



April 10, 2020

TO: Planning Commission  
City of Ponderay  
Bonner County, Idaho

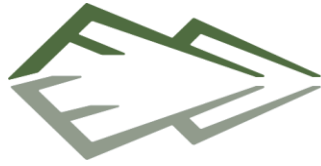
FROM: Ryan Fobes, P.E.  
FORESITE ENGINEERING, PLLC

**RE: MEMO for Continuance Hearing for The Retreat at Bay Trail**

Dear Planning Commission,

This memo is intended to assist in your understanding of changes made to our proposal based on the last hearing. Since the next hearing is in an electric format, we thought this would aid in the remanded project hearing. Below are your outstanding questions/comments (in *italics*) from our last hearing followed by our responses.

1. - *We would like to address the North Fencing*
  - a. A 4-foot black chain link fence is proposed along the northern property line. Given that the properties to the north when developed were not required to put a fence in the project is proposing to pay the city for 50% of this fence line.
2. - *The largest item that needs addressing is the stormwater.*
  - a. HMM provided a memo, providing there opinion on stormwater feasibility. It is apparent that the city engineer does not have concerns over the viability of the project to meet city standards and that utilizing the existing railroad stormwater bore will meet the sites needs.
3. - *They'll be a need for a review of the street light design*
  - a. The street lights have been reassessed and 5 lights were added as shown on the pplat.
  - b. See attached pplat and lighting exhibit for conceptual type.
4. - *The western commercial lots, we would like to discuss how to back load those lots with garages or carports. So there's not front loading garages that face the street that has a... I think there were a total of 11 lots proposed there that are 30 feet in width.*
  - a. All 30-foot frontage lots are now proposed at 35-feet. This allows for a rear lot garage accessed via a shared front approach. Rear loaded lots are not proposed any longer.
  - b. See attached 35-ft shared approach exhibit that outlines how the rear garages will be accessed from the street.
5. - *We would like to find somewhere in this plat to have a bus stop. Not necessarily a school bus stop, but it might be a Spot bus stop.*
  - a. A SPOT bus stop has been provided in the NE portion of the project.



6. - *We discussed having a western, a center and an eastern connector that will connect that north trail to the subdivision.*
  - a. A western, center and eastern connector has been added to the pplat.
  
7. - *These rear loaded, sometimes they were called driveways, other times they were called streets, we'd like to see those be built to a certain standard spec, satisfying the city engineer. And those would be hard surfaced, aka paved.*
  - a. All 30-foot frontage lots are now proposed at 35-feet. This allows for a rear lot garage accessed via a shared front approach. Rear loaded lots are not proposed any longer.
  - b. See attached 35-ft shared approach exhibit that outlines how the rear garages will be accessed from the street.
  
8. - *Lot 23, we have a question mark by it. That may be lost, but we can discuss.*
  - a. Total number of lots were reduced from 82 to 78, 4 lots were removed from the previous pplat.

Please reference the updated exhibits that reflect the modifications to the proposal. We look forward to presenting and answering any further questions that arise.