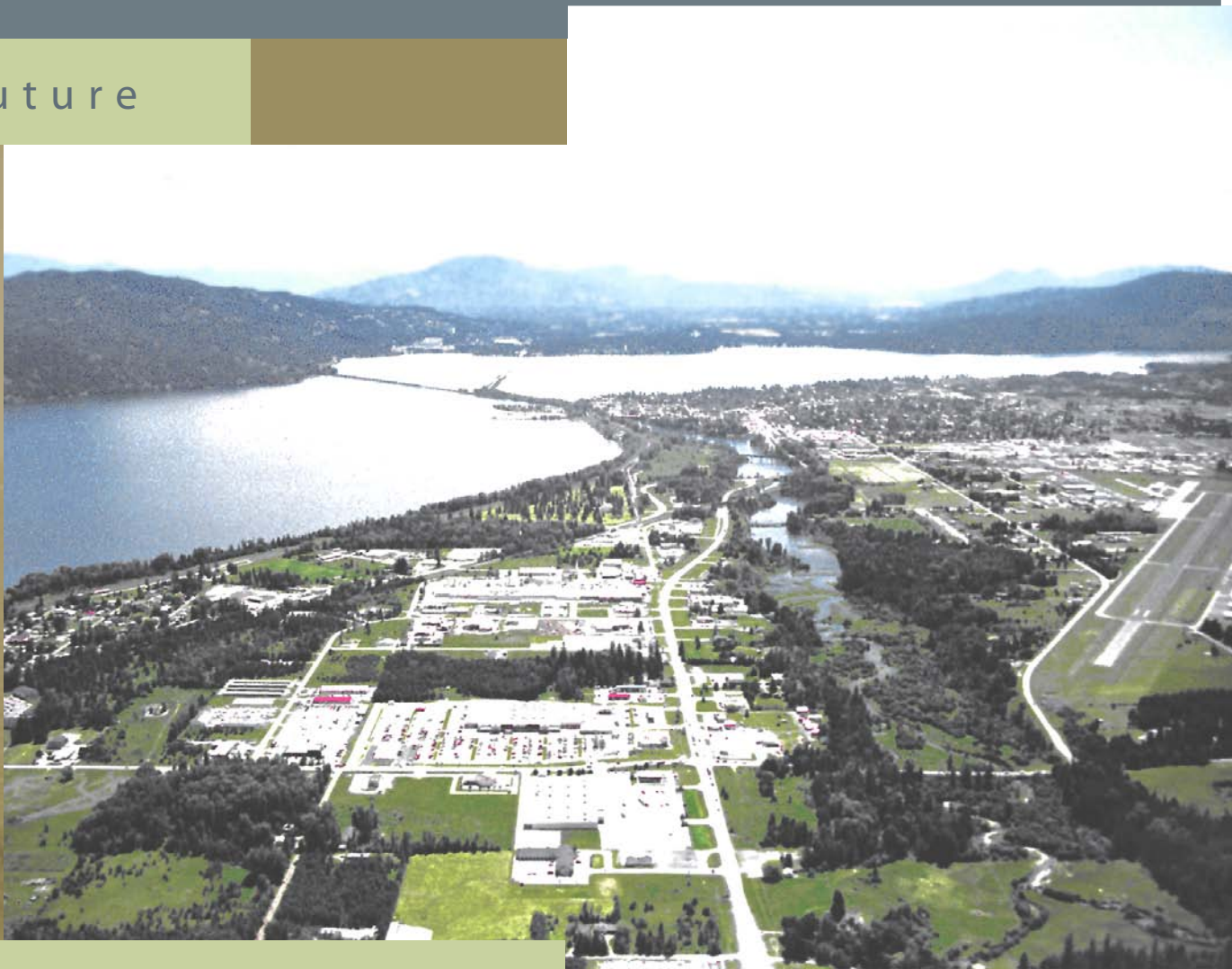


envisioning the future



city of ponderay

comprehensive plan

*City of Ponderay,
Idaho*

COMPREHENSIVE PLAN

Adopted June 2005

City Council

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Table of Contents



Foreword	
Property Rights	1-1
Population and Growth	2-1
School Facilities	3-1
Economic Development	4-1
Land Use	5-1
Natural Resources & Hazardous Areas	6-1
Public Services and Utilities	7-1
Transportation	8-1
Parks and Recreation	9-1
Housing	10-1
Community Design and Special Sites	11-1
Implementation	12-1



Comprehensive Plan



Foreword

The City of Ponderay Comprehensive Plan sets forth the vision of the City of Ponderay for its future growth. It is the intent of the City Planning and Zoning Commission and City Council to use the plan as a guide in carrying out responsibilities under state law. With the support of Ponderay citizens and the cooperation of other agencies, the plan will be made a part of the working tools necessary for continued orderly growth and development.

Citizens of Ponderay have always enjoyed many community advantages. It is now appropriate to consider what the City will be like for future generations. This plan provides a basis for integrating new improvements and City expansion, now and in the future, as well as retaining the benefits life in Ponderay has to offer. Ponderay residents cannot optimistically assume that if left alone, the natural process of growth will automatically result in benefits and advantages for all. The only realistic and responsible course lies in a deliberate and consistent planning process.

The City intends to guide and direct these changes so the community retains as many of its traditional benefits and advantages as possible. At the same time, it seeks to avoid potential dangers—overcrowding, congestion, hazards to health and peace of mind, loss of a sense of community, loss of identity and neighborliness, spoilage of natural scenery, and general deterioration of living quality that can accompany growth.

Ponderay's future growth and change provide an opportunity. It is possible now to act so that the end result is a quality environment for living.

The community of Ponderay is located on the northern shores of Lake Pend Oreille east of the City of Sandpoint in Bonner County. U.S. Highway 95 and State Highway 200 intersect at the southwestern boundary of the City. The community enjoys a favorable summer climate and often a long and sometimes harsh winter season.

The City is the gateway to Schweitzer Mountain skiing, hunting, and fishing and is a terminal for the Montana Rockies Rail Tours. The City now has one-stop shopping with over one hundred and seventy businesses, including Wal-Mart, Bonner Mall, car dealerships, and Home Depot.

Property Rights



1

Introduction

The protection of private property rights is a very important issue to the City of Ponderay. To that end, land use management should be as simple, straightforward, and understandable as possible. Any conditions on the exercise of private property rights should be limited to those that are essential to protect the public health, welfare, and safety or to promote the achievement of the overall goals of the citizens of the community. In addition, implementation strategies must recognize the right and protection (grand fathered status) of all legally existing buildings and structures or use of land.

Background

The Fifth Amendment of the United States Constitution provides that private property shall not be taken for public use without just compensation. Thus, under both the federal and state constitutions, private property may not be taken for public purposes without payment of just compensation.

Issues

There is a delicate balance of individual private property rights and community responsibility. One person's exercise of his or her rights must be considered in light of another person's rights.

Private property rights encompass not only the right to develop, invest, achieve, and profit from property, but also the right to hold and enjoy property as well. As the population increases and a greater number of people live nearer to each other, the opportunities for land use conflicts become greater. Property rights must balance the individual's desire to "do whatever I want with my land" with a respect for the property rights of neighboring owners.

The City of Ponderay Comprehensive Plan was prepared with the intent of protecting private property rights and values. It was not intended to create unnecessary regulations, which would negatively affect private property rights or values.

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to "include" an analysis of provisions that may be necessary to ensure that land-use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact values, or create

unnecessary technical limitations on the use of property..., [67-6508(a)].

The Office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative action upon specific property:

1. *Does the regulation or action result in a permanent or temporary physical occupation of private property?*

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking." For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a taking (see *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 [1982]).

2. *Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?*

Carefully review all regulations requiring the dedication of property or grant of an easement. The dedication of property must be reasonably and specifically designed to represent or compensate for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. A court will also consider whether the action in question substantially advances a legitimate state interest. For example, the United States Supreme Court determined in

Nollan v. California Coastal Commission, 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public's interest in beach access constitutes a taking. Likewise, the United States Supreme Court held that compelling a property owner to leave a public greenway, as opposed to a private one, did not substantially advance protection of a floodplain, and was a taking (Dolan v. City of Tigard, 114 U.S. 2309 [June 24, 1994]).

3. Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a taking. In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other pre-existing limitations on the use of the property (see Lucas v. South Carolina Coastal Coun., 112 S. Ct. 2886 [1992]).

Unlike 1 and 2 above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion whether there is any profitable use of the remaining property available (see Florida Rock Industries, Inc. v. United States, 18 F.3d 1560 [Fed. Cir. 1994]). The remaining use does not necessarily have to be the owner's planned use, a prior use, or the highest and best use of the property.

One factor in this assessment is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed expectations. Carefully review regulations requiring that all of a particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be preexisting limitations on the use of property that could insulate the government from takings liability.

4. Does the regulation have a significant impact on the landowner's economic interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property value alone may not be a taking, a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. As with 3 above, these economic factors are normally applied to the property as a whole.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership, including the right to possess, exclude others, and dispose of all or a portion of the property, are potential takings.

The United States Supreme Court recently held that requiring a public easement for recreational purposes where the harm to be prevented was to the floodplain was a taking. In finding this to be a taking, the court stated:

The City never demonstrated why a public greenway, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others... [T]his right to exclude others is “one of the most essential sticks in the bundle of rights that are commonly characterized as property.”

Dolan v. City of Tigard, 114 U.S. 2309 (June 24, 1994). The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interest in land held by individual members of an Indian tribe constituted a taking (Hodel v. Irving, 481 U.S. 704 [1987]).

6. *Does the regulation serve the same purpose that would be served by directly prohibiting the use or action, and does the condition imposed substantially advance that purpose?*

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose (Nollan v. California Coastal Commission, 107 S. CT. 3141 [1987]; Dolan v. City of Tigard, 114 U.S. 2309 [June 24, 1994]).

In Nollan, the United States Supreme Court held that it was an unconstitutional taking to condition the issuance of a permit to landowners on the grant of an easement to the public to use their beach. The court found that since there was no indication that the Nollan’s house plans interfered in any way with the public’s ability to walk up and down the beach, there was no nexus between any public interest that might be harmed by the construction of the house and the permit condition. Lacking the connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble or have effects of a physical invasion or occupation of property are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a taking will be found.

Property Rights Goal Statement

All land use decisions made pursuant to this Comprehensive Plan shall protect the fundamental rights of all residents.

Policies

1. Private property shall not be taken for public use without just compensation.
2. Property rights of landowners shall be protected from arbitrary and discriminatory actions.
3. No person shall be deprived of private property without due process of law.
4. Land use development regulations should be designed to protect the health, safety, and welfare of the community, avoiding any unnecessary conditions, delays, and cost.
5. The protection and preservation of property rights should be strong considerations in the development of land use policies and implementation of standards and regulations.
6. The Comprehensive Plan and implementing ordinances should provide existing and future landowners with confidence regarding the areas and densities of development and development requirements.
7. Property owners, as stewards of the land, should use their property wisely and maintain it in good condition for future generations.

Population and Growth



2

Introduction

Public development policies concerning the timing, location, and construction of all services and facilities are based on population distribution and anticipated growth patterns. An understanding of the physical, social, economic, cultural, and political environments that influence Ponderay's growth is necessary to develop realistic land use plans.

Research, background inventory, data collection, and analysis of population and growth aims at understanding the demands that will be placed on the City's land resource and the capacity of the City's land and services to support the growth. This data is then used to develop other portions of the plan and to plan for the desired community.

A variety of demographic sources were utilized to present the most likely future population and growth scenario. Additional information concerning county population forecasts is available from the Bonner County Planning Department.

Population forecasting is not an exact science and economic conditions frequently change, significantly influencing population levels. However, these population forecasts are important in understanding and planning for the future of Ponderay. Population forecasts assist City decision makers in planning for future City needs such as infrastructure, housing, land use, and transportation.

The population forecasts will help ensure that the various elements of the Comprehensive Plan are consistent with each other.

Existing Conditions

The four population centers in Bonner County are Sandpoint, Priest River, Ponderay, and Clark Fork. Ponderay is Bonner County's third largest City, with an estimated year 2000 population of 638 (US Census). This represents an estimated increase of 189 people, or 42.09% growth since the 1990 census. Ponderay's estimated population consists of approximately 1.73% of Bonner County's estimated year 2000 population of 36,835. Comparative historical populations of Ponderay and Bonner County are shown in **Table 2-1**, Historic Populations.

Table 2-1 Historic Populations						
	1970	1980	1990	2000	2001	2002
Ponderay City	275	399	449	638	650	667
Bonner County	15,560	24,163	26,622	36,835	37,305	38,218
% of County	1.76%	1.65%	1.69%	1.73%	1.74%	1.75%

Source: Idaho Department of Commerce, 11/02

2001-2002 data provided by Idaho Department of Labor 4/04

Age Groups

An important demographic indicator is the change in age groups residing in Ponderay. **Table 2-2**, Community Age Groups, indicates an increase in all age groups, with a significant increase in the 45-64 years age group. The medium age has increased from 34.6 years in 1990 to 37.6 years in 2000. The largest age group has remained the 20-44 years, with the 45-64 years age group a close second. The largest percentage gain is in the 45-64 years age group. The

comprehensive planning committee speculates that this may be due to an increase in the number of telecommuters who live in Ponderay and work from home.

Table 2-2 Community Age Groups		
	1990	2000
Under 5 years	34	54
5-19 years	116	128
20-44 years	165	210
45-64 years	73	172
65+ years	61	74
Median Age	34.6	37.6

Source: Idaho Department of Commerce, 11/2002

Education

In 2000, 41.4% of the City residents over 25 years of age were high school graduates and 8.7% were college graduates with bachelor degrees or higher. Of Idaho's total year 2000 population, 84.7% were high school graduates and 21.7% had college degrees.

Income

In 2000, the per capita income in Ponderay was \$19,082. While 12.4% of the national population was below the poverty level, 15.7% of the Ponderay population had incomes below the poverty level in 1999.

Future Conditions

Population within Ponderay is forecasted to increase from 638 in year 2000 to 1,876 by year 2020. **Table 2-3** presents the forecasted population based on the changes in the City's

percent share of the county's population and Advisory Committee discussion. Bonner County's population forecasts for 2010 and 2020 were obtained from the Bonner County Comprehensive Plan.

These projections should be reviewed annually to take into account changes in the community that may have a significant impact upon population growth. Such events would include expansion of sewer and water service boundaries to currently undeveloped property.

The comprehensive planning committee also made the following observations that they expect to influence future growth:

- The City is experiencing an increase in need for senior housing.
- There is a greater demand for residential housing in the City of Ponderay as the City of Sandpoint builds out.

- Residential development requests have increased. The City received more requests this past spring (2004) than previous years combined.
- The City has a significant amount of property suitable for development should water and sewer service boundaries be expanded.

Table 2-3 Population Forecast						
	1970	1980	1990	2000	2010	2020
Ponderay City	275 ¹	399 ¹	449 ¹	638 ¹	1,388 ²	1,876 ²
Bonner County	15,560 ¹	24,163 ¹	26,622 ¹	36,835 ¹	42,514 ³	48,408 ³
% of County	1.76%	1.65%	1.69%	1.73%	3.26%	3.88%
Source: ¹ US Census; ² J-U-B ENGINEERS, Inc. 6/04; ³ Bonner County Planning						

Population Goal Statement

The citizens of Ponderay desire to maintain the existing quality of life and plan for stable growth that is consistent with the City's character and within the fiscal capability of the community.

Policies

1. Encourage the preparation of an annexation/de-annexation policy and development requirements that are based upon the ability to provide services.
2. Growth should enhance the quality and character of existing areas and the general community.
3. Unimproved land within the City of Ponderay limits should be developed and utilized in order to maximize public investment.
4. The City should not approve new residential subdivisions nor commercial or industrial developments without services available at the time of approval.
5. The City should plan for adequate municipal water and sewer service to meet the needs of planned growth.
6. The City should adopt land development ordinances (i.e., zoning, subdivision, etc.) to use as tools to manage new growth.
7. The Comprehensive Plan should be revised to accommodate managed growth on an as-needed basis.
8. The City should encourage coordination with Bonner County regarding planning for areas outside of City limits to address regional growth and support the City of Ponderay Comprehensive Plan.

POPULATION AND GROWTH			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
5.	Prepare Water and Sewer Master Plans	✓	◆	◇				◇	◆	✓		✓					
6.	Amend Zoning & Subdivision Ordinances	✓	◇	◆						✓							
7.	Regularly review and update the Comprehensive Plan			◆	◇					✓							
8.	Enter into Area of City Impact Agreement with Bonner County	✓	◇	◆						✓							

✓ Immediate Action

◆ Primary Responsibility

◇ Secondary Responsibility

School Facilities



3

Introduction

The City of Ponderay is located within the boundaries of Lake Pend Oreille School District # 84. Lake Pend Oreille School District #84 offers a progressive learning opportunity for students in kindergarten through grade 12. The district is governed by an elected board of trustees and oversees four secondary and eight elementary schools serving over 3,905 students. District #84 is headquartered in the City of Ponderay.

This element of the Comprehensive Plan provides an inventory of existing conditions regarding the public school system serving the Ponderay community. It will also discuss school transportation issues for students.

Existing Conditions

The Lake Pend Oreille School District and its Board of Trustees made a historic decision, approved by voters in 1999, to divide the district—the first such action in the state of Idaho in 32 years. The original district was the largest in the state geographically, with tremendous variables in weather, elevation, and topography. By splitting off the western portion of the district, both new entities—Lake Pend Oreille School District #84 and West Bonner County District #83—became more manageable.

Lake Pend Oreille School District is the largest district in the County, with a student enrollment of 3,905 in the 2003 - 2004 school year (see Table 3-1, School District Enrollment).

Table 3-1 School District Enrollment	
	Enrollment 2003-2004
Lake Pend Oreille School District #84	3,905
West Bonner County School District #83	1,503
Source: Lake Pend Oreille School District and West Bonner County School District	

Other Education

Bonner County has seven private schools. The schools are located in Ponderay, Oldtown, and Sandpoint. The schools enrolled 310 students in 2000-2001. Together, the schools offer grades K-12.

Ponderay has two private schools. Sandpoint Christian School is located on Highway 95. It offers private education for students in grades K - 8. Glacier Academy is a private school for troubled students. It is operated in the Canyon Mall.

North Idaho College is the nearest junior college located in Coeur d'Alene 45 miles from Ponderay. Gonzaga University, Whitworth College, and Eastern Washington University are the nearest four-year colleges. They are located in Spokane and Cheney, Washington between 80 and 91 miles from Ponderay. University of Idaho is the closest in-state four-year college located in Moscow, Idaho 132 miles from Ponderay (see Table 3-2, College Education Facilities).

Table 3-2 College Education Facilities	
School	Distance in Miles
North Idaho College Learning Center	3
North Idaho College	45
Spokane Community College	83
Spokane Falls Community College	86
Gonzaga University	80
Whitworth College	82
Eastern Washington University	91
University of Idaho	132
Source: Idaho Department of Commerce, 11/02	

Transportation

All City residents travel to school by school district buses and personal vehicles.

School Facilities Goal Statement

To coordinate and cooperate with the school district in the development of the City's education facilities.

Policies

1. The City and the school district should coordinate development activity in a manner that contributes to the quality of life in the community.
2. The City should encourage land use regulations that provide safe pedestrian and bicycle access for school children.
3. The City should encourage technical, vocational, and adult education opportunities for the educational and cultural benefit of Ponderay area residents.
4. Promote the development of a school within the City limits of Ponderay.

SCHOOL FACILITIES			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1.	Send all subdivision project plans to School District for review and comment.	✓	◇	◆		◇											
✓ Immediate Action			◆ Primary Responsibility							◇ Secondary Responsibility							

Economic Development



4

Introduction

The plat for Ponderay, Kootenai County, Idaho was filed May 5, 1904. Initially, the City of Ponderay was incorporated as the Village of Ponderay on May 27, 1947. It became the City of Ponderay on November 26, 1968. The City has increased its size in area since it was incorporated in 1968.

Ponderay started as a company town in that it was built on the Panhandle Smelting and Refining Company's town site. Panhandle Smelting and Refining also erected a hotel, office building, and residences for its employees.

The First State Bank of Ponderay occupied a two-story building of processed white brick with granite trim. There were several other stone buildings and shops.

Another historically significant concern was the Ponderay Transportation Company, which carried mail to and from all of the post offices on the lake. They owned a powerful steam tug, the Ponderay, and a smaller steamboat, the Belle.

Today, with a population of 638 (2000 US Census), the City is the gateway to Schweitzer Mountain skiing, hunting and fishing and is a terminal for the Montana Rockies Rail Tours. The City now has one-stop shopping and plenty of free-parking, with one hundred and seventy plus businesses, including Wal-Mart, Bonner Mall, car dealerships, and fast food restaurants. Home Depot was completed in January 2005. The City also has Diedrich Manufacturing, Cygnus, Inc., and other small manufacturers. McGhee Sports Complex is also located in the City. The 53-acre complex caters primarily to soccer tournaments.

Existing Conditions

Employment

The largest employers in the City of Ponderay are the Lake Pend Oreille School District, Wal-Mart, Home Depot, and Yoke's Food (see Table 4-1, Largest Employers).

**Table 4-1
Largest Employers**

Name	Product or Service	Employees
Wal-Mart	Retail, General	300-399
Yoke's Food	Grocery, Retail	100-149
Home Depot	Home Improvement	100-149
Cygnus	Manufacturing	50-99
Sandpoint Furniture	Retail	20-49
Blood Logging	Logging	20-49
Rockstad Ford	Auto Dealership	20-49
Idaho Transportation Dept.	Government	20-49
Less Schwab	Tire Dealership	20-49
Alpine Motors	Auto Dealership	20-49
Burger King	Fast Food	20-49
City of Ponderay	Government	20-49
Co-Op Gas-Supply	Retail Fuel	20-49
Diedrich Coffee Roasters	Manufacturing	20-49
Lake Pend Oreille School District Admin.	Educational Services	20-49
Staples	Retail	20-49
McDonalds	Fast Food	20-49

The largest industry employer in Ponderay is retail, providing 50% of the jobs in the City. The largest growing industries are Other Industrial and Other Services (see Table 4-2, Ponderay Employers and Jobs).

**Table 4-2
Ponderay Employers and Jobs**

	Total	Manu- facturing	Other Industrial	Retail	Leisure & Hospitality	Other Services
1998						
Employers	70	6	11	24	15	14
Jobs	1,099	95	82	570	231	121
2003						
Employers	101	7	16	27	19	32
Jobs	1,482	127	146	740	245	224
Growth 1998 - 2003						
Employers	44%	17%	45%	13%	27%	129%
Jobs	35%	34%	78%	30%	6%	85%

Source: Idaho Department of Labor 4/04

Unemployment

Idaho's economy continues to grow and evolve as it enters the 21st Century. The 1980s was a decade of stop-and-start economic performance and high unemployment. However, it also ushered in one of the longest expansions in the State's history. Since 1987, nonfarm employment has expanded every year and consistently placed Idaho among the top ten fastest growing states in the nation. The 1990s saw a flood of new residents move into the state, causing the population to expand by an astounding 29% from 1990 to 2000. Over this period, Idaho personal income nearly doubled.

Comparatively, the City of Ponderay had a low unemployment according to the 2000 US Census. This is primarily due to the City hosting many of the commercial businesses in the Bonner County region (see Table 4-3, Unemployment).

**Table 4-3
Unemployment**

Year	Ponderay	Bonner County	Idaho
2000	5.8%	9.0%	6.3%

Source: US Census, 2000

Local Business

The City of Ponderay is Bonner County's commercial core. Ponderay retail businesses employ approximately one third of



Home Depot was constructed in 2005.

all Bonner County retail employees. The City offers a variety of services catering to local and tourism demands. There are provisions for grocery stores, big box retailers such as Wal-Mart and Home Depot, and restaurants.

Manufacturing includes Cygnus, Inc., which manufactures high quality sheet metal parts and assemblies for the aerospace industry. Diedrich Coffee Roasters is a family-owned business that distributes its coffee roasting equipment all over the world.

Future Conditions

The future for the City of Ponderay in terms of economic development appears to be excellent. There is currently a high demand for commercial and residential growth in the region. The City of Ponderay contains a large amount of undeveloped property along a major north/south corridor (Highway 95) in close proximity to the City of Sandpoint.

The City of Ponderay already contains a majority of the commercial business in the region, and this trend does not appear to be waning. The City's challenge will be to foster this future growth in a manner that encourages sustainable economic development.



The City of Ponderay has experienced increases in residential and commercial development in recent years.

Economic Development Goal Statements

1. To maintain and promote a healthy social and economic condition and development for City residents.
2. To promote the development and improvement of City infrastructure.

Policies

1. To promote the orderly development of land uses.
2. Encourage the diversification and expansion of compatible industry to create more employment for local residents by encouraging the expansion of recreational, cultural, and service facilities.
3. Encourage the development and expansion of educational opportunities within the City limits to include local public schools.
4. The City should reserve and designate sufficient land to fulfill the community's and surrounding region's industrial, retail, commercial, and recreational needs.
5. The City should encourage transportation improvements that will support commercial development demands in the City.
6. The City should encourage efforts to develop and maintain quality neighborhoods and housing that are recognized as basic infrastructure requirements of economic development.
7. The City should support business development by encouraging the maintenance of adequate municipal services.
8. The City should support new economic development that respects the importance of the area's natural resources and the desired character of the City.
9. The City should encourage the implementation of recreational facilities and opportunities into future growth plans.



Ponderay hosts Bonner County's major retailers, including Wal-Mart.

ECONOMIC DEVELOPMENT			Key Participants Responsible For Implementation								Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests		State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
2.	Coordinate with the Ponderay Community Development Corporation	✓	◆		◇		◇			◇	✓						✓	
4.	Develop a Master Plan to define a City Center for Ponderay		◆	◇	◇	◇	◇				✓				✓		✓	
5.	Develop a Transportation Master Plan.	✓	◆	◆	◇						✓		✓		✓			
✓ Immediate Action			◆ Primary Responsibility								◇ Secondary Responsibility							

Land Use



5

Introduction

The land use analysis provides a snapshot of the City at a static point in time, allowing for the examination of past and present development trends and shedding light on both the positive and negative aspects of previous development. This process is intended to help the City avoid duplicating past land use problems while capitalizing on those factors that have proven to be successful. The existing land use analysis is conducted in conjunction with other background studies dealing with environmental features, population, and economics as well as the City's goals, objectives, and policies in formulating a future land use plan for Ponderay.

Existing Conditions

Setting

The City of Ponderay is situated between Sand Creek and the City of Sandpoint on the west and south, Lake Pend Oreille on the south, and the City of Kootenai on the east, and unincorporated Bonner County on the north. Dominant features within the City include U.S. Highway 95, State Highway 200, the BNSF Railroad Line, and the Spokane International Railway.

Existing Land Uses

The City of Ponderay has developed around a core residential area that is situated between State Highway 200 and the BNSF Line. This core residential area is developed on a grid street pattern with small blocks and is primarily single-family residential in nature, although the City offices and fire station are located here as well. Outside of this core residential area, land uses consist primarily of commercial, light industrial, agricultural, and large parcel residential uses.

In addition to residential development, the City has a complement of commercial and light industrial land uses, including the Bonner Mall and the Emerald Industrial Park, both situated at the south end of the City along State Highway 200. The Bonner Mall is a retail commercial development, and the Emerald Industrial Park consists of light industrial-type land uses. There is an extensive commercial area located on both sides of the Kootenai Cut-Off Road. This area hosts Wal-Mart and Home Depot.

With regard to recreational land uses, the City of Ponderay does not currently maintain the public parks, open space, or trails within the City. A privately owned golf course, the Elks Golf Club, is situated in the south end of the City between State Highway 200 and the BNSF Line. The City is currently cooperating with North Idaho Bikeways to create a bikeway and walking path along the Highway 95 corridor through the City.

Area of City Impact

All Idaho cities are required to have an area of impact boundary and an accompanying agreement with the County that addresses those land areas outside the City limits (Idaho State Law 67-6526). The agreement must specify whether the City and/or the County's land use policies and guidelines apply to this area, including 1) Comprehensive Plan, 2) subdivision ordinance, and 3) zoning ordinance.

Ponderay has negotiated an Area of City Impact with Bonner County that generally lies one mile east of Sand Creek and north of the existing City limits. The area contains just over two square miles, or in the neighborhood of 1,300 acres. The land is presently used for agriculture, large parcel residential, and forest land. The Future Land Use Map designates this area for a mix of development, including low-density residential and rural use.

Land Use Map

The Future Land Use Map (**Figure 5-1**) depicts the City as it is planned to develop, or redevelop, as the case may be.

Table 5-1, Land Use Breakdown, provides a breakdown of the existing and planned estimated acreages within the various land use categories and includes areas within the City limits and the Area of Impact. The following describes the categories used to inventory and report these existing land uses.

Table 5-1 Land Use Breakdown				
Land Use	Existing Land Use		Proposed Land Use	
	Acreage	Percentage	Acreage	Percentage
Agriculture/Rural	2,112	71%	1,460	49%
Residential	255	9%	838	28%
Commercial	385	13%	383	13%
Industrial	87	3%	129	45%
Recreation	17	1%	146	5%
Public	5	1%	5	1%

Agriculture/Rural

This land use category includes all land areas that are presently being used for agricultural purposes and are not part of a recorded subdivision of lots. Agricultural lands by definition are engaged in the productive use of the land and should not be considered as vacant, underdeveloped, or undeveloped. However, over time these land uses are expected to transition to other land uses.

Residential

This category includes all residential land uses, including detached single-family dwellings (including

manufactured/mobile homes), attached single-family dwellings (duplexes, triplexes, four-plexes, and town/patio homes), and assisted living facilities.

Commercial

This land use designation depicts establishments that engage in retail trade or provide services. This category includes offices, restaurants, shopping centers, convenience stores, auto dealers, gas stations, motels, and hotels.

Industrial

This land use category includes establishments engaged in wholesale trade, storage or distribution with little or no retail trade or service, and establishments engaged in transforming raw materials into new products, usually for distribution to other regions and not for sale or use on site. Generally, industrial development can be broken down into either light industrial, or heavy industrial.

Recreation

This category includes public or private land dedicated to recreation such as trails, parks, and recreation areas as well as private parks and recreation facilities. Private areas include those used for active or passive recreation activities and may exist for commercial purposes, such as golf courses or recreation centers.

Public

This category includes public land dedicated to municipal use or ownership.

Future Conditions

Issues

Population growth in the City of Ponderay has been limited due to the lack of adequate water and sewer services north of Kootenai Cut-Off Road. Pressure on the City and this entire region of North Idaho for additional residential and commercial growth is increasing significantly and does not show any sign of letting up in the near future.

The City of Ponderay is working with the County, service districts, and surrounding communities to address the possibility of providing water and sewer services north of the current service area. The result of this work will have an enormous impact upon the City's ability to meet the regions current demand for additional residential property.

The Future Land Use Map (Figure 5-1) takes these issues into consideration and assumes that sewer and water services will be available north of the current service area within the plan's 20-year planning period.

Land Use

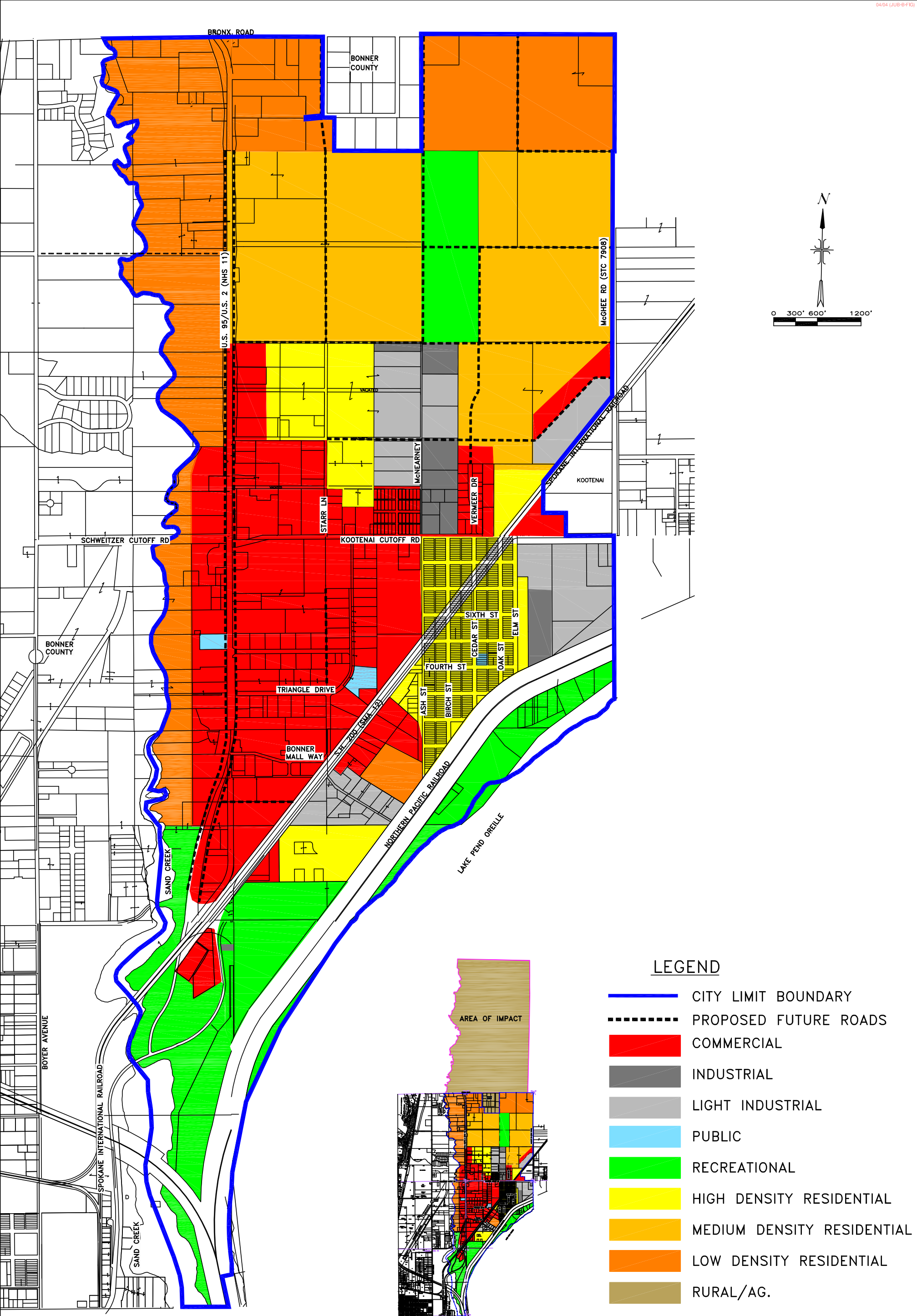
The Future Land Use Map (Figure 5-1) designates land areas for general uses such as residential, commercial, industrial, public, and agricultural/open space. The map is purposely generalized and does not follow specific property lines yet represents land use associations and patterns. Actual zoning may be different from the designated land uses if infrastructure is not readily available at the time of proposed development.

The nine land uses depicted by the map are not precise. Rather, the map represents a long-range generalized vision of community development. The land use map is the result of extensive input, study, and ideas expressed by the Advisory Committee and citizens.

The commercial designation includes the land area adjacent to the U.S. Highway 95 and State Highway 200, as well as the core commercial area along the Kootenai Cut-Off Road. These commercial areas should be adequate for existing business and future commercial development.

Industrial development occupies only a small portion of the City. The proposed area on the Comprehensive Plan map accounts primarily for existing uses and will allow additional expansion as well as prohibit other forms of land use from intermingling with industry. There is adequate area inside the corporate limits to meet the proposed expansion of the industrial area.

Current residential development is second to commercial/industrial regarding overall land area designated. The Future Land Use Map (Figure 5-1) assumes that current sewer and water service areas will be expanded to include the property north of Kootenai Cut-Off Road within the 20-year planning period. Once this expansion occurs, the City of Ponderay will be in a position to meet the pent-up demand for additional residential development in the region. The Comprehensive Plan intends that future residential projects be developed as mixed-use projects incorporating neighborhood commercial uses and community recreational uses.



Insert Future Land Use Map (add Figure 5-1 to the map title)

Land Use Goal Statements

1. Urban development should achieve wise use of Ponderay land resources.
2. Manage new growth and development to create a compact, distinct, and identifiable City.
3. Restrict development on and around sensitive lands and significant natural features, including wetlands and floodplains.

Policies

1. Establish a consistent set of zoning, subdivision, and development regulations based upon adequate information, analysis, and neighborhood input to protect the property rights of the citizens of Ponderay, Idaho.
2. Development within the area of City Impact should be required to be consistent with the City's development regulations, and expansion of the City should be based upon conformance with the urban service area and service facilities.
3. Planning and development for existing vacant land within the City of Ponderay should be given priority over outlying areas.
4. Adopt development and site planning standards that preserves as much open space as possible.

5. Adopt development standards for signage, landscaping, street improvements, and City entryway development standards that promote and protect the City's character.
6. Protect City water sources, water recharge areas, floodplains, and natural waterways from insensitive and detrimental development.
7. Require that new developments place utilities and distribution lines underground when possible.
8. Establish a consistent street and park tree plan for all new development.
9. Encourage commercial/industrial development that is compatible with the surrounding properties.
10. Adopt standards requiring buffering between commercial/industrial development and existing or planned residential areas.
11. Encourage home occupations that are not disruptive to neighborhoods or the community at large.
12. Encourage the retention of natural corridors for wildlife and as pathways and trails.
13. Encourage a system of community parks.
14. Encourage the development of a system of trails to connect area parks and public spaces through cooperation with surrounding cities and organizations.

LAND USE			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Revise Zoning and Subdivision Ordinances.	✓	◇	◆	◇					✓							
2.	Revise Area of City Impact Agreement	✓	◇	◆					◆	✓							
12. 13. 14.	Develop a Parks and Recreation Master Plan		◇	◆		◇				✓		✓			✓	✓	
✓ Immediate Action			◆ Primary Responsibility							◇ Secondary Responsibility							

Natural Resources & Hazardous Areas



6

Introduction

The natural resources of Ponderay include the areas climate, wildlife, geology, open spaces, water, and air quality. Residents value the beauty of their surroundings—the mountains, forest, lakes, and clean air.

Hazardous areas include floodplains and earthquakes. The purpose of this component is to bring a balance between management and development of these resources without deteriorating the quality of life that is valued by the residents of Ponderay.

Existing Conditions

Natural Resources

Geography

The community of Ponderay is located northeast of the City of Sandpoint in the center of Bonner County. Immediately to the south of the City is Lake Pend Oreille. The 1,500-acre peninsula is in Ponderay on the east side of Sand Creek. The City is at an elevation of 2,120 feet.

Geology/Soils

The Soil Survey for Bonner County, Idaho, published by the U.S. Soil Conservation Services, identifies the soils within the study area as primarily Odenson silt loam with some Mission silt loam along the westerly and southerly boundaries of the City.

Odenson silt loam is characterized by very deep, poorly drained soils. Runoff in this soil is very slow and permeability is low with a seasonally high water table at a depth of 6 inches to 24 inches from February to June.

Mission silt loam is characterized by somewhat poorly drained soils that are shallow to a hardpan. Runoff in this soil is slow and permeability is very low. Areas where these soils are found are noted for a perched water table above the hardpan in late winter and spring.

Climate

U.S. Weather Bureau shows an average annual temperature for Ponderay of 45.1° F. The extremes in temperature are a high of 82° F and a low of 21° F. The average number of frost-free days is 125.

Wildlife

The City of Ponderay is surrounded with a variety of wildlife habitat. Animals such as deer, coyote, moose, osprey, elk, and fox can be seen in and around Ponderay. The watershed supports a collection of fish and waterfowl. All of this is an asset to the quality of life in Ponderay.

Water

Sand Creek runs from the north of the City along the City's western boundary to Lake Pend Oreille at the City's southern boundary.

Hazardous Areas

Floodplains

The floodplain of Sand Creek extends in a north/south direction through the City of Ponderay to Lake Pend Oreille. A floodplain consists of two parts—1) the floodway, which is the most severe part of the floodplain at the time of flooding, is characterized by deep and fast moving water and 2) the floodway fringe, which is less severe than the floodway and is characterized by slower moving water at the time of flooding. Special attention and concern should be given when any structure, building or land use, is proposed for the flood plain.

The Federal Emergency Management Agency (FEMA) map of Ponderay may be viewed at City Hall. Areas of flooding concern in the City of Ponderay include Sand Creek, the peninsula, and the shoreline of Lake Pend Oreille. These areas are designated Zone “A”—or area of 100-year flood. Construction in this area must meet special requirements of FEMA.

Stormwater

Surface water is critical to the quality of groundwater, vegetation, and wildlife. Stormwater runoff from residential and commercial development caused by large impervious surfaces is rapidly becoming a serious urban problem. Contaminants in the water are carried to the waterways and eventually to the drinking water. Fertilizers, pesticides, automobile oil, chemicals, antifreeze, road dust, leaves, and lawn clippings are deposited on water surfaces. Due to this concern, the State and Federal government have set municipal stormwater standards.

In 1998, the City of Ponderay completed a Drainage Study and Preliminary Drainage Design. The study resulted in the City of Ponderay formally adopting a Stormwater Policy for new developments. In doing so, the risk of adverse impacts to downstream drainage facilities will be greatly reduced.

Earthquakes

The United States Geological Survey recognizes two major geologic faults that cross Bonner County—the Purcell Trench and the Hope Fault. The Purcell Trench extends from the southern boundary of Bonner County, intersecting Hope Fault at the City of Sandpoint, and continues to the City of Bonners Ferry.

The Hope Fault (or fault zone) is a major structural element that extends for about 80 miles southeast of Hope, Idaho, and probably many miles to the northwest. The main Hope Fault traverses Bonner County and then branches far out to the northwest from the town of Hope across the Purcell Trench and into the Selkirk Mountains.

There are no active faults in Bonner County according to the Idaho Transportation Department’s map of effective peak velocity-related acceleration coefficient.

Future Needs Analysis

The City of Ponderay’s proximity to excellent natural areas such as Sand Creek, Lake Pend Oreille, and Schweitzer Mountain provides a desirable environment for the City. Maintaining this environment is the key to retaining and enhancing the quality of life that the community now enjoys.

There are several ways to accomplish this end:

- Continue to reduce costly operating expenses through the continued improvement and maintenance of existing City infrastructure.
- Develop and implement land use planning, ordinances, and development guidelines.

Natural Resources and Hazardous Areas

Goal Statements

1. While conserving the environmental quality, the utilization of natural resources of Ponderay may be allowed.
2. To manage the area's natural resource through the development of policies that respect the area's important natural resources.
3. To protect the public safety, health and welfare from hazardous areas and conditions.

Policies

1. To ensure future value of water resources for supply, recreation, economy, and development, the water quality should be preserved within appropriate standards.
2. Lake Pend Oreille and the drainage area are resources that should be protected and managed.
3. Natural vegetation cover should remain a dominant characteristic in the City of Ponderay.
4. The City should encourage the eradication of noxious weeds in the region.
5. The natural, physical form of the Ponderay planning area should be preserved.
6. The City should recognize that its interest in preserving the quality of



Noxious weeds are a problem in Ponderay.

natural resources extends beyond the City limits.

7. The City should consider land development policies that will protect existing natural resources.
8. The City should encourage and support the City and surrounding cities, and Bonner County's and the State of Idaho's cooperation and communication regarding the management of the area's natural resources.
9. The City should consider a policy that would minimize particulate pollution in the area from unpaved streets, wood burning stoves, outdoor burning, etc.
10. The City should develop programs for local conservation and utilization of water resources.
11. The City should encourage new development to manage its stormwater runoff.
12. The City should promote continued improvements to the maintenance of stormwater drainage.
13. The City should encourage the preservation of wildlife habitat.
14. The City should encourage new development to protect and utilize native vegetation.
15. The City should consider noise mitigation actions in land use decisions.
16. The City should look at retention of the floodplain for future open space.
17. The City should promote awareness of potentially hazardous materials and their impact on the environment.

NATURAL RESOURCES & HAZARDOUS AREAS			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
4.	Develop ordinance addressing the noxious weeds within the City limits.	✓	♦	♦		◇		◇	◇	✓		✓					✓
6.	Revise the Area of City Impact Agreement with Bonner County.	✓	♦	♦					♦	✓							
9.	Consider air pollution reduction actions.		♦					◇		✓		✓					
11. 12.	Develop Stormwater Management Master Plan .	✓	♦		◇	◇				✓		✓					
15.	Develop noise reduction standards in Zoning Ordinance.	✓	♦	♦						✓							
17.	Develop an Insect Abatement Plan.		♦							✓		✓				✓	
✓ Immediate Action			♦ Primary Responsibility							◇ Secondary Responsibility							

Public Services and Utilities



7

Introduction

Encouragement of future commercial and residential growth for the City of Ponderay will require not only expansion of the existing public services and utilities but also the continued efficient maintenance of these systems. Each new development should be considered as to how it relates to the overall plan. The impact of existing services must be considered along with the cost of development. Beneficial aspects of development should be given equal consideration. Through a balanced approach, the residents of Ponderay will continue to enjoy the quality of life that defines the City.

Existing Conditions

Public Services

Administrative Services

The City of Ponderay is governed by a mayor and four council members. A full-time City clerk appointed by the mayor performs the day-to-day tasks of record keeping and other secretarial duties as required. There is also a full-time Treasurer/Deputy Clerk. Building inspection services are contracted.

Public Works

The Independent Highway District maintains the roads within the City.

Legal

Legal services are contracted.

Police

The City of Ponderay started its own police department in 1994. The current police department employs four sworn officers and one full-time records clerk.

Fire Protection

The Northside Fire District is Ponderay's fire department. The fire department employs two full-time firefighters (Chief and Assistant Chief). The department also has 25 volunteers and 3 Fire Commissioners. The district has 4 fire stations and 14 pieces of apparatus. The department received a rating of "6" on a scale of 1 to 10 (1 = best, 10 = worst) in 2002 for County service.

Federal Post Office

The Federal Post Office is centrally located on 4th Street and Cedar. This office offers basic services and over 1,000 post office boxes.

Library

The City of Ponderay uses the East Bonner County Library, which is funded by a property tax levy.

Parks

Basketball courts at Northside Fire, Mitchell Lee Park, and a nature park.

Public Utilities

Telephone Service

Verizon provides telephone service to the City of Ponderay.

Telecommunication

Fiber optics are available to the curb.

Cemetery

The City does not have a cemetery.

Electric Power

Avista Utilities and Northern Lights provide electric power to the City.

Natural Gas

Avista Utilities provides natural gas to the City.

Street Lights

Avista Utilities provides street light maintenance.

Water

Currently, the North Side Water Users Association buys water from the City of Sandpoint. Also, many citizens have private wells. Sandpoint is the major water provider to properties in the City of Ponderay.

Wastewater

The Kootenai-Ponderay Sewer District provides sanitary sewer to the City of Ponderay. Also, many citizens have private septic systems.

Solid Waste

Waste Management provides weekly service to City residents who contract for this service. The service uses a refuse transfer station. Community members may independently choose to transport their private refuse to the transfer station individually.

Recycling

The refuse transfer station provides facilities for recycling.

Public Buildings

School District Offices, Post Office, City Hall, Police Station, Fire Station, and Idaho Transportation Department Yard.

Future Conditions and Needs

Due to the boundaries of the water and sewer district, the City has found itself limited to growth within the City limits. The Northside Water Users Association does not currently service commercial buildings, and the Kootenai-Ponderay Sewer District boundaries have not been extended for growth.

The City is currently working with service districts, surrounding cities, and the county to determine options for expanding water and sewer services north of Kootenai Cut-Off Road.

Public Services and Utilities Goal Statement

Plan for an orderly and efficient pattern of public facilities and services to serve as a framework for existing and future development.

Policies

1. Ponderay should cooperate to provide sewage treatment.
2. Transportation systems should be maintained and improved.
3. Fire protection should be expanded, improved, and located as dictated by population, development, and growth.
4. Municipal and community utility companies should be encouraged to provide service while being concerned with environmental and aesthetic consideration.
5. Parks and open space should be encouraged and provided for neighborhoods as well as for the general community.
6. The City should manage the City's resources in an economical and efficient manner.
7. The City should establish a level of public facilities and improvements that will contribute to continuing a satisfactory living environment without undue maintenance costs.
8. The City should consider improvements to City infrastructure to meet existing and future demands.
9. The City should consider the development of a City-supported water distribution system and wastewater collection system.
10. The City should require developers to participate in providing infrastructure to serve its projects as a condition of approval.
11. The City should provide efficient public hearings, permitting, and plan inspection services to support community planning and development.

PUBLIC SERVICES & UTILITIES			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1. 9.	Develop a Water & Sewer Master Plan	✓	◆	◇				◇	◇	✓		✓		✓			
2.	Develop a Transportation Master Plan	✓	◆	◇				◇		✓		✓					
5.	Develop a Parks & Recreation Master Plan		◆	◇						✓							
10.	Revise the Subdivision Ordinance	✓	◇	◆						✓							

✓ Immediate Action

◆ Primary Responsibility

◇ Secondary Responsibility

Transportation



8

Introduction

The Transportation section of the Comprehensive Plan considers the condition of the existing transportation system and future needs. When planning for the future, it is important to consider the connection between land use and transportation. The type, availability, and capacity of existing transportation resources and the potential for facility improvements are important issues in the development of land use patterns. Additionally, land use and growth influences the necessity for transportation improvements.

Existing Conditions

Roadway System

The City of Ponderay has approximately 5.2 miles of paved road and 1.4 miles of gravel road within the City limits. Currently, the Independent Highway District maintains (under contract) the City of Ponderay roads while the Idaho Transportation Department owns and maintains U.S. 95 and State Highway 200. Within the City of Ponderay, the major roadways are divided into principle arterials, minor arterials, collectors, and local roads.

U.S. 95 is a principle arterial in the City of Ponderay. There are two minor arterials—Kootenai Cut-Off Road and State Highway 200. There are currently three collectors—McNearney, Vermeer Drive, and Starr Lane. There are three additional collectors currently proposed on the Sandpoint Urban Area Functional Classification Map. These include the connector road between U.S. 95 and State Highway 200 (STC 7906), Rodne-McGhee Road connecting Starr Lane to McGhee Drive (STC 7914), and another road heading north off of Kootenai Cut-off positioned between Starr Lane and U.S. 95 (STC 7911).



Kootenai Cut-Off Road provides a separated bikeway, a 2-way left-turn lane, and a drainage facility.

Dimensions and Conditions

Table 8-1
Existing Conditions

	# Lanes	Lane Width (ft)	Sidewalk	Pavement Condition	Other Notes
Principle Arterials					
U.S. 95	2 or 3	12-14	N/A	Good	Scheduled for improvement to 4 lanes.
Minor Arterials					
Kootenai Cut-Off Rd.	3	12	10' Bike Path on North Side	Good	No shoulder; standard vertical curb (begins just east of Walmart).
S.H. 200	2 or 3	12	N/A	Good	Two railroad crossings by Bonner Mall entrance; no curbs or gutters; shoulders ranging from 2' to 10' in width; deep ditches.
Collectors					
Bonner Mall Way	2	17 (no striped shoulder)	N/A	Pot holes; cracking	No drainage facilities; some areas with curbs; no gutters.
Vermeer Dr.	2	19.5 (no striped shoulder)	N/A	Good	Ditches with culverts under approaches in some instances.
Starr Lane	2	14	N/A	Gravel surface	

Existing Volumes and Capacities

The Idaho Transportation Department collects traffic data for the principle and minor arterials, but not for the collectors within Ponderay. With this data, analyses of the existing capacity of U.S. 95, State Highway 200, and Kootenai Cut-Off Road were completed. The performance indicator used in traffic analysis for two-lane highways is level of service, or LOS. The determination of LOS is dependent on the percentage of time travelers feel they are following another vehicle at a speed less than ideal. This is called the percent time spent following, or PTSF.

The other variable that determines the LOS is the average travel speed, or ATS. This is a measure of how fast traffic travels in comparison to an ideal of 60 mph. As traffic congestion increases, PTSF increases and ATS decreases. LOS can range from A to F, with A being the least amount of congestion and F being a level of congestion that creates a highway that is “failing” to serve its users. Generally, a highway with a LOS of C or better has an acceptable level of congestion. With a LOS of B, Kootenai Cut-Off Road has an acceptable level of service. Both State Highway 200 and U.S. 95 had LOSs below Level C.



Many accidents occur at S.H. 200 and Kootenai Cut-Off Road. This intersection will be signalized by ITD.

Table 8-2

2003 Traffic Volumes in Ponderay											
<i>Principle Arterials</i>											
Route	Street Name	Segment	Description Begin	Description End	Beg MP	End MP	ADT*	DHV	CADT	CDHV	% Trucks
US-95		001540	SH-200	Bonner Mall Entrance	475.731	476.530	13,000	1,450	880	70	7
US-95		001540	Bonner Mall Entrance	Kootenai Cut-off Rd	476.530	477.078	10,000	1,120	880	70	9
US-95		001540	Kootenai Cut-off Rd	Piehl Rd	477.078	477.357	13,000	1,450	880	70	7
US-95		001540	Piehl Rd	Bronx Cut-off Rd	477.357	478.451	13,000	1,450	800	60	6
<i>Minor Arterials</i>											
Route	Street Name	Segment	Description Begin	Description End	Beg MP	End MP	ADT	DHV	CADT	CDHV	% Trucks
SH-200		001610	US-95	Rd to Warehouse Market	29.740	30.202	8,000	810	500	40	6
SH-200		001610	Rd to Warehouse Market	4th St Ponderay	30.202	31.019	7,200	820	510	40	7
SH-200		001610	4th St Ponderay	Kootenai Cut-off Rd	31.019	31.475	8,200	930	510	40	6
SH-200		001610	Kootenai Cut-off Rd	McGhee Rd	31.475	31.705	11,000	1,230	320	30	3
SMA 7895	Kootenai Cut-off Rd	000813	US-95	Starr Rd	100.500	100.750	2,600	360	170	20	7
SMA 7895	Kootenai Cut-off Rd	000813	Starr Rd	SH-200	100.750	101.260	1,400	200	200	20	14

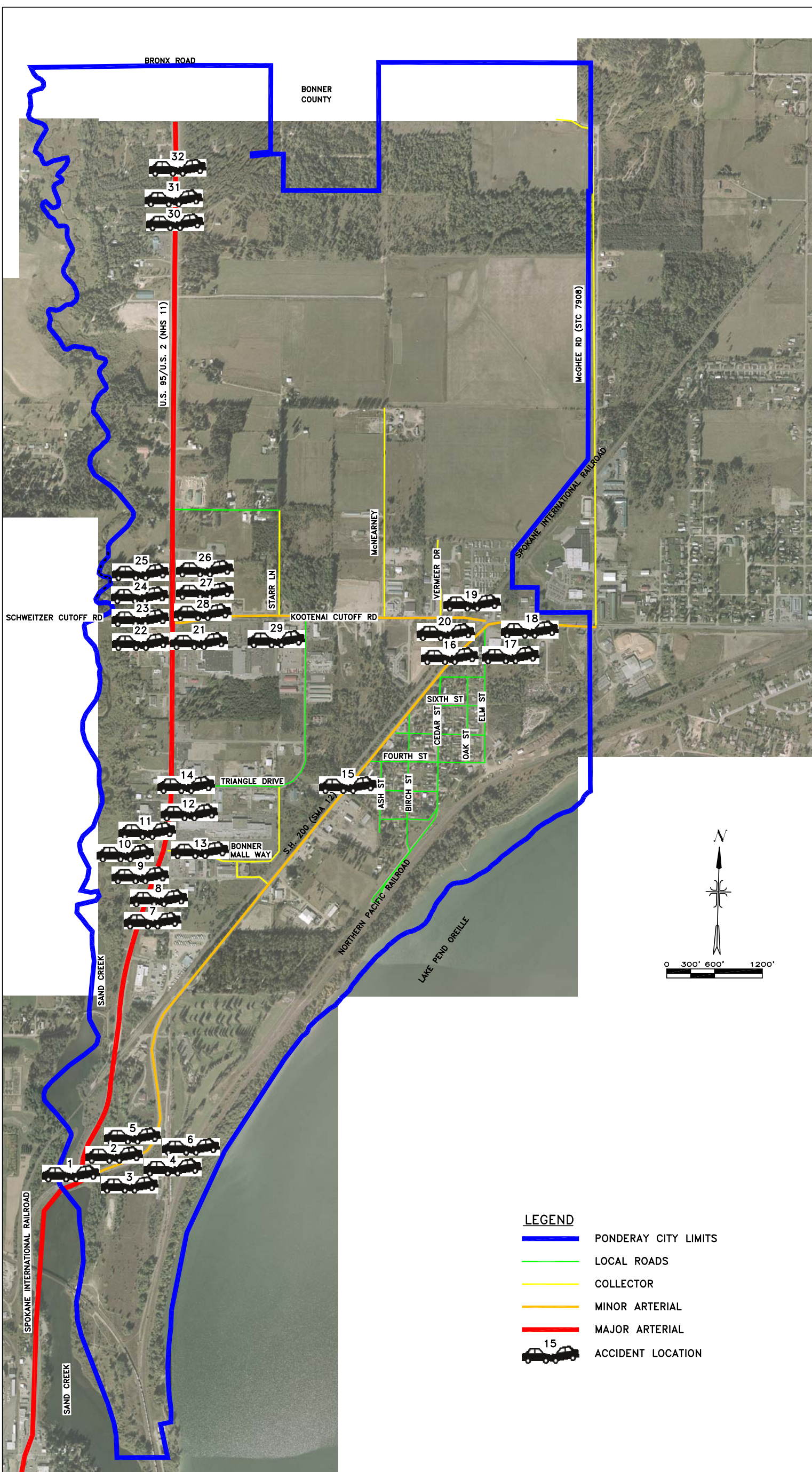
* ADT = Average Daily Traffic; DHV = Design Hour Volume; CADT = Commercial Average Daily Traffic; CDHV = Commercial Design Hour Volume; % Trucks = Percent of ADT that is Commercial

Collision Data

There have been a total of 187 traffic accidents in the City of Ponderay in the past five years. Of those crashes, seven resulted in incapacitating injury and none were fatal.

Table 8-3

Number of Accidents in Ponderay from 1999 - 2003			
	Total Accidents	Incapacitating Injury	Total Fatal Crashes
<i>Principle Arterials</i>			
U.S. 95	107	4	0
<i>Minor Arterials</i>			
Kootenai Cutoff Road	21	0	0
SH 200	46	3	0
<i>Collectors</i>			
Bonner Mall Way	11	0	0
McGhee Drive	2	0	0
Vermeer Drive	0	0	0
Starr Lane	0	0	0
Totals	187	7	0



ACCIDENT LEGEND

- 1 REAR-END @ INT
INCAPACITATING INJURY
MAY 2002
- 2 REAR-END @ INT
NON-INCAPACITATING INJURY
MAY 2002
- 3 COLLISION @ INT
NON-INCAPACITATING INJURY
OCTOBER 2003
- 4 REAR-END @ INT
NON-INCAPACITATING INJURY
APRIL 2003
- 5 COLLISION @ INT
NON-INCAPACITATING INJURY
JUNE 1999
- 6 REAR-END @ INT
NON-INCAPACITATING INJURY
JANUARY 1999
- 7 COLLISION @ INT
NON-INCAPACITATING INJURY
JANUARY 2002
- 8 COLLISION & ROLL OVER @ DRIVEWAY
NON-INCAPACITATING INJURY
APRIL 1999
- 9 COLLISION @ INT W/ BONNER MALL WAY
NON-INCAPACITATING INJURY
JANUARY 1999
- 10 COLLISION @ INT W/ BONNER MALL WAY
NON-INCAPACITATING INJURY
AUGUST 1999
- 11 REAR END @ BONNER MALL WAY
NON-INCAPACITATING INJURY
DECEMBER 1999
- 12 REAR-END
NON-INCAPACITATING INJURY
SEPTEMBER 2000
- 13 REAR-END @ INT W/ U.S.95
NON-INCAPACITATING INJURY
DECEMBER 2000
- 14 COLLISION & ROLLOVER
NON-INCAPACITATING INJURY
DECEMBER 1999
- 15 900' FROM EASGAD LANE, REAR-END
INCAPACITATING INJURY
JULY 1999
- 16 OBSCURED SIGHT COLLISION @ DRIVEWAY
INCAPACITATING INJURY
OCTOBER 2000
- 17 COLLISION @ INT
INCAPACITATING INJURY
MAY 2003
- 18 HEAD ON @ INT
NON-INCAPACITATING INJURY
FEBRUARY 1999
- 19 SLIDE INTO TRAIN
NON-INCAPACITATING INJURY
JANUARY 2000
- 20 SLIDE OFF ROAD
NON-INCAPACITATING INJURY
JANUARY 2001
- 21 COLLISION @ INT
NON-INCAPACITATING INJURY
NOVEMBER 2003
- 22 HEAD-ON COLLISION @ INT
NON-INCAPACITATING INJURY
APRIL 1999
- 23 COLLISION @ INT
INCAPACITATING INJURY
APRIL 2003
- 24 REAR-END
NON-INCAPACITATING INJURY
OCTOBER 2000
- 25 REAR-END
NON-INCAPACITATING INJURY
SEPTEMBER 2001
- 26 FAILURE TO YIELD
NON-INCAPACITATING INJURY
AUGUST 2003
- 27 REAR-END @ INT
NON-INCAPACITATING INJURY
AUGUST 2003
- 28 COLLISION @ INT
NON-INCAPACITATING INJURY
JUNE 2002
- 29 COLLISION @ INT W/ STAR LANE
NON-INCAPACITATING INJURY
JANUARY 2000
- 30 COLLISION W/ WILD ANIMAL
NON-INCAPACITATING INJURY
AUGUST 1999
- 31 ROLL OVER
INCAPACITATING INJURY
JUNE 2002
- 32 ROLL OVER
INCAPACITATING INJURY
DECEMBER 2003

There were many accidents near the major intersections in Ponderay—U.S. 95/State Highway 200, U.S. 95/Bonner Mall Way, U.S. 95/Kootenai Cut-Off Road, Kootenai Cutoff Road/State Highway 200. See the figure titled “Injury Accident Locations” for detail on where accidents occurred that resulted in injury and the severity of these crashes. These intersections are statistically significant for accidents, meaning that safety is a considerable issue at these locations. See the attached ITD forms #2658 for the safety evaluation of these intersections.

Pedestrian Facilities

The City of Ponderay is lacking in pedestrian facilities. A 10-foot bike lane is located on the north side of Kootenai Cut-Off Road. However, North Idaho Bikeways has proposed bike paths in many locations throughout Ponderay. See the figure titled “City of Ponderay Path Locations” for detail on where these paths are proposed. Separated paths are proposed on U.S. 95 and State Highway 200. Bike lanes on existing roadways are proposed on Triangle Drive. In addition, a bike path is proposed along the Lake Pend Oreille shoreline in the Ponderay City limits.

Airport

The Sandpoint Airport, located at 1100 Airport Way in Sandpoint, is approximately two miles southwest of downtown Ponderay. The 5,500-foot-long, 75-foot-wide runway has a 40,000-pound gross weight, single-wheel load bearing rating. The airport is located at 2,126 feet mean sea level.

Buses and Taxi

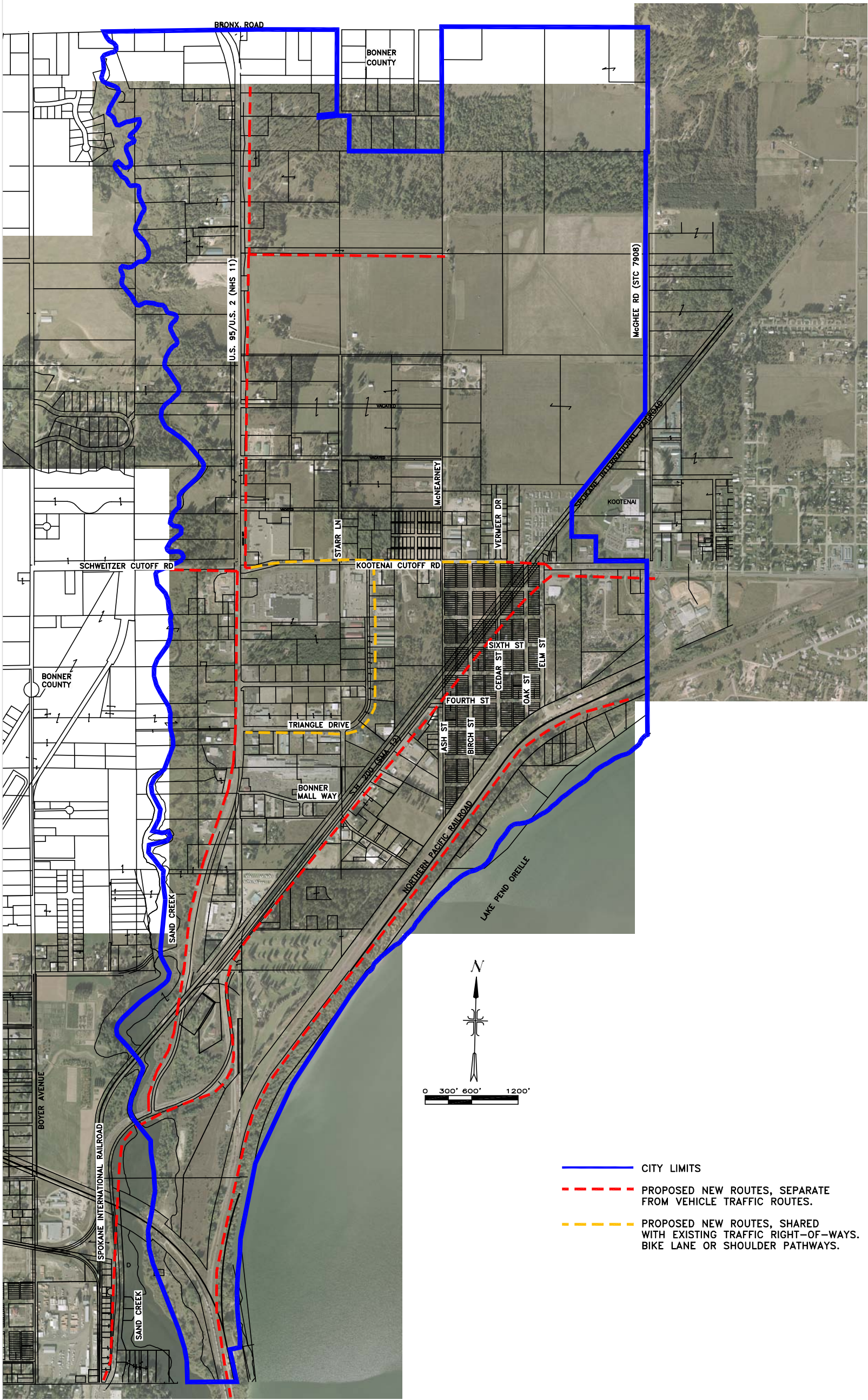
There are four charter buses/taxi services that serve the City of Ponderay—Bonner Cab, Moose Express, North Idaho Community Express (NICE), and Omnibus Shuttle Tour and Charter. The transportation service provided by these companies includes transportation to and from both the Spokane International Airport and the Spokane Amtrak passenger train.

Rail

Burlington Northern/Santa Fe, Montana Rail Link, and Union Pacific are the three freight trains that pass through Ponderay. Passenger train rail service is provided through Amtrak.



Railroad crossings on S.H. 200 create long delays for Ponderay citizens and visitors.



- CITY LIMITS
- - - PROPOSED NEW ROUTES, SEPARATE FROM VEHICLE TRAFFIC ROUTES.
- - - PROPOSED NEW ROUTES, SHARED WITH EXISTING TRAFFIC RIGHT-OF-WAYS. BIKE LANE OR SHOULDER PATHWAYS.

Future Conditions and Needs

The Idaho Transportation Department is planning to improve U.S. 95 through Ponderay. The improvements will add lanes and reduce access to U.S. 95 in an attempt to alleviate congestion on U.S. 95 through Ponderay. However, frontage roads are not included in the U.S. 95 improvements. Because access onto U.S. 95 will be reduced as part of the improvements, frontage roads along U.S. 95 to provide access to businesses in Ponderay will become necessary in the near future.

The Idaho Transportation Department will install a signal at the intersection of Kootenai Cut-Off Road and State Highway 200 to reduce conflicts at this location. This will reduce conflicts at this intersection but is a temporary solution until an overpass can be constructed to eliminate conflicts with the roadways and the railroad tracks.

The City of Sandpoint is improving Schweitzer Cut-Off Road within the Sandpoint City limits. The City of Ponderay has jurisdiction over the east end of Schweitzer Cut-Off Road and will be responsible for improvements required on this section of roadway. The City of Ponderay should coordinate with the City of Sandpoint when the project and specific improvements are defined.

Traffic on roads in Ponderay is expected to increase as long as commercial and residential development continues in the area.

Project Selection

The City of Ponderay formed a committee of concerned citizens and City Council members to select roadway

improvement projects of importance to the community. These projects were identified on the basis of access management, safety, recreation, and required infrastructure improvements. The identified projects were then prioritized based on their importance into “High, Medium, and Low” priority groups.

The City of Ponderay has approximately \$90,000 available for capital improvements each year. The Capital Improvement Plan was created taking the prioritized project list, cost estimates, and funding options into account. See the figure titled “City of Ponderay-Project List” for detail on the projects identified and the priorities selected.



Vermeer Drive is a good example of a collector in Ponderay where drainage issues were addressed during construction.

CITY OF PONDERAY - PROJECT LIST

Priority	Project Type	Necessity	Project Description	Notes
H	Road	Access	Connector road from U.S. 95 to S.H. 200	
H	Relocation	Safety/Access	Relocate switching of railroad to not encroach on S.H. 200 (or overpass)	Work with State and Railroad
H	Grade Separation	Safety	Grade separation at Eastgate (Bonner Mall access to S.H. 200); Intersection improvements	Work with State and Railroad
H	Drainage	Infrastructure	Storm water drainage system throughout City (in the works)	
H	Road	Access	Connect Starr Ln to Bonner Mall Way (approx 1300 ft)	
H	Study	Access/Safety	Study the S.H. 200 Corridor including sections east and west of S.H. 200	
M	Int. Improve	Safety	Align intersections with S.H. 200 @ 90-degrees; eliminate access pts; acceleration/deceleration lanes; especially 4th/Elm	
M	Pedestrian	Safety	Pedestrian/railroad grade separation for access to City property on Lake Pend Oreille	Work with Railroad
M	Pedestrian	Safety	Sidewalks and curb throughout City	
M	Grade Separation	Safety	Grade separation at S.H. 200 and Kootenai Cutoff Rd with railroad tracks (Wayside Corner)	Work with State and Railroad
M	Road	Access	Direct access from U.S. 95 to Schweitzer Mountain (north of existing access)	Bridge
M	Road	Access	Construct new road 2,500 ft west of McGhee to south end of Field of Dreams	
M	Road	Access	S.H. 200 byway north of Ponderay and Kootenai to reduce congestion through town. S.H. 200 through Ponderay and Kootenai converted to local collector.	Work with State
M	Road	Access Management	Approx 18,000 ft of frontage road parallel to U.S. 95	Work with State
M	Road	Access	Extend McNearney Rd 4,200 ft north to Bronx Rd; widen/upgrade road	
M	Road	Access	Connect McGhee Rd and Bronx Rd (approx 3,000 ft of road), At a minimum secure right-of-way while available	
M	Building	Community	Community Center	
L	Road	Access	Connect Starr Ln North to Bronx Rd (approx 5,500 ft)	
L	Road	Access	Extend Vermeer Dr 3,200 ft north	
L	Road	Access	Extend Piehl Rd east 4,000 ft to McGhee Rd	
L	Road	Access	Extend unnamed road (through Field of Dreams) 2,600 ft east to McGhee Rd	
L	Pedestrian	Safety/Recreation	Bike paths in several locations	Work with North Idaho Bikeways
L	Int. Improve	Safety	Intersection improvements at McNearney Rd and Kootenai Cutoff Rd	

June 2005

Funding Options

There are several sources of funding available through the State and the Federal Government for transportation improvements. We have included a table at the end of this section that lists those that are appropriate for the City of Ponderay.

Capital Improvement Project List

Projects were selected for inclusion into the Capital Improvement Plan based on cost, priority, and applicable funding sources. State and Federal funding cannot usually be expected for three years after the application date. Therefore, the larger project may not be feasible until 2009 if applied for in 2006. Prior to 2009, the City must save its funds to provide the local match on projects selected for the years 2009, 2010, and beyond. See the spreadsheet and figure titled “Capital Improvement Project List” and for detail on the projects and their priority for completion.

The Idaho Transportation Department will construct Phase 1 of the “Connector Road” connecting businesses south of Bonner Mall Way to State Highway 200. Phase 2 of this road was identified as a high priority for the City. The Local Federal-Aid Incentive Program was identified as a potential funding source for this project. If funded through this source, the City must provide 7.34% of the total cost for local match. However, communication and coordination with the Idaho Transportation Department should be pursued to explore a more immediate source of funding.

Sidewalks and bikeways were identified as projects also important to the City, where currently very little pedestrian facilities exist. The Enhancement Program was identified as a

potential funding source for this project. Prior to application for these funds, a list prioritizing routes for pedestrian facilities should be completed. The maximum funding provided through the Enhancement Program is \$500,000 and the City must match 10% with local funds.

An important project selected for inclusion in the Capital Improvement Project List was a Stormwater Master Plan. The City of Ponderay is working on a plan for collecting stormwater, and problems associated with stormwater were repeatedly brought up during meetings. The Army Corps of Engineers has funded Stormwater Master Plans for small cities in the past and may provide funding for this plan. Coordination with the Army Corps of Engineers in the near future is essential for a quick completion of this project. Also, DEQ has 319 Subgrants available for this type of work. Implementation of items identified in the Stormwater Master Plan will be planned for beginning in 2011.

Projects that were identified as important for the City but cannot be financed within the 5-year Capital Improvement Plan are also listed on the Capital Improvement Project List as “Unfunded Projects Beyond the 5-Year Plan”. The Capital Improvement Project List should be updated yearly and projects selected from the unfunded list for inclusion in the 5-year plan.

State Highway 200

State Highway State Highway 200 was heavily discussed by the Advisory Team. Access is hindered by railroad crossings. Skewed intersections with side-streets, in addition to the railroad crossings, create safety hazards for travelers. In addition, development close to the highway makes widening

for additional capacity difficult through Ponderay. Railroad crossings on S.H. 200 hinder access and raise safety concerns. The crossing used for switching near the golf course is frequently blocked for long periods of time. One project identified by the Advisory Team was to work towards a relocation of the railroad switching as to not block S.H. 200 or a grade separation at this crossing.

Grade separation and intersection improvements at Eastgate, the Bonner Mall access to S.H. 200, were identified as important projects to maintain access and promote safety. Grade separation at Wayside Corner, the intersection of Kootenai Cutoff Road and S.H. 200, was also identified as an important project. Because the intersection is dangerous today, ITD will install a signal. This will mitigate safety issues with vehicular traffic; however, the conflict with the railroad tracks will continue to be an issue.

S.H. 200 divides the City and serves as a barrier to community unity. A S.H. 200 byway that moves the intersection of S.H. 200 and U.S. 95 north of the City will reduce traffic through town. S.H. 200 through Ponderay could potentially become a local collector where speed and delays are of lesser importance. This project will serve travelers, especially commercial drivers, by providing easy through access. Potential benefits to the citizens include slower speeds through town in effort to create a sense of community that traverses S.H. 200. A study that focuses on options throughout the S.H. 200 corridor was initiated in 2005.

New Road Construction

A portion of Starr Lane extends south of Kootenai Cutoff Road and dead-ends. The Advisory Team identified a project

to connect this road to Triangle Drive to provide another north-south access off Triangle Drive, a commercial hub in Ponderay. An Idaho Community Block Grant was identified as a potential funding source for this project. This source provides up to \$500,000 and local match is required.

Access to Schweitzer Mountain was also identified as a potential project. This access may be north of the existing access and be a more direct route. However, the City of Sandpoint received funding recently to improve Schweitzer Cutoff Road, the existing access to Schweitzer Mountain from U.S. 95.

New road construction north of existing development will be required to promote development and attract growth. Connecting Starr Lane north to Bronx Road and Piehl Road west to McGhee Road were identified as important projects to provide access once land north of Kootenai Cutoff Road develops. Other new road projects, McNearney Road north to Bronx Road, Vermeer Drive north to Field of Dreams, a road connecting McGhee Road to Bronx Road, and two other east-west routes north of Piehl Road, were also identified as routes required to promote residential development and recreational use of the Field of Dreams.

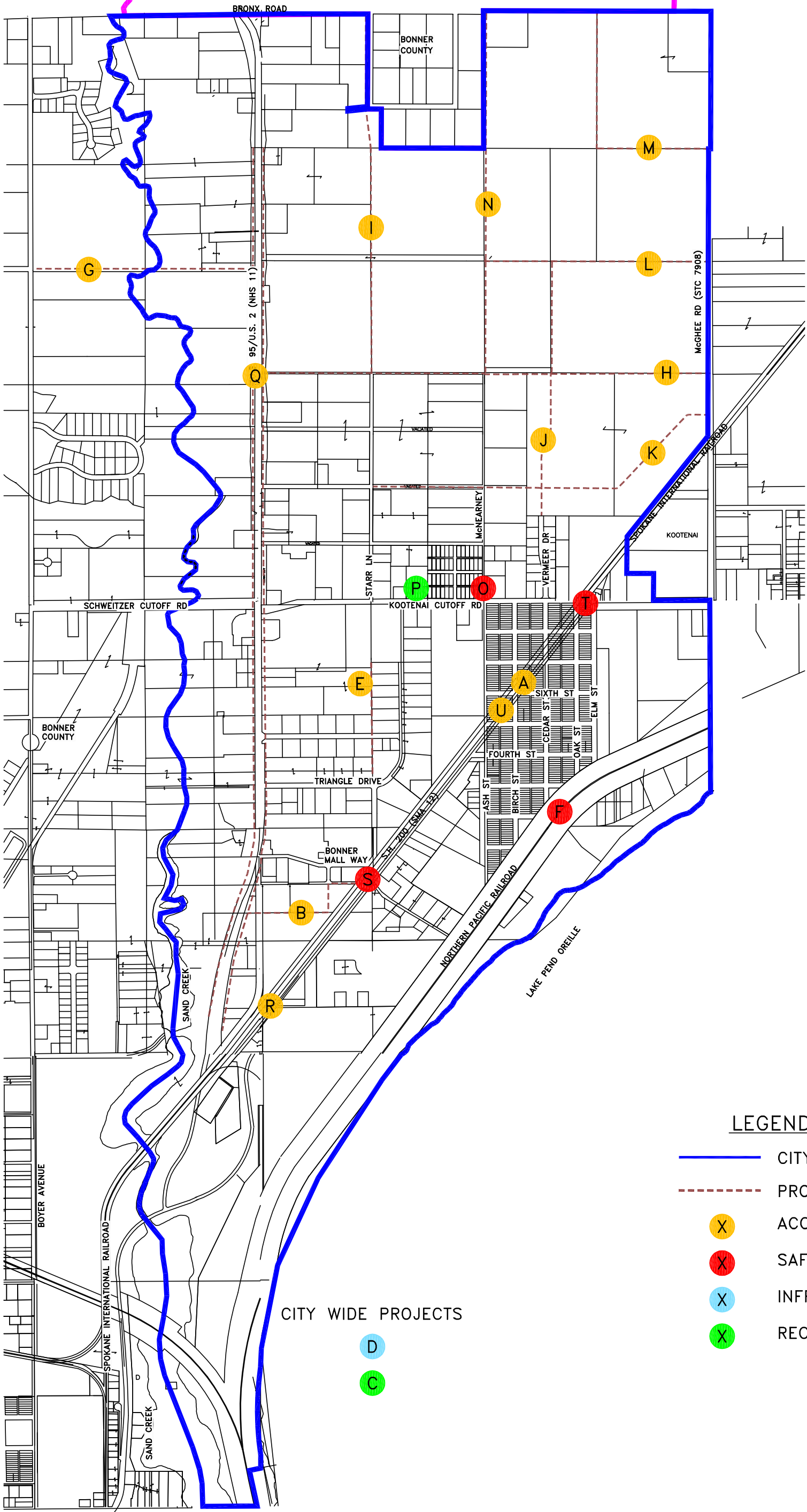
City Identity

The Advisory Team realized the need to promote recreational activities within the City. Bike lanes and separated bike paths are essential throughout the City, especially to connect the Field of Dreams to the City core. The City will work with North Idaho Bikeways to identify potential routes for pedestrian access.

The City owns property on Lake Pend Oreille, but this property does not have access. Railroad tracks parallel the lake through Ponderay and divide residents from this recreational area. In effort to encourage use of this land, a project to provide pedestrian access through a grade separation structure was identified. The successful completion of this project will require coordination with the railroad.

A community center was identified as a means to establish a sense of community in the City of Ponderay. The location of the community center has not been identified. However, Kootenai Cutoff Road was identified as a potential city core and would, therefore, be an ideal location.

CITY OF PONDERAY CAPITAL IMPROVEMENT PROJECT LIST				
THIS LIST IS FOR LONG RANGE PLANNING PURPOSES AND IS SUBJECT TO ANNUAL REVISIONS BY PONDERAY CITY COUNCIL				
2005	2006	2007	2008	2009
<div>A. S.H. 200 CORRIDOR STUDY</div> <div>T. WAYSIDE CORNER IMPROVEMENTS</div> <div>CO-OP PROJECT WITH ITD</div> <div>CITY CONTRIBUTED APPROX \$360,000 (MONEY SAVED FROM PREVIOUS YEARS)</div> <div>D. STORM WATER MASTER PLAN</div> <div>DEVELOP CITY WIDE PLAN</div>	<div>A. S.H. 200 CORRIDOR STUDY</div> <div>B. STP-URBAN INCENTIVE APPLICATION</div> <div>APPLY FOR PHASE 2 CONNECTOR ROAD</div> <div>PHASE 1 COMPLETED BY ITD IN 2005</div> <div>BUDGET UP TO \$10,000</div> <div>C. ENHANCEMENT FUNDING APPLICATION</div> <div>IDENTIFY & APPLY FOR 2009</div> <div>PROJECT FOR PEDESTRIAN FACILITIES</div> <div>BUDGET UP TO \$10,000</div> <div>D. STORM WATER MASTER PLAN</div> <div>SEARCH/APPLY FOR GRANTS</div> <div>POSSIBLE ARMY CORPS OF ENGR. OR DEQ</div>	<div>E. IDAHO COMMUNITY BLOCK GRANT</div> <div>STARR LANE TO BONNER MALL WAY</div> <div>2010 PROJECT</div> <div>BUDGET UP TO \$10,000</div>	<div>C. ENHANCEMENT FUNDING APPLICATION</div> <div>IDENTIFY & APPLY FOR 2011</div> <div>PROJECT FOR PEDESTRIAN FACILITIES</div> <div>BUDGET UP TO \$10,000</div>	<div>B. CONNECTOR ROAD - PHASE 2</div> <div>(PHASE I TO BE COMPLETED BY ITD)</div> <div>APPROX. 1/3 MI</div> <div>APPLIED FOR FOR FUNDING IN 2006</div> <div>BUDGET \$1,000,000 (\$75,000 LOCAL MATCH) [1]</div> <div>C. SIDEWALKS AND/OR BIKEWAYS</div> <div>APPLIED FOR ENHANCEMENT FUNDING IN 2006</div> <div>(MATCH @ 10% = \$50,000)</div> <div>MAY NEED R/W</div> <div>BUDGET \$500,000 (\$50,000 LOCAL MATCH) [2]</div>
UNFUNDED PROJECTS FOR PONDERAY BEYOND 5-YEAR PLAN			PROJECTS TO COORDINATE WITH STATE OF IDAHO AND/OR RAILROAD	
<div>E. CONNECT STARR LANE TO BONNER MALL WAY</div> <div>B. SIDEWALKS AND/OR BIKEWAYS (2011 PROJECT IDENTIFIED AND APPLIED FOR IN 2008)</div> <div>A. S.H. 200 IMPROVEMENTS</div> <div>D. STORM WATER IMPROVEMENTS (MASTER PLAN AND IDENTIFIED IMPROVEMENTS)</div> <div>F. PEDESTRIAN OVER/UNDER PASS ACCESS TO CITY PROPERTY ON LAKE PEND OREILLE</div> <div>G. ACCESS TO SCHWEITZER MOUNTAIN</div> <div>H. NEW 5,400 FT ROAD FROM U.S. 95 TO MCGHEE ROAD</div> <div>I. CONNECT STARR LANE 5,500 FT NORTH TO BRONX ROAD</div> <div>J. EXTEND VERMEER DRIVE 3,200 FT NORTH</div> <div>K. EXTEND PIEHL ROAD EAST 4,000 FT TO MCGHEE ROAD</div> <div>L. EXTEND NEW ROAD THROUGH FIELD OF DREAMS (APPROX 5,200 FT)</div> <div>M. CONNECT MCGHEE ROAD AND BRONX ROAD (APPROX 3000 FT)</div> <div>N. EXTEND McNEARNEY ROAD 4,200 FT NORTH TO BRONX ROAD</div> <div>O. INTERSECTION IMPROVEMENTS AT McNEARNEY ROAD AND KOOTENAI CUTOFF ROAD</div> <div>P. COMMUNITY CENTER</div> <div>Q. CONSTRUCT U.S. 95 FRONTAGE ROADS</div> <div>C. CONSTRUCT PEDESTRIAN FACILITIES THROUGHOUT CITY OF PONDERAY</div>			<div>R. RELOCATE SWITCHING OF RAILROAD TO NOT ENCROACH ON S.H. 200 (OR OVERPASS)</div> <div>S. GRADE SEPARATION AT EASTGATE & INTERSECTION IMPROVEMENTS</div> <div>T. GRADE SEPARATION AT S.H. 200 AND KOOTENAI CUTOFF RD WITH RAILROAD TRACKS (WAYSIDE CORNER)</div> <div>U. S.H. 200 BYWAY AROUND PONDERAY AND KOOTENAI - S.H.200 THROUGH PONDERAY CONVERTED TO LOCAL ROAD</div>	
* SEE THE CAPITAL IMPROVEMENT PROJECTS FIGURE (8-3 IN COMPREHENSIVE PLAN) FOR CORRESPONDENCE BETWEEN PROJECT DESIGNATION AND CITY MAP			ADOPTED BY PONDERAY CITY COUNCIL ON JUNE 6, 2005	



LEGEND

- CITY LIMIT BOUNDARY
- PROPOSED CONSTRUCTION
- ACCESS
- SAFETY
- INFRASTRUCTURE
- RECREATION

CITY WIDE PROJECTS

- D
- C



Table 8-4
Funding Sources for Transportation Improvements

Program	Administering Agency	Description	Annual Allocation	Max Funding Per Request	Local Match
STP-Local Urban Incentive	LHTAC and ITD	Reconstruction and new construction on collectors or arterials in urban areas with populations of 5,000 or more	\$10 million	None	7.34%
STP-Safety	ITD	Safety project on public road	\$2.8 million	None	10%
Congesting Mitigation and Air Quality Improvement (CMAQ)	ITD	Projects that are mutually beneficial to transportation and air quality	\$4 million	None, but must be cost effective	7.34%
STP-Enhancement	ITD	Projects over and above normal maintenance including: pedestrian facilities and beautification	\$4 million	\$500,000	2 - 10%
Idaho Community Block Grant (ICDBG)	Idaho Department of Commerce	Assist cities under 50,000 population with development of needed infrastructure	\$5 million for Revitalization, \$600,000 for Community Center	\$500,000 for Revitalization, \$150,000 for Community Center	Match required, but not set
Army Corps of Engineers	Army Corps of Engineers	Grants have been awarded in the past by the Army Corps of Engineers to small Cities for Stormwater Master Plans	Unknown	Unknown	50%
NPS Management ' 319 Subgrants	Idaho Department of Environmental Quality	Projects that address non-point source management and prevention activities, including urban stormwater runoff, transportation, and habitat modification activities	\$2.8 million	\$250,000	40%

Transportation Goal Statement

The City of Ponderay's transportation goal is to maintain the street system for current users, emergency response efforts, and future generations by providing for the safe and effective circulation of vehicular and pedestrian traffic. This transportation goal can be addressed by the following policies.

Policies

The City should:

1. Consider street improvements necessary to serve existing and future demands.
2. Set up roadway standards for new construction.
3. Revise subdivision ordinance to address transportation concerns such as right-of-way widths, street widths, access control, circulation, storm water drainage, etc.
4. Establish a budget to finance projects listed in the Capital Improvement Project List.
5. Coordinate transportation efforts with the railroads, Idaho Transportation Department, Bonner County, the Independent Highway District, North Idaho Bikeways, and surrounding communities.
6. Consider the future transportation system when reviewing new subdivision applications.



Transportation issues were major topics during Advisory Group meetings.



The Advisory Group provided valuable insight into required transportation improvements.

TRANSPORTATION			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1-6.	Approve the Transportation Plan as an element of the Comprehensive Plan	✓	♦														
2.	Approve Roadway Standards for new construction	✓	♦														
3.	Revise Subdivision Ordinance	✓															
4.	Budget for local match for projects																
4.	Find funding for a Stormwater Master Plan and hire Consultant to complete		♦			◊											
5.	Coordinate with railroad and State on solutions to delays associated with railroads		♦		◊	◊		◊	◊								
5.	Coordinate with State on funding the Connector Road and U.S. 95 Frontage Roads		♦		◊	◊		◊	◊								
✓ Immediate Action			♦ Primary Responsibility							◊ Secondary Responsibility							

Parks and Recreation



9

Introduction

Parks and recreational opportunities are of interest to the citizens of Ponderay. Residents consider Parks and Recreation facilities to be significant factors contributing to the overall quality of life.

Existing Conditions

City residents and visitors have known for years that the Ponderay area, positioned perfectly between Lake Pend Oreille and Schweitzer, is a great place to play. The lake, the mountain, and golf courses provide recreation the year round.

Though the City does not currently maintain any public parks within the City limits, private recreational facilities include RV Parks, the McGhee sports complex, the Elks Golf Course, an indoor skate park, and a movie theater. The City is currently working on plans to acquire and refurbish a log-house into an information center and trailhead.

Area recreational opportunities include Schweitzer Mountain, a year-round resort with skiing, boarding, cross-country skiing, and snowmobiling in winter. The summer offers hiking, mountain biking, and backpacking.

Within an hour and a half drive from Ponderay there are 576 golf holes. Within Bonner County there are 72 holes ranging from an executive 9 holes at Priest River Ranch Club to the newly remodeled 18-hole championship resort at Hidden Lakes in the Pack River Delta.

Lake Pend Oreille offers opportunities for sailing, boating, swimming, and fishing.

Future Conditions

The City's current lack of park facilities does not meet conventional park standards of one acre per 100 residents. However, due to the abundant open spaces, the City's close proximity to the City of Sandpoint and opportunities in the area, a relaxed park standard may be appropriate. As further subdivisions and/or annexations to the City are approved and the City increases in population, the demand for additional parks and recreational areas will intensify. Land could be acquired through gifts, purchasing, and subdivision requirements.



View of Lake Pend Oreille from City of Ponderay.

Parks and Recreation Goal Statements

1. To provide and maintain recreational areas and facilities for the citizens of Ponderay, Idaho.
2. To promote public recreation opportunities that respond to the needs of the community.

Policies

1. Consider the acquisition and development of suitable recreation land as it becomes available.
2. Encourage quality, cultural, social, and recreational activities.
3. City policy should encourage the maintenance of a healthy tourist industry.
4. The City should encourage and support the development of the City-owned property along State Highway 95.
5. The City should plan for future park and recreational demands.
6. The City should promote the development of joint City-school-county parks and other types of recreational facilities.
7. The City should seek support from the community to provide professional assistance, equipment, and labor to plan and develop desired City park improvements and additional park space.
8. The City should promote community recreational activities that enhance the City's commerce.
9. The City should encourage the construction of a City bike and pedestrian path through cooperation with surrounding communities and organizations.

PARKS & RECREATION			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1. 4. 5. 6. 7. 8.	Develop a Parks & Recreation Master Plan		♦	♦	♦	◇				✓		✓			✓		✓
9.	Develop a Pathways Plan		◇	♦	♦	♦			♦	✓		✓			✓		✓
✓ Immediate Action			♦ Primary Responsibility							◇ Secondary Responsibility							

Housing



10

Introduction

The housing element of the Ponderay Comprehensive Plan specifically considers the condition of the existing housing stock and the provision of a variety of housing options to meet the lifestyle and economic needs of the community.

Housing is not a dominant land use in Ponderay. The community is made up of many housing types, including single-family dwellings, mobile homes, and apartments. As the community's population grows, the demand for housing is likely to increase, which could in turn raise purchase and rental prices.

Table 10-1
Housing Characteristics

2000 total housing units	316
Occupied housing units	283
Owner occupied	151
Renter	132
Persons per occupied unit	2.25
Source: US Census, 2000	

According to the 2000 U.S. Census, Ponderay's housing characteristics are listed in **Table 10-1, Housing Characteristics**.

Existing Conditions

Type of Dwelling Units

Approximately 51% of the City's housing stock (162 units) is in single-family detached dwellings. Approximately 42% (133 units) is in mobile homes. Approximately 6% is in multi-unit dwellings.

Age of Housing Stock

Ponderay has a large supply of older units. Approximately 61.7% (195 units) of the City's housing stock is at least 25 years old, while another 17.7% (56 units) is between 16 and 24 years old. Approximately 20.6% (65 units) were built between 1995 and 2000 according to 2000 U.S. Census data.

Vacancy Rates

The 2000 U.S. Census reported that 10.4% (33 units) of the total housing stock was vacant. However, this figure includes units held for occasional or seasonal use and boarded-up units. The comprehensive planning committee does not believe there are many homes in Ponderay held for seasonal use.

Housing Affordability

In 2000, the median monthly cost of owner-occupied housing was \$713 if the unit was mortgaged and \$194 if the unit was not mortgaged. The majority of mortgaged homeowners had monthly costs between \$300 and \$999. Approximately 36.8% (32 units) of the owner-occupied units were not mortgaged. This large percentage of non-mortgaged units reflects the stability of the older neighborhoods and the satisfaction of the homeowners with their neighborhood and the City.

Affordable Housing

It is difficult to get a mortgage if projected monthly housing costs exceed 30% of the family's income. Therefore, 26.4% of owner-occupied units and 44.3% of all renter-occupied units were unaffordable for their occupants in 2000 according to U.S. Census data.

Future Conditions

Bonner County and, more specifically, the City of Sandpoint are seeing a large demand for residential development. This demand is likely to affect the City of Ponderay since it retains a large amount of undeveloped land that is suitable to residential development. The lack of sewer and water system capacity is currently limiting residential development in much of the City of Ponderay. Should the City be successful in expanding water and sewer district boundaries and capacity or develop municipally-funded systems, residential land development is likely to increase exponentially.

Housing Goal Statement

To provide housing opportunities within the community to meet the needs of individuals of all socio-economic backgrounds, the elderly, and the disabled.

Policies

1. Discourage unregulated sprawl and development.
2. The City should require new residential developments within the City to connect to available water and sewer services.
3. The City should encourage safe, sanitary, and attractive housing that enhances the general appearance of the neighborhood and the community.
4. The City should support an open housing market free from discrimination.
5. The City should encourage a diversity of housing types (i.e., single-family, multi-family, etc.) and choices between ownership and rental units for all income groups in a variety of locations throughout the community.
6. The City should support neighborhood upkeep through enforcement of health, fire, and zoning regulations.

HOUSING			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1. 7.	Revise Zoning and Subdivision Ordinances	✓	◇	◆	◇					✓							
✓ Immediate Action			◆ Primary Responsibility							◇ Secondary Responsibility							

Community Design and Special Sites



11

Introduction

Visual quality is important to the well-being of Ponderay. Site amenities, such as views, have a direct effect on market values of land. Parks and open space allow residents and visitors to relax and socialize. Visual character is a significant portion of what defines a City's quality of life and aids in the restoration and maintenance of community pride.

The community design element attempts to define the visual character of Ponderay and to provide a means of protecting and enhancing this unique character. This section of the plan will also discuss special areas and sites of historical and visual significance.

Existing Conditions

History

Ponderay is located on the north end of Lake Pend Oreille just two miles north of Sandpoint. The City consists of 2.8 square miles.

The City started as a company town, built on the Panhandle Smelting and Refining Company's town site. (The company's slag pile is now known as "Black Rock.") The City was initially incorporated as the Village of Ponderay on May 27, 1947, and became the City of Ponderay on November 26, 1968.

Railroads and timber industries bolstered Ponderay's economy too, along with boarding houses, saloons, and a bank. Another historically significant concern was the Ponderay Transportation Company, which carried mail to and from all of the post offices on the lake.

Sites

Though the national historic registry does not list any historical sites of significance in Ponderay, Ponderay does have many natural and historically significant areas.

Such areas include:

- Sand Creek
- Black Rock
- The shoreline of Lake Pend Oreille
- The Ponderay School House
- Old Bank
- Assayers House

Character

Ponderay was a small-town community that has grown into a major regional retail center. A majority of the community's developed land is in commercial or light industrial use. These uses primarily exist to service the entire North Idaho region north of the Kootenai County/Bonner County line.

Future Conditions

Population projections estimate the potential for rapid residential growth in Ponderay. Retail growth is and will continue to be a factor in Ponderay's future. Additionally, should the City manage to bring water and sewer services to the land area north of Kootenai Cut-Off Road residential growth will quickly become a major influence in the community character of Ponderay.

It is in the best interest of Ponderay to decide how it would like its community to grow and specify that desire in its development codes before a potential boom in residential or retail growth.

Character

The City recognizes its role in the region and is working to manage this business growth in a manner that creates a unique community character for the City of Ponderay. As the City's mission statement clearly states, the City "will strive to preserve its small town community feeling..."

The City will consider development patterns, mixed use development, and development requirements that strive to preserve and enhance its small town community feeling as it manages growth in the future.

Entryways

Roadways entering Ponderay, greeting residents and visitors to Ponderay, are referred to as entryway corridors. City entryways include:

- Highway 95 from the South
- Highway 95 from the North
- Highway 200 from the West
- Highway 200 from the East

Great care should be taken when planning for development at these entryways. These corridors are the Ponderay community's "front door." The corridor's appearance provides the first and the most lasting impression of the entire community.

Downtown

The City of Ponderay lacks a discernable downtown center. Future development in the community should take this into consideration during the planning stages by incorporating community centers, such as parks and retail shopping plazas, to encourage community interaction. This can be brought about by using zoning to encourage mixed use development patterns for new development.

Community Design and Special Studies Goal Statements

1. Preserve, protect, and enhance areas of historic and natural interest, and scenic beauty.
2. To foster growth in a manner that enhances the small town identity of the Ponderay community.

Policies

1. Encourage the development of the business district to provide a convenient, pedestrian-friendly and pleasant shopping atmosphere.
2. The City should give special attention to the major entryways into Ponderay, ensuring a positive image for the community.
3. Examine all new development for appropriateness in regards to the character of the proposed area.
4. Preserve natural areas for recreation, open space, and wildlife.
5. The City should support the effort to preserve and protect Ponderay area historical buildings and sites for future generations.
6. The City should encourage development regulation such as set backs, lot size, and street widths that compliment and enhance existing residential and commercial development.
7. The City should encourage development standards that encourage community interaction.
8. The City should encourage community volunteer beautification events

COMMUNITY DESIGN & SPECIAL SITES			Key Participants Responsible For Implementation							Funding Options							
Reference Policy Number	Implementing Actions	Immediate Action	City Council	Planning and Zoning	Community Groups	City Staff	Private Interests	State	Other	General Funds	Bonds	Federal/State Funds	User Fee	LID	Community Fund-Raising	Grants	Other
1.	Develop a Downtown Improvement District Plan		◆	◆	◆	◇	◆			✓		✓					
2. 7.	Revise Zoning & Subdivision Ordinances	✓	◇	◆						✓							
✓ Immediate Action			◆ Primary Responsibility							◇ Secondary Responsibility							

Implementation



12

Introduction

Implementation is the phase of the planning process that makes the goals and policies as stated in the Comprehensive Plan become realities. The plan must be implemented in order for its goals and policies to achieve the desired result of influencing future City development.

The Ponderay Comprehensive Plan reflects a 10- to -15-year time horizon. This planning period allows adequate time to implement new development ordinances, land use patterns, transportation networks, and facility plans. Capital improvement funding strategies, funding sources, planning techniques, and plan review are important facets to the plan's implementation success.

Implementation Methods

There are several important planning tools that help implement this Comprehensive Plan.

Zoning and Subdivision Ordinance and Zoning Map

The policies of the Comprehensive Plan establish a framework of the zoning and subdivision ordinances and zoning map. The ordinances establish the conditions under which land may be used and define future land use development patterns. Existing uses of land and buildings are permitted to continue—even if they are not in conformance with the associated land use ordinances. The zoning map shows the location of districts in which various residential, commercial, and industrial uses will be located to form a compatible arrangement of land uses.

It is the Planning and Zoning Commission’s duty to review all new development proposals to ensure compatibility with the City zoning and land development ordinances that are adopted in accordance with this plan. It is then the City Council’s responsibility to conduct the same review, with benefit of the commission’s recommendations, and make the final decision on a particular development issue.

Idaho State Law requires that all zoning districts be in accordance with the adopted Comprehensive Plan. Therefore, any permit issued by the City in compliance with the standards of a zoning ordinance adopted under the Comprehensive Plan should be considered by the governing body to be in accordance with the Comprehensive Plan.

Subdivision regulations establish various standards for the subdivision of property and protect prospective homeowners by ensuring that they are purchasing a standard lot, that they have access to a street built to adequate specifications, that adequate facilities and utilities have been installed, and that the public services of parks, schools, and pathways are given consideration. The regulations will be an asset instead of a liability, if and when annexed by the City.

Community Involvement Program

The public should be involved in the City’s planning decisions. Based on public guidance the Planning and Zoning Commission and the City Council make their decisions. This means that the decision process begins and ends with citizen involvement. All Ponderay citizens are encouraged to contact City leaders at any time to review the Comprehensive Plan and implementation policies.

Capital Funding Sources

The funding options available to municipalities in Idaho for implementation of Comprehensive Plans include the following categories:

\$ Community Fund Raising	\$ Tax Increment Financing
\$ Connection Fees	\$ State Grants
\$ Business Improvement District	\$ Federal Grants
\$ General Obligation Bonds	\$ Private Foundations
\$ Revenue Bonds	\$ Private Donations
\$ Enterprise Funds	\$ Exaction Fees
\$ User Fees	\$ Permits/Licenses
\$ Local Improvement Districts	\$ Franchise Fees

Comprehensive Plan Amendments

From time to time, changing conditions will result in a need for Comprehensive Plan amendments, which should be carefully considered.

The Land Use Planning Act (67-6509) provides for amendments to the Comprehensive Plan. The City Council or any group or person may petition the City Planning and Zoning Commission for plan amendment at any time. On its own initiative, the City Planning and Zoning Commission may also originate an amendment to the Comprehensive Plan. However, amendments to the Comprehensive Plan can be considered only by the governing body (City council) not more frequently than every six months.

Implementation Goal Statement

The City of Ponderay Comprehensive Plan and related ordinances will be considered “working documents” and implemented by citizens and City leaders to shape the future of Ponderay.

Policies

1. Create zoning and subdivision ordinances in conformance with the adopted Comprehensive Plan.
2. Charge the Planning and Zoning Commission as the agency responsible for reviewing the status of

implementation actions and critique the relevance of the Comprehensive Plan, including recommending any amendments to City Council on an as-needed basis.

3. Require that the Planning and Zoning Commission budget include funds for the review of the adopted Comprehensive Plan.
4. Require that the review of the Comprehensive Plan include public hearings to promote a better understanding of the Comprehensive Plan and its purpose by all parties.
5. Participate with Bonner County, surrounding cities, service districts, and the State of Idaho to better coordinate planning efforts on a regional basis.