires, winter storms, floods, earthquakes, and other high-risk hazards.
- G. Provide information to residents on the importance of Radon testing.
- H. Collaborate with Bonner County to develop a county-wide disaster preparedness plan that addresses community needs.

