
Ridley Village Courts & Maplewood Village

From kmhefley@frontier.com <kmhefley@frontier.com>
Date Mon 5/18/2026 8:13 PM
To City Planning <cityplanning@sandpointidaho.gov>

 3 attachments (10 MB)

Google Map Ridley Village Court with numbers.pdf; Ridley Village map to Bike Path.gif; Ridley Village map to Bike Path.gif;

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Maplewood Village Homeowner Assc.
Sandpoint, ID 83864

May 2026

City of Sandpoint Planning
cityplanning@sandpointidaho.gov

Dear City Planning,

Re: Ridley Village Courts PUD (PPUD25-0001) and Subdivision (PS25-0003) – River Rock Road Extension

As residents and property owners in Sandpoint's Maplewood Village, we are increasingly concerned about the safety of users on the bike path that runs parallel to South Division Street, south of Ontario Street.

This neighborhood has become a popular destination for foot-traffic and electric mobility devices — including e-bikes, scooters, and wheelchairs — largely due to Moose Pond (labeled as such on Google Maps), which has received over 250,000 views since 2021. The proposed opening of River Rock Road to serve up to 213 new units — along with the completed Ridley Village (57 units), Homestead Village Apartments (108 units), and the existing 48-unit condos — appears driven by a “connectivity” policy. Even assuming only one-third of these units have two vehicles, this would generate roughly 700 additional daily trips on River Rock Road and Autumn Lane. Both roads intersect the heavily used bike path before reaching South Division.

Please consider also, the very real potential of excessive traffic outflowing on to a narrow South Division, which when turning right off of River Rock, dead ends at the lake in less than 1/10th of a mile, after crossing the foot-traffic/bike path which parallels South Division. When turning left off of River Rock, it is only 3/10th of a mile. Drivers coming from Ridley Village Courts and Ridley Village Road will be on mission, not prepared for the heavily foot-trafficked Maplewood Village and the foot-traffic/bike path, paralleling narrow South Division. This is all a recipe for dangerous vehicle/pedestrian/electric mobility devices, et al. Again, 250,000 views of Moose Pond by citizens and tourists looking for safe walking and wheeled excursions.

The path is frequented by cyclists, e-bikes, e-scooters, and electric mobility devices, including children on small "Razor-style" scooters traveling at 15+ mph. I have personally witnessed these sudden crossings surprising drivers. These low-profile scooters closely resemble foot-propelled models. Enforced stop signs on both sides of the bike path at these intersections would be essential. However, the better solution is to reconsider opening this volume of additional traffic onto these neighborhood streets, River Rock and Autumn Lane. Other, safer options exist. Connectivity via foot-traffic, bikes, et al, is more than sufficient. Please reconsider opening River Rock Rd. to vehicular traffic coming from Ridley Village Courts and Ridley Village Road.

Sincerely,

Maplewood Village HOA Board Members

Phil Dommès

Dave Brooks

James McEnulty

Susan Schwartz

Karen Hefley

May 18, 2026
Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

Dear Commissioners,
Please accept my additional suggestions and concerns pertaining to the Ridley Court Development.

I do not understand why the area of the project that s adjacent to Maplewood Village is higher than the entry area of Ridley Court. At minimum, the number of units adjacent to Maplewood Village should be reduced to 8, corresponding to the overall Ridley Court Development.

The density wasn't a noticeable issue when a greenspace buffer was presented in the 2024 PUD. Now that the Developer shifted the location of the green space buffer – density should be reduced. Or use the 2024 PUD proposal to reinstate the buffer green space to be adjacent to Maplewood Village

Another consideration: Reduce the size of the Ridley Court Development project to allow for single family homes to be built adjacent to Maplewood Village.

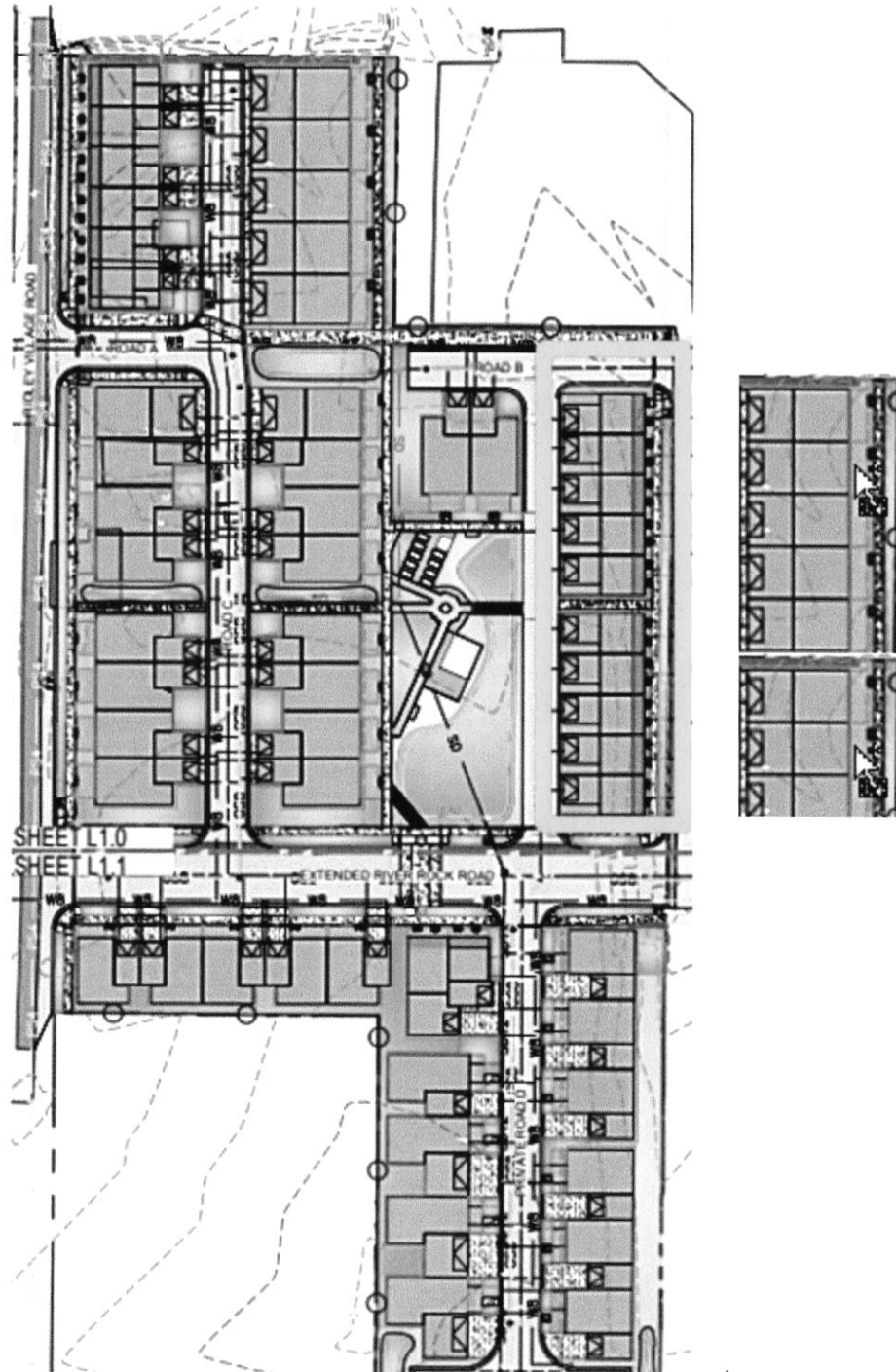
This project should be studied more.

Thank you,



Eileen Tschernenko
1522 Autumn Ln
Sandpoint, Idaho 83864

PPUD25-0001 - Ridley Village Court



**MATCHING DENSITY OF OTHER
SECTIONS OF RIDLEY COURT
ALLOWS FOR 8 UNITS, NOT 10**

MATCHING THE RESIDENTIAL, SINGLE FAMILY DENSITY OF MAPLEWOOD VILLAGE ALLOWS FOR 6 HOMES, IF NO ACCESS THROUGH MAPLEWOOD VILLAGE BY RIDLEY COURT.



Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

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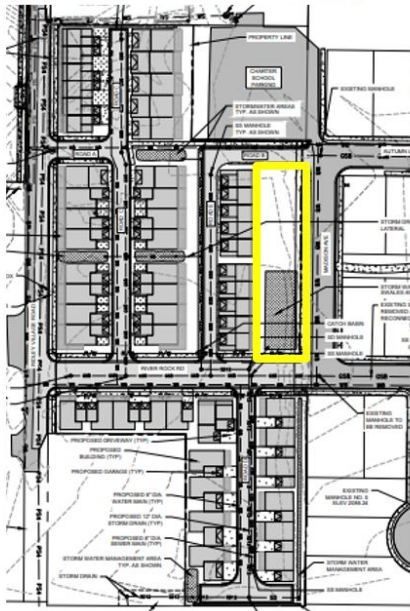
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

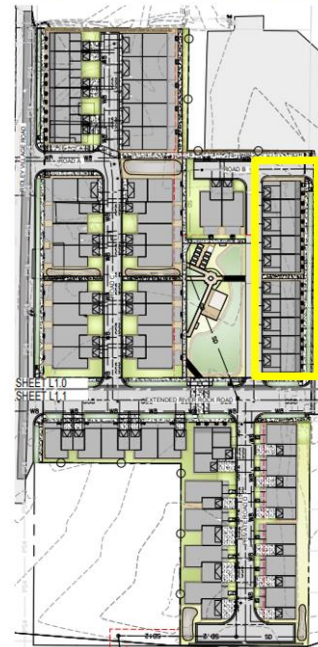
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Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



PPUD25-0001 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

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- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
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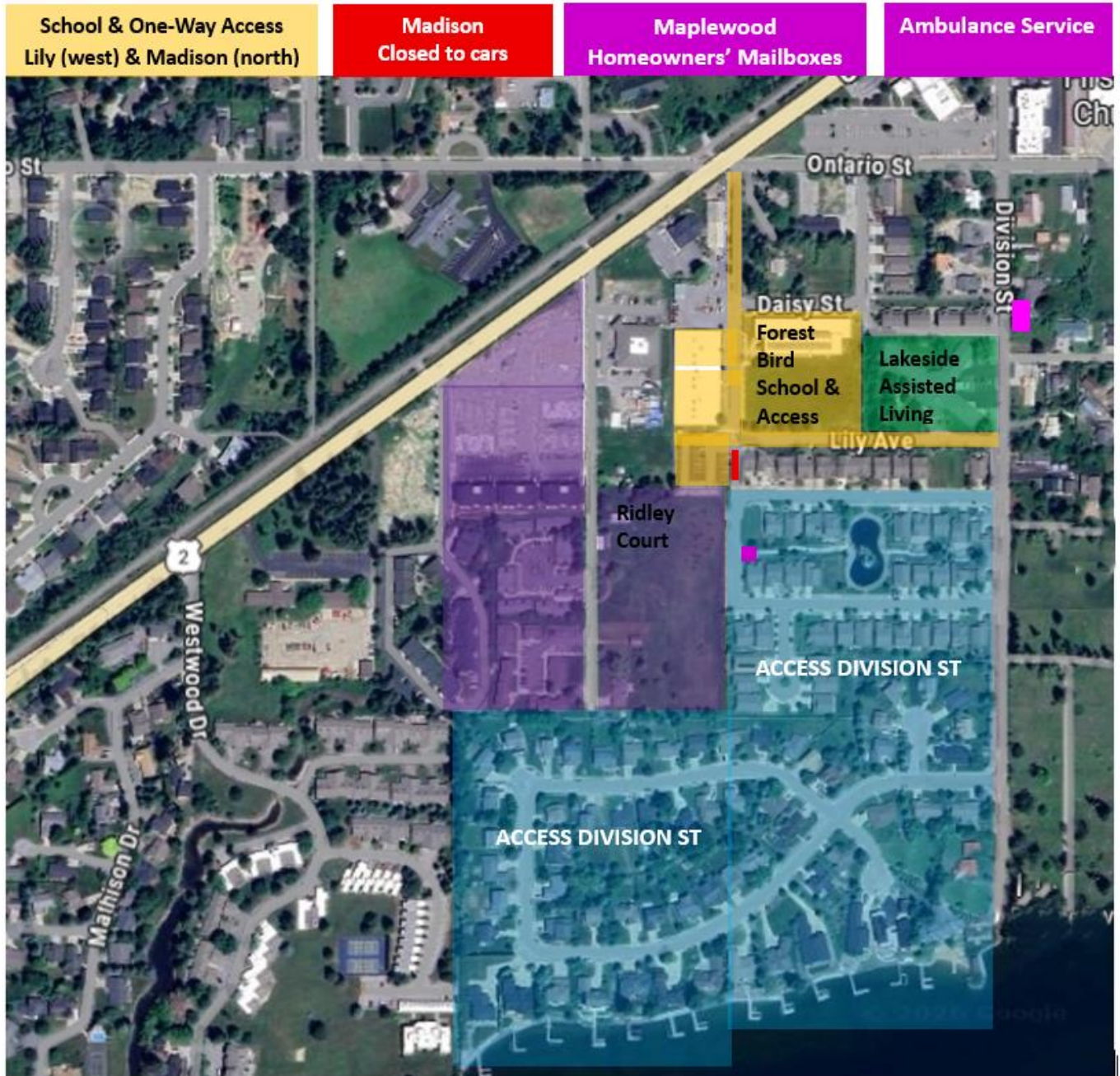
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We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



FW: Ridley Village Court Planned Unit Development hearing

From Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>

Date Mon 5/11/2026 1:38 PM

To Mandy Brown <mbrown@sandpointidaho.gov>

From: dbro252@frontier.com <dbro252@frontier.com>

Sent: Monday, May 11, 2026 1:25 PM

To: Sandpoint City Clerk's Office <cityclerk@sandpointidaho.gov>

Subject: Ridley Village Court Planned Unit Development hearing

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David and Sue Brooks
1401 Autumn Lane
Sandpoint, ID 83864

May 2026

City of Sandpoint Planning Commission
1123 Lake Street
Sandpoint, ID 83864

Re: Ridley Village Courts PUD (PPUD25-0001) and Subdivision (PS25-0003) – River Rock Road Extension

Dear Planning Commission Members,

As residents at 1401 Autumn Lane in Maplewood Village, we support responsible growth in Sandpoint and do not oppose the Ridley Village Courts development itself. However, we strongly urge you to approve it only with a condition closing the proposed River Rock Road extension to vehicular traffic, while permitting pedestrian and bicycle access via gates or similar features.

Opening River Rock to vehicles would channel traffic from Ridley's 57 units—plus roughly 237 units from nearby existing and future development—onto narrow South Division Avenue. This route and its paths are vital for vulnerable pedestrians: students from Sandpoint Charter and High Schools, children from two local daycares, and seniors from Lakeside Assisted Living, many heading to our HOA-owned Maplewood Pond wildlife sanctuary. The resulting volume poses clear safety risks that outweigh any benefits.

Sue and I appreciate the City's emphasis on "connectivity" in the 2024 Comprehensive Plan and Multimodal Transportation Master Plan—goals like walkable neighborhoods and efficient emergency access are worthwhile. Yet claims of improved emergency response for Ridley appear overstated. The new Bonner County EMS headquarters sits directly at the northeast corner of Ontario and South Division, with immediate access to Highway

2 via Ontario Street—providing faster, wider arterial routes to Ridley than a narrow residential cutoff ever could. Bonner County's reported average response time of about 10 minutes (2023 data) already reflects strong performance; existing access ensures reliable service without adding daily hazards here.

Sandpoint codes offer the flexibility for this balanced approach:

Title 9, Chapter 2 & 3 requires adequate multimodal circulation and pedestrian facilities—prioritizing safety over mandatory vehicular links when hazards exist.

The Complete Streets Policy and Sidewalks & Pathways Master Plan emphasize pedestrian protection.

Title 9-3-6 permits conditions to safeguard public welfare, including school-zone considerations under Idaho Code §33-806.

A pedestrian/bicycle-only connection links neighborhoods humanely, supports plan goals, and preserves our community's character.

Thank you for your careful review and for considering this request. My contact info, should you wish to connect, 208-255-6778 or dbro252@frontier.com

Sincerely,

David Brooks
Maplewood Village HOA Secretary

City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
DO NOT SUPPORT

Thanks for the opportunity to comment. Sure would have appreciated more time to do so. The materials are voluminous and technical. Nonetheless, my comments follow:

1. I am in accordance with the January 3, 2026 letter submitted by Steven Patrick. The City's zeal to route traffic from Ridley Village Court (and potentially Homestead Village) through River Rock Road is patently unfair to Maplewood residents. Please reconsider.
2. Maplewood residents are bearing the brunt of the exception made to the City's own PUD code of a 25' setback. This relief is not supported by or compatible with surrounding development but was done to facilitate "economic feasibility" for the project developers. No one in Maplewood is being compensated for that.
3. The drawing showing sewer lines from River Rock Road onto Cattail Court calls for replacement of SSMH#5, which is at the end of the cul-de-sac. It is not clear to me how Cattail residents would be affected by this in terms of disruption and ultimate service.
4. Today's urban planners are not unfamiliar with the integration of ecological considerations. Some simple, low-cost ideas include pollinator-friendly street lights and reduction of grass areas to make room for low maintenance native vegetation. As a Sandpoint citizen, I urge the City to encourage developers in this direction.

Sincerely,

Elizabeth de Fremery
914 Cattail Ct.



**CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025**

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The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting [Current Projects | Sandpoint, ID](#) and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Alison & Collin Paul

Address: 1704 Northshore Dr.

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) SUPPORT DO NOT SUPPORT NEUTRAL

COMMENTS: We are writing to object to the proposed development as it appears to lack adequate parking, insufficient traffic impact analysis and absence of meaningful outdoor or open space. As shown, this project would significantly strain surrounding streets and resources, worsen congestion and reduce quality of life for existing residents and neighborhoods. I urge the city to require a revised plan that responsibly addresses the above.

Further Comments Application Number PPUD25-0001 - PS25-003

From kmhefley@frontier.com <kmhefley@frontier.com>

Date Sat 1/3/2026 3:31 PM

To City Planning <cityplanning@sandpointidaho.gov>

Some people who received this message don't often get email from kmhefley@frontier.com. [Learn why this is important](#)

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January 5, 2026

Karen Hefley

1501 River Rock Rd. (Maplewood Village)

Sandpoint

Application Number : PPUD25-001 Ridley Village Ct

Response : Do Not Support

Comments :

My name is Karen Hefley, a proud resident of Maplewood Village and Sandpoint.

I wholeheartedly support the vision for Ridley Village Court—it's a beautiful addition to our community, and I hope it succeeds for everyone involved.

But I urgently ask the City of Sandpoint to reconsider opening River Rock Road to through vehicle traffic.

This is no ordinary street. It is a peaceful corridor cherished by our neighborhood and larger community, where families from the charter school, high school, and day-care centers, walk with children along South Division and the Maplewood Village pond area. It is a vital wildlife habitat—moose, deer, heron, eagles, and countless other creatures cross here freely.

Maplewood Village has invested significant association dues to preserve and maintain this created and natural beauty.

If even 20% of the traffic from Ridley Village Court, Homestead Apartments, and nearby housing routes through River Rock Road, it will become a busy thoroughfare—endangering pedestrians, disrupting wildlife, and shattering the quiet serenity we all treasure on our walks to view the lake and walk Lakeview Cemetary .

Please keep River Rock Road open to bicycles, foot traffic, and neighborhood connections—but protect it from automobile through-traffic. There are other ways to link these areas

without sacrificing this irreplaceable habitat.

Our community, children, and wildlife deserve this thoughtful protection. Thank you for listening with open hearts.

Deep Concerns,

Karen M. Hefley



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Name: Fred and Anne Olsen

Address: 1516 River Rock Rd., Sandpoint, ID

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) SUPPORT DO NOT SUPPORT NEUTRAL

COMMENTS: We are very concerned that there will be much car traffic on our quiet street. And that people who live in this new development will park their vehicles on the street in front of our homes. Why do River Rock and Autumn Hares have to be used to access this ~~home~~ project? Maplewood is a small quiet HOA neighborhood

Steven G Patrick

January 03, 2026

1505 River Rock Rd
Sandpoint, ID 83864

Application Number : PPUD25-001 Ridley Village Ct

Response : **DO NOT SUPPORT**

Comments :

The current proposed development would extend River Rock Rd to Ridley Village Rd. The posted Traffic Impact Analysis states that would result in 20 to 25 trips of through traffic per hour (peak – twice per day) on the existing River Rock Rd in Maplewood Village, **where there is currently NO through traffic.** That would be one every 2-3 minutes. The new traffic would drastically increase risk of injury or death to Maplewood Village residents who regularly use the sidewalks and streets for walking and cycling. Also, the quiet, peaceful nature of the Maplewood Village community, a main reason people choose to live and stay, would be destroyed.

The traffic table feature on the proposed extended portion of River Rock Rd would not lessen the impact of new through traffic on existing River Rock Rd. The developer recognized the problem, but has not offered a meaningful solution.

There is no need to tie in to the existing River Rock Rd. All traffic from Ridley Village Court could use Ridley Village Rd for access. Instead, **I urge Sandpoint Planning and City Council require that the extended portion of River Rock Rd would be blocked with a barrier that could be removed only for Emergency Vehicle Access.** This would entirely avoid the safety and quality of life issues for Maplewood Village residents, and still enable Ridley Village Ct to thrive.

It would not be appropriate or fair to shift the traffic impact from Ridley Village Ct onto the residents of Maplewood Village. It is also simply not necessary.

Sincerely,

Steven G. Patrick

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

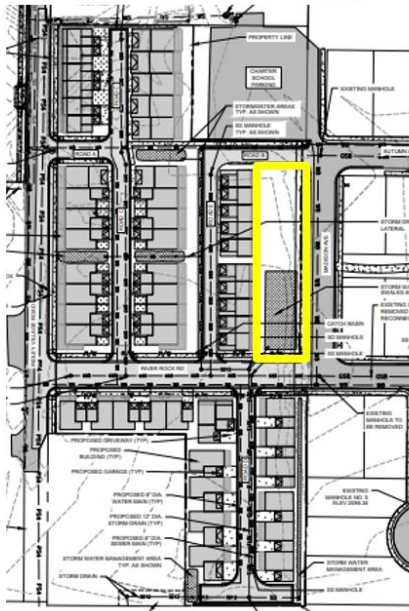
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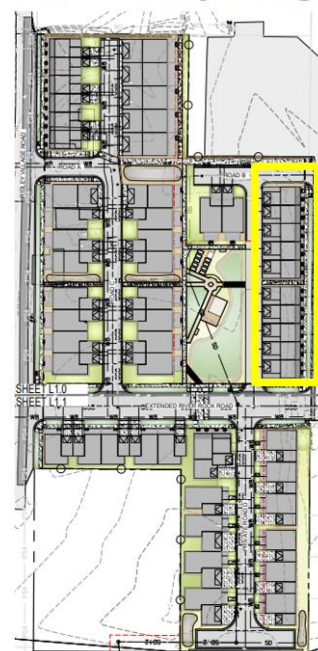
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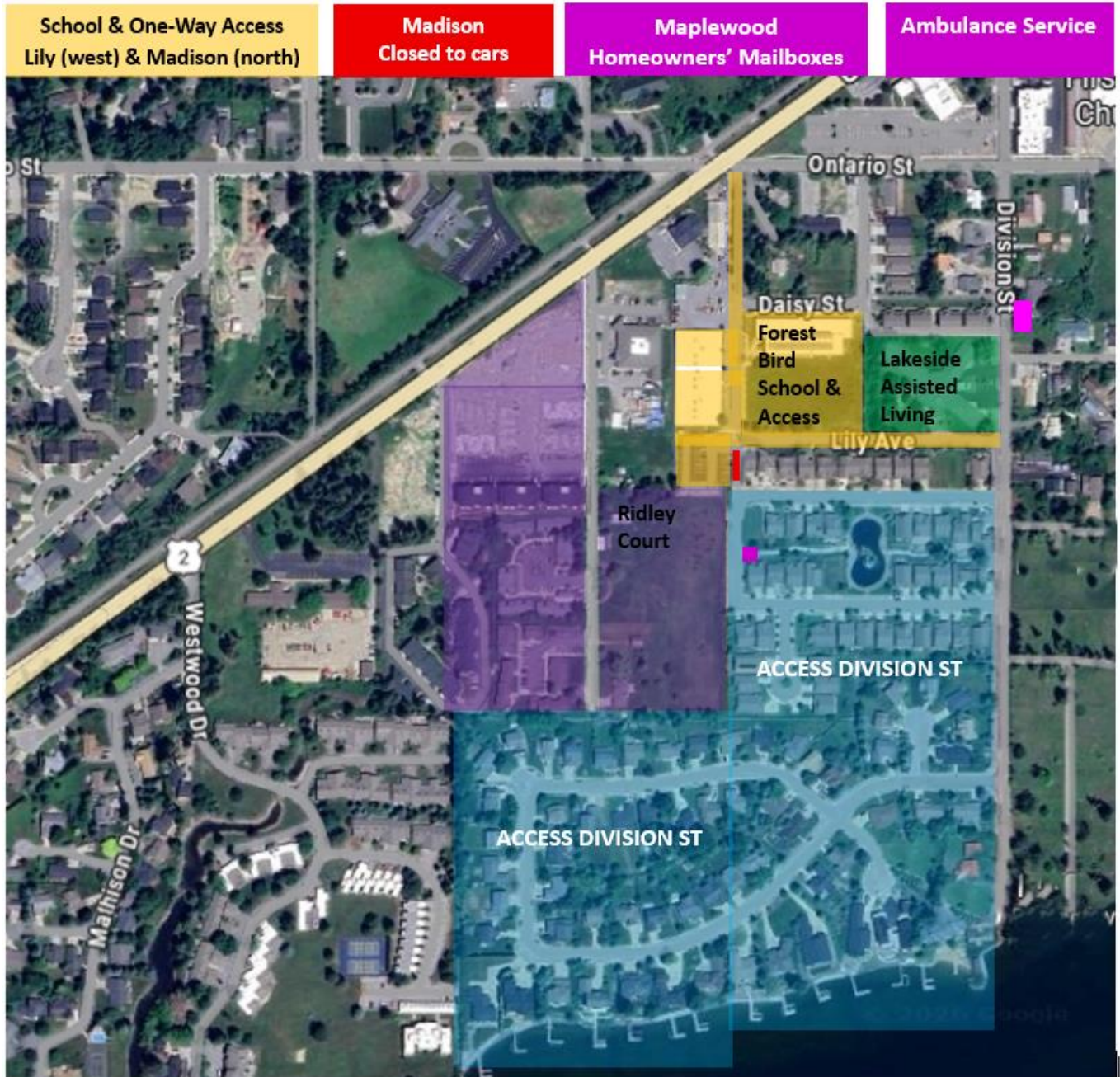
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Elizabeth de Fremery
914 Cattail Ct.

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1401 Autumn Lane
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May 2026

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1123 Lake Street
Sandpoint, ID 83864

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Opening River Rock to vehicles would channel traffic from Ridley's 57 units—plus roughly 237 units from nearby existing and future development—onto narrow South Division Avenue. This route and its paths are vital for vulnerable pedestrians: students from Sandpoint Charter and High Schools, children from two local daycares, and seniors from Lakeside Assisted Living, many heading to our HOA-owned Maplewood Pond wildlife sanctuary. The resulting volume poses clear safety risks that outweigh any benefits.

Sue and I appreciate the City's emphasis on "connectivity" in the 2024 Comprehensive Plan and Multimodal Transportation Master Plan—goals like walkable neighborhoods and efficient emergency access are worthwhile. Yet claims of improved emergency response for Ridley appear overstated. The new Bonner County EMS headquarters sits directly at the northeast corner of Ontario and South Division, with immediate access to Highway

2 via Ontario Street—providing faster, wider arterial routes to Ridley than a narrow residential cutoff ever could. Bonner County's reported average response time of about 10 minutes (2023 data) already reflects strong performance; existing access ensures reliable service without adding daily hazards here.

Sandpoint codes offer the flexibility for this balanced approach:

Title 9, Chapter 2 & 3 requires adequate multimodal circulation and pedestrian facilities—prioritizing safety over mandatory vehicular links when hazards exist.

The Complete Streets Policy and Sidewalks & Pathways Master Plan emphasize pedestrian protection.

Title 9-3-6 permits conditions to safeguard public welfare, including school-zone considerations under Idaho Code §33-806.

A pedestrian/bicycle-only connection links neighborhoods humanely, supports plan goals, and preserves our community's character.

Thank you for your careful review and for considering this request. My contact info, should you wish to connect, 208-255-6778 or dbro252@frontier.com

Sincerely,

David Brooks
Maplewood Village HOA Secretary

Steven G Patrick

January 03, 2026

1505 River Rock Rd
Sandpoint, ID 83864

Application Number : PPUD25-001 Ridley Village Ct

Response : **DO NOT SUPPORT**

Comments :

The current proposed development would extend River Rock Rd to Ridley Village Rd. The posted Traffic Impact Analysis states that would result in 20 to 25 trips of through traffic per hour (peak – twice per day) on the existing River Rock Rd in Maplewood Village, **where there is currently NO through traffic.** That would be one every 2-3 minutes. The new traffic would drastically increase risk of injury or death to Maplewood Village residents who regularly use the sidewalks and streets for walking and cycling. Also, the quiet, peaceful nature of the Maplewood Village community, a main reason people choose to live and stay, would be destroyed.

The traffic table feature on the proposed extended portion of River Rock Rd would not lessen the impact of new through traffic on existing River Rock Rd. The developer recognized the problem, but has not offered a meaningful solution.

There is no need to tie in to the existing River Rock Rd. All traffic from Ridley Village Court could use Ridley Village Rd for access. Instead, **I urge Sandpoint Planning and City Council require that the extended portion of River Rock Rd would be blocked with a barrier that could be removed only for Emergency Vehicle Access.** This would entirely avoid the safety and quality of life issues for Maplewood Village residents, and still enable Ridley Village Ct to thrive.

It would not be appropriate or fair to shift the traffic impact from Ridley Village Ct onto the residents of Maplewood Village. It is also simply not necessary.

Sincerely,

Steven G. Patrick



**CITY OF SANDPOINT
NOTICE OF APPLICATION – DECEMBER 18, 2025**

Notice is hereby given that the City of Sandpoint has received an application for a PUD – Final Development Plan and Subdivision (City Application No. PPUD25-0001 and Subdivision PS25-0003) adjacent or near your property. The applicant is proposing to build 57 townhomes with connecting trails, alleys, street right-of-way, and community open space. The subject lot is located at 1001 Ridley Village Rd, Bonner County parcel no. RPS40110000020A in the Residential Multi-Family zoning district. The subject lot is legally described as Northeast Corner of Section 28, Township 57 North, Range 02 West, Boise Meridian, Bonner County, Idaho.

The proposed site plan and lot layout is on the back of this notice. Additional application materials can be viewed online by visiting [Current Projects | Sandpoint, ID](#) and viewing file no. PPUD25-0001 and PS25-0003. Complete application materials are on file at Sandpoint City Hall, 1123 Lake Street, Sandpoint, ID, (208) 263-3370.

PLEASE NOTE: This application requires a Public Hearing and further notice will be provided. **If you wish to provide comment, please submit no later than January 5, 2026.** Responses may be mailed to Sandpoint Planning and Building Services, 1123 Lake St, Sandpoint, ID 83864 or e-mailed to cityplanning@sandpointidaho.gov. Please provide the information below for retention in the application file.

Name: Fred and Anne Olsen

Address: 1516 River Rock Rd., Sandpoint, ID

Application Number: PPUD25-0001 – PS25-0003

PLEASE RESPOND: (✓) SUPPORT DO NOT SUPPORT NEUTRAL

COMMENTS: We are very concerned that there will be much car traffic on our quiet street. And that people who live in this new development will park their vehicles on the street in front of our homes. Why do River Rock and Autumn lanes have to be used to access this ~~home~~ project? Maplewood is a small quiet HOA neighborhood

City of Sandpoint

RE: Application PPUD25-0001 – PS25-0003
DO NOT SUPPORT

Thanks for the opportunity to comment. Sure would have appreciated more time to do so. The materials are voluminous and technical. Nonetheless, my comments follow:

1. I am in accordance with the January 3, 2026 letter submitted by Steven Patrick. The City's zeal to route traffic from Ridley Village Court (and potentially Homestead Village) through River Rock Road is patently unfair to Maplewood residents. Please reconsider.
2. Maplewood residents are bearing the brunt of the exception made to the City's own PUD code of a 25' setback. This relief is not supported by or compatible with surrounding development but was done to facilitate "economic feasibility" for the project developers. No one in Maplewood is being compensated for that.
3. The drawing showing sewer lines from River Rock Road onto Cattail Court calls for replacement of SSMH#5, which is at the end of the cul-de-sac. It is not clear to me how Cattail residents would be affected by this in terms of disruption and ultimate service.
4. Today's urban planners are not unfamiliar with the integration of ecological considerations. Some simple, low-cost ideas include pollinator-friendly street lights and reduction of grass areas to make room for low maintenance native vegetation. As a Sandpoint citizen, I urge the City to encourage developers in this direction.

Sincerely,

Elizabeth de Fremery
914 Cattail Ct.

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

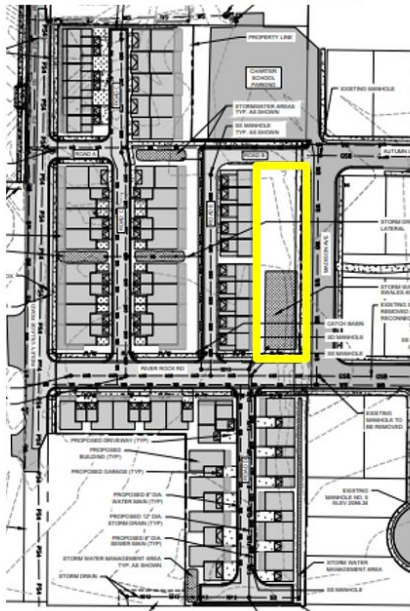
Dear Commissioners,

We purchased our home and moved to Sandpoint last April - if you are wondering why you haven't heard from us before. We are just starting to feel settled. Every day, we see or experience something that proves that moving was the best choice as we hit the 80 milestone. Unfortunately, we have deep concerns about the Ridley Court Development. The first one we thought had been settled before we purchased.

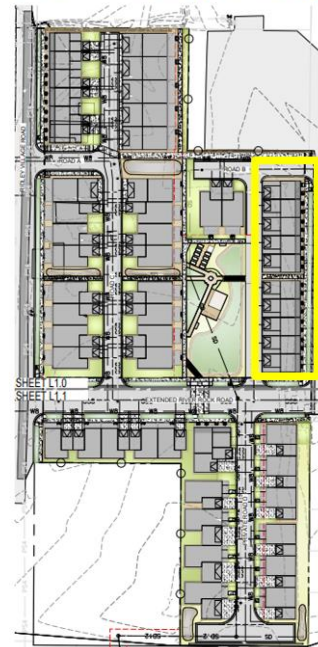
Issue 1: The interface of this project with our neighborhood was presented differently in 2025. Building setback along Madison between River Rock and Autumn is needed for separation between the mixed uses. Or the same use (single-family residential) should be built in this section of the development. The Maplewood Village homes have frontage curbs, green area, sidewalks and 25-foot structure setback. The Ridley Court development should blend with our neighborhood.

Approving Ridley Court's proposed use of River Rock and then not including elements that retain the residential appearance Maplewood Village is unacceptable. – and cruel!

PPUD24-0002 - Ridley Village Court



PPUD25-0001 - Ridley Village Court



Revised Alternate Improvement Plan_3.19.25

Issue 2: The Traffic impact study for Ridley Village Court raises some questions.

- Most of the data was collect in 2022. Some update in 2024.
- All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period.
- **This ignores the Forest Bird School and the Sandpoint High School teenage driver traffic that interfaces with logging trucks on Hwy 2, at 3pm.**
- The Executive Summary certainly implied some changes may be needed to the intersection of Ontario and Hwy 2 in future years (2032).

Please look at the map on the next page and notice a few details:

Ridley Road appears to be an underwhelming egress compared to Westwood Drive. The City of Sandpoint has already allowed the Homestead Village development without appropriate egress onto a Highway 2. And, it seems the City is now willing to let another development impose on an established neighborhood, rather than getting development to fix the issues with Ridley Road. That is NOT how this should work! The new development should incur the cost impacts of needed infrastructure.

And of greater importance to the City of Sandpoint, there might be a traffic problem created much sooner than 2032.

- The shaded turquoise, shows the population areas that are now using Division Street.
- The shaded purple could be the appropriate area that should be served by Ridley.
- A pink box shows the location of the Bonner County Ambulance Service – and the restrictive amount of space between the signal on Hwy 2 and the 4-way Stop on Ontario, which is about 500 feet.
- More cars on Division will mandate upgrades sooner than later.

The Traffic impact study for Ridley Court did not include any reference to the importance of the egress for Bonner County Ambulance Service, with respect to added cars on Division Street.

The eastbound traffic from Ridley Court should be encouraged by design to directly enter Highway 2, using Ridley Road.

We appreciate your attention and truly hope your consideration will include preserving the residential qualities of Maplewood Village.

Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise



Further Comments Application Number PPUD25-0001 - PS25-003

From kmhefley@frontier.com <kmhefley@frontier.com>

Date Sat 1/3/2026 3:31 PM

To City Planning <cityplanning@sandpointidaho.gov>

Some people who received this message don't often get email from kmhefley@frontier.com. [Learn why this is important](#)

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January 5, 2026

Karen Hefley

1501 River Rock Rd. (Maplewood Village)

Sandpoint

Application Number : PPUD25-001 Ridley Village Ct

Response : Do Not Support

Comments :

My name is Karen Hefley, a proud resident of Maplewood Village and Sandpoint.

I wholeheartedly support the vision for Ridley Village Court—it's a beautiful addition to our community, and I hope it succeeds for everyone involved.

But I urgently ask the City of Sandpoint to reconsider opening River Rock Road to through vehicle traffic.

This is no ordinary street. It is a peaceful corridor cherished by our neighborhood and larger community, where families from the charter school, high school, and day-care centers, walk with children along South Division and the Maplewood Village pond area. It is a vital wildlife habitat—moose, deer, heron, eagles, and countless other creatures cross here freely.

Maplewood Village has invested significant association dues to preserve and maintain this created and natural beauty.

If even 20% of the traffic from Ridley Village Court, Homestead Apartments, and nearby housing routes through River Rock Road, it will become a busy thoroughfare—endangering pedestrians, disrupting wildlife, and shattering the quiet serenity we all treasure on our walks to view the lake and walk Lakeview Cemetary .

Please keep River Rock Road open to bicycles, foot traffic, and neighborhood connections—but protect it from automobile through-traffic. There are other ways to link these areas

without sacrificing this irreplaceable habitat.

Our community, children, and wildlife deserve this thoughtful protection. Thank you for listening with open hearts.

Deep Concerns,

Karen M. Hefley

Planning Commissioners
City of Sandpoint
Sandpoint, Idaho

Subject: Ridley Court Development Concerns

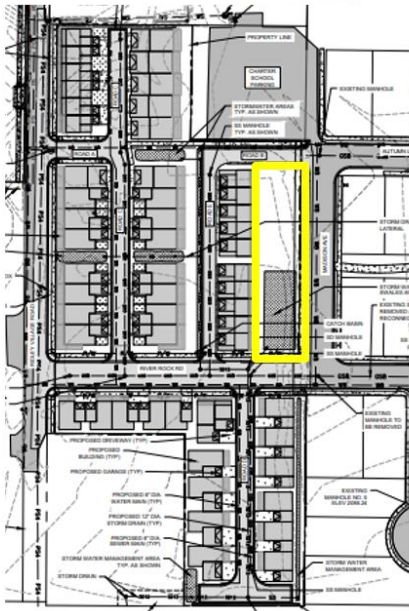
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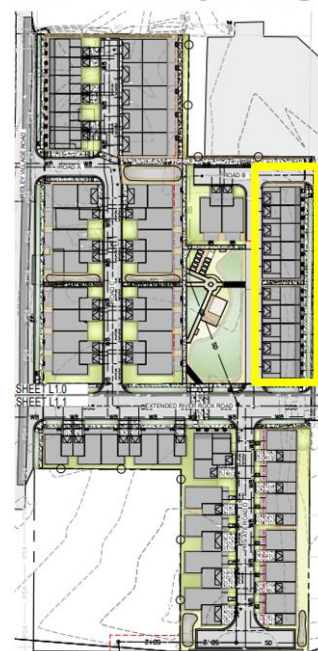
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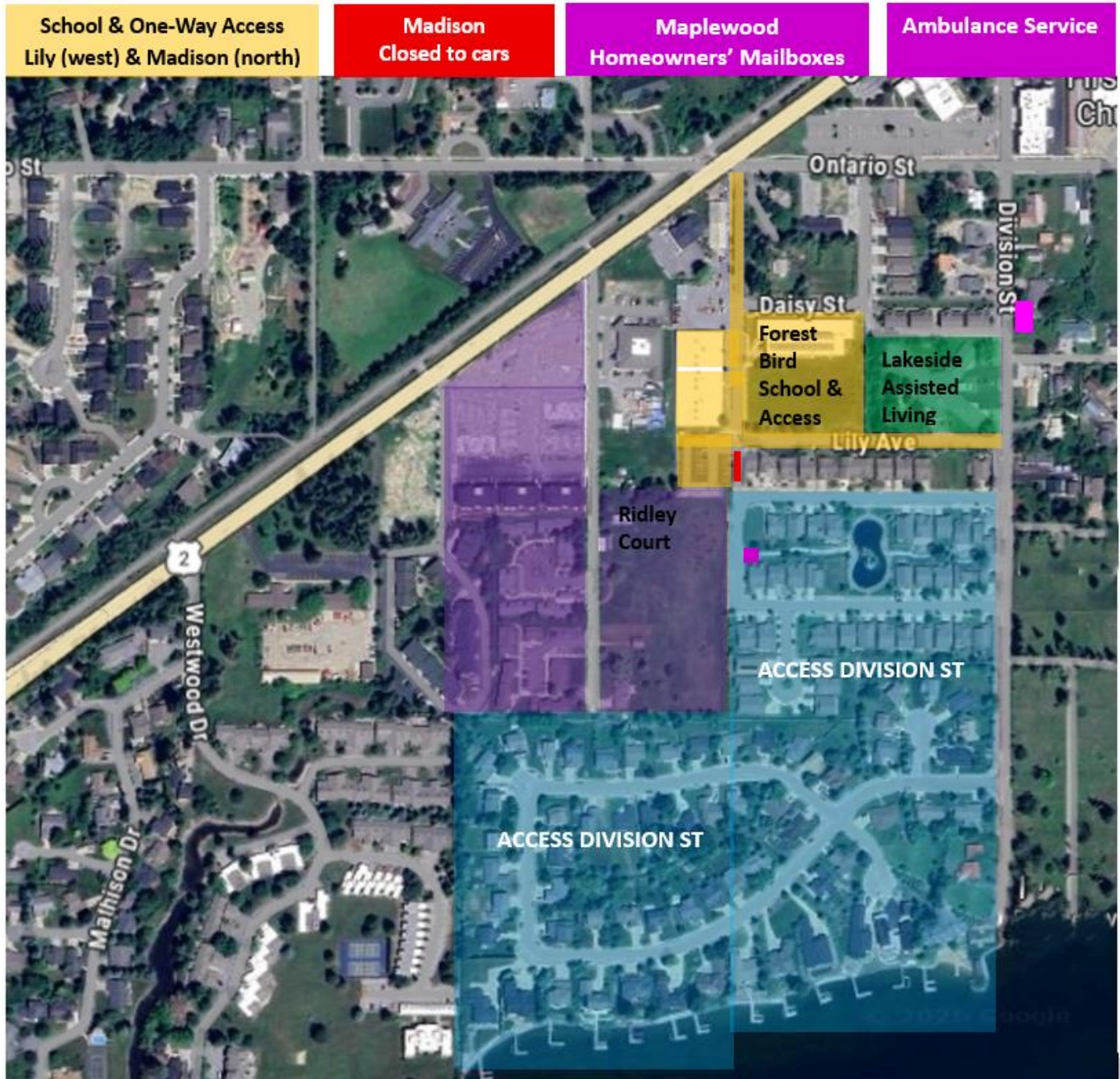
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Stan and Eileen Tschernenko
1522 Autumn Lane
Sandpoint, Idaho

Ridley Court Village/Purple.

Maplewood Village and North Shore/Turquoise





Lake Pend Oreille School District #84

Dr. Becky W. Meyer, Superintendent
365 North Triangle Drive • Ponderay, Idaho 83852
(208) 263-2184 • www.lposd.org

5/07/2026

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

RE: Ridley Village, PPUD25-0001

To Whom It May Concern:

The Lake Pend Oreille School District recognizes that development will occur, and we openly welcome families into our community. However, we are conscious of the impact increased student enrollment and new development can have on our patrons and educational program.

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.

Recently, some Idaho school districts have had developers approach them with voluntary support contribution agreements tied to new housing developments. While voluntary contributions alone will not fully fund new schools or expansions, they can provide districts with an opportunity to save toward future land acquisition, classroom additions, and facility upgrades.

As such, we encourage the developer to engage with the district in good faith and consider voluntary support in the form of monetary contributions, land dedication, or other meaningful mitigation efforts that help offset the impacts of growth on our schools.

The quality of our public schools is a vital component of our community's long-term success and appeal. Responsible development planning should include consideration of the effects on local educational systems. We look forward to continued collaboration with planning agencies and developers to help find balanced solutions that support both housing needs and sustainable school growth.

If you have any questions or would like to discuss the direct impacts of development on our district, please contact the District Office at 208-263-2184.



Lake Pend Oreille School District #84

Dr. Becky W. Meyer, Superintendent
365 North Triangle Drive • Ponderay, Idaho 83852
(208) 263-2184 • www.lposd.org

Sincerely,

Dr. Becky Meyer

Dr. Becky Meyer
Superintendent of Schools

RE: Traffic Study - Ridley Village

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

Date Mon 3/16/2026 8:33 AM

To Holly Ellis <hellis@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>; Bill Dean <bdean@sandpointidaho.gov>

Cc Erik Brubaker <ebrubaker@sandpointidaho.gov>; Jerry Wilson <Jerry.Wilson@itd.idaho.gov>; Carrie Ann Hewitt <CarrieAnn.Hewitt@itd.idaho.gov>; Nathan Herbst <Nathan.Herbst@itd.idaho.gov>

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Holly,

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.

Respectfully,

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815

robert.beachler@itd.idaho.gov

(208) 772-1216

Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>
Sent: Tuesday, February 24, 2026 9:23 AM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>; Jason Welker <jwtelker@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

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Hi Robert,

Here is the latest study from the Ridley Village Development for ITD review.

Sincerely,

Holly Ellis

Public Works Director

City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864

Direct: 208.946.2087 | hellis@sandpointidaho.gov



From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Thursday, February 19, 2026 7:02 AM
To: Jason Welker <jwtelker@sandpointidaho.gov>; Holly Ellis <hellis@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: RE: Traffic Study - Ridley Village

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I can make it. My section chief may not make it with me since he is coming back from leave. But I can brief him on our discussion. Our new District Engineer is Ryan Hawkins so I will see if he can join.

Rob

From: Jason Welker <jwelker@sandpointidaho.gov>
Sent: Wednesday, February 18, 2026 5:12 PM
To: Robert Beachler <Robert.Beachler@itd.idaho.gov>; Holly Ellis <hellis@sandpointidaho.gov>
Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>
Subject: Re: Traffic Study - Ridley Village

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Hi Rob,

We'd love the chance to meet as a team next Wednesday. You should have just received a calendar invite for a 9:30 meeting at Sandpoint City Hall before you head to BCAAT later in the morning.

We should have a revised TIA for the Ridley Village Court PUD for you before that meeting that hopefully we can discuss with you that morning.

Hope that works for you! Looking forward to it.

Best,
Jason



**Community Planning and
Development Department**
Jason Welker | Director
(208) 255-1738
(208) 290-0137 (cell)

From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Wednesday, February 18, 2026 2:45 PM
To: Holly Ellis <hellis@sandpointidaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>; Jason Welker <jwelker@sandpointidaho.gov>

Subject: RE: Traffic Study - Ridley Village

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Holly,

Thank you for the update. Appreciate you going back to Ridley Village project and asking them to revise the TIS.

Unfortunately, the improvements for US-2 in that location are in the long-range project recommendations (20+ years) for ITD. ITD does not have any of those long-range projects in our current funded program.

Had some email traffic with Jason Welker in Community Development over other improvements along US-2 in Sandpoint and noted it would be good to get together with ITD, Community Development and Public Works to keep up coordination and planning. We are slammed during Legislative session and submitting our next Idaho Transportation Improvement Program FY2027-2033 projects through the end of March.

But it would be good to meet soon. We are up in Sandpoint on the 4th Wednesday of each month for the Bonner County Area Transportation Team Meeting from 10:45-12:00, so we could come up early and meet with the Sandpoint team.

Please keep me posted on Ridley Village.

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815
robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>

Sent: Wednesday, February 18, 2026 2:22 PM

To: Robert Beachler <Robert.Beachler@itd.idaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>

Subject: RE: Traffic Study - Ridley Village

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Hi Rob,

You may be aware that the Homestead Development has gone bankrupt. Accordingly, we sent comments back to the applicant for the Ridley Village project to revise the TIA to:

- Reflect that only 36 units of Homestead Village were constructed and remove assumptions tied to full build out.
- Match existing intersection geometry (no turn lane improvements associated with Homestead full buildout).
- Base background volumes on actual constructed development and current traffic counts.
- Reevaluate turn-lane warrants, level of service findings, and any mitigation conclusions using corrected baseline conditions.
- Confirm whether any recommended improvements are warranted under these revised conditions.

Once we get the revised, we'll send it back to you for review. I am really curious if/how any improvements warranted by the Ridley Village project could/should tie in to the Ontario Realignment project that is envisioned - https://apps.itd.idaho.gov/Apps/d1/US-2_Corridor_Asset_Mgmt_Study.pdf

FIGURE 32. HIGHWAY 2/200 CORRIDOR STUDY SPLIT INTERSECTION OPTION (REFERENCE 10)



Sincerely,

Holly Ellis
Public Works Director

City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864

Direct: 208.946.2087 | hellis@sandpointidaho.gov



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

Sent: Thursday, January 29, 2026 1:30 PM

To: Holly Ellis <hellis@sandpointidaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>

Subject: RE: Traffic Study - Ridley Village

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Hi Holly,

Thank you for providing this study for ITD's review. I am our Planning POC and I will also have our District Traffic Engineer review the study. I know Justin Wuest was going to reschedule a call with you regarding the Homestead apartments possible uses for the impact fees. He is down in Boise this week so I will follow up with him and this Ridley Village project.

Rob

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815
robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Holly Ellis <hellis@sandpointidaho.gov>

Sent: Thursday, January 29, 2026 12:52 PM

To: Robert Beachler <Robert.Beachler@itd.idaho.gov>

Cc: Erik Brubaker <ebrubaker@sandpointidaho.gov>

Subject: Traffic Study - Ridley Village

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Hi Robert,

Are you the development review for ITD in Sandpoint? I understand that this would have been routed to ITD for review, but I wanted to reach out to see if you had any comments. I am particularly interested in how this relates to the Homestead Development where they were required to install a turn lane off US-2.

Sincerely,

Holly Ellis

Public Works Director

City of Sandpoint | 1123 Lake Street, Sandpoint, ID 83864

Direct: 208.946.2087 | hellis@sandpointidaho.gov

