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Resolution No. 23- 23

Adopting an Amendment to  
The Bonner County Comprehensive Plan  
Regarding the Transportation & School Facilities and  
Transportation Components

File #AM0019-22

**BONNER COUNTY BOARD OF COMMISSIONERS  
RESOLUTION 2023 - 23**

**Adopting an Amendment to  
The Bonner County Comprehensive Plan  
Regarding the Transportation & School Facilities and Transportation Components  
Bonner County Planning Department File AM0019-22**

**Whereas**, Bonner County, pursuant to Idaho Code §67-6508 and §67-6509, did adopt a Comprehensive Plan by resolution of the Board of County Commissioners on July 21, 1978, recorded at Instrument #202678, Bonner County records; and

**Whereas**, Bonner County did adopt amendments to the Comprehensive Plan, to remove the goals, objectives and policies from the respective components of the 1978 Comprehensive Plan and to add them to the Implementation Component (Resolution #02-34, adopted on May 31, 2002 at Instrument #602167 in Bonner County records), and

**Whereas**, Bonner County did adopt amendments to the Comprehensive Plan, to adopt the Transportation component (Resolution #02-45, recorded on August 15, 2002 at Instrument #606873 in Bonner County records), and

**Whereas**, Bonner County did adopt amendments to the Comprehensive Plan, to amend the Implementation Component by repealing Chapter 2 of the component and replacing it with a new Chapter 2 titled "Goals, Objectives and Policies (Resolution #05-55, recorded on August 30, 2005 at Instrument #685626 in Bonner County records), and

**Whereas**, Bonner County did adopt amendments to the Comprehensive Plan, to adopt the School Facilities and Transportation component (Resolution #13-19, recorded on March 13, 2013 at Instrument #841193 in Bonner County records), and

**Whereas**, Bonner County desires to update its comprehensive plan by amending the Transportation, and School Facilities and Transportation components; and

**Whereas**, the Bonner County Planning Commission did hold a duly noticed public hearing on January 17, 2023 on the proposed amendment, and did recommend approval of the amendment to the Bonner County Comprehensive Plan regarding the Transportation and, School Facilities and Transportation components; and

**Whereas**, the Board of County Commissioners did hold a duly noticed public hearing on March 22, 2023, on the proposed amendment to the Bonner County Comprehensive Plan regarding the Transportation and School Facilities and Transportation components.

**Now, therefore be it resolved** by the Board of County Commissioners of Bonner County,

Idaho, that the Transportation and, School Facilities and Transportation components adopted by the Commissioners at Resolution #02-45, recorded on August 15, 2002 at Instrument #606873 in Bonner County records and Resolution #13-19, recorded on March 13, 2013 at Instrument #841193 in Bonner County records, respectively, are hereby repealed in their entirety and new Transportation and, School Facilities and Transportation components are hereby adopted by the resolution of the Board of County Commissioners, Bonner County.

**Be it further resolved** that, pursuant to Idaho Code, Section 67-6509(c), a copy of this resolution and the accompanying Transportation and School Facilities and Transportation components shall be kept on file with the Bonner County Clerk and that, with the recording of this document in the records of Bonner County, Idaho, Section 67-6509(c) of the Idaho Code is fulfilled.

Adopted as a resolution of the Board of County Commissioners of Bonner County, Idaho, done this March 22, 2023 upon a majority vote.

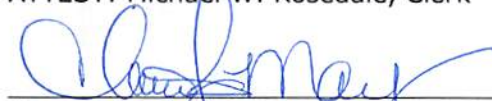
**BONNER COUNTY BOARD OF COMMISSIONERS**

  
\_\_\_\_\_  
Steve Bradshaw, Chairman


  
\_\_\_\_\_  
Asia Williams, Commissioner

  
\_\_\_\_\_  
Luke Omodt, Commissioner

ATTEST: Michael W. Rosedale, Clerk

  
\_\_\_\_\_  
By Deputy Clerk

03-22-2023  
Date

Legal:   
\_\_\_\_\_

# Bonner County Planning Department

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## **BONNER COUNTY COMPREHENSIVE PLAN**

**COMPONENT: SCHOOL FACILITIES AND TRANSPORTATION**

**ADOPTED UPDATE – MARCH 22, 2023**

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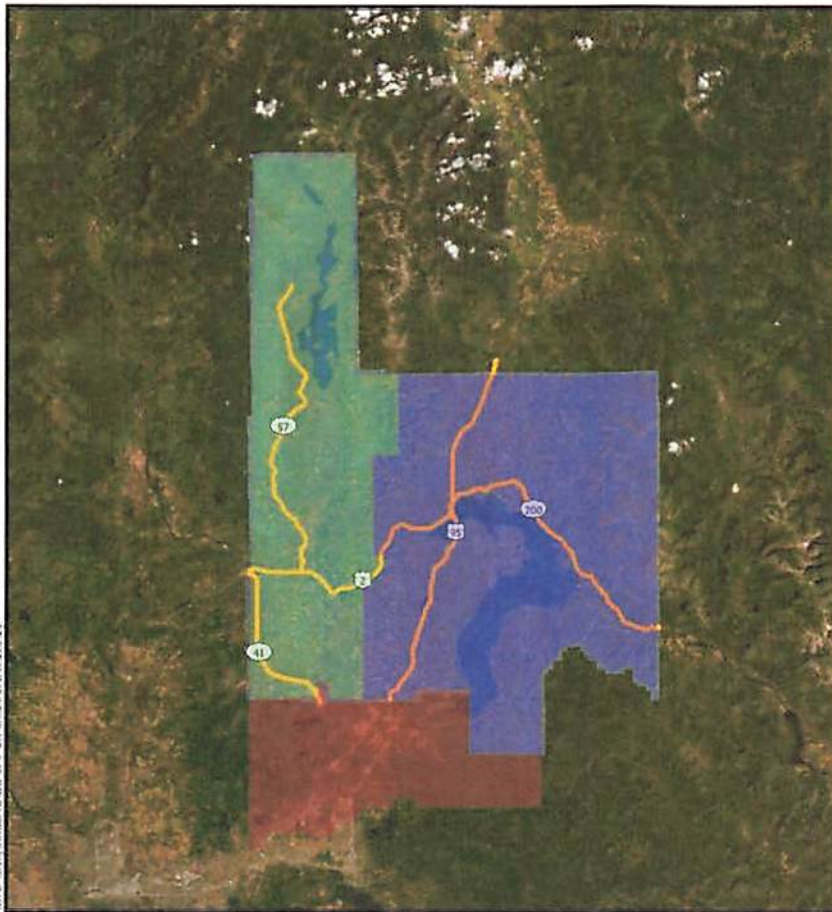
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# Introduction

The School Facilities and Transportation component of the plan is to provide an analysis of public school capacity and transportation considerations associated with future development. The gist of analyzing the public school capacity is to ensure that school facilities are adequate for the present and anticipated future student population at each school facility.

The School Facilities and Transportation component in the Bonner County Comprehensive Plan was most recently adopted by the Bonner County Board of Commissioners on March 13, 2013. The component shows data provided by the public school Districts regarding District student population over four decades and, for 2012, shows student population versus school facility capacity. The enrollment data shows an increase over time but each year the Districts use the previous year's enrollment as the starting point for classroom planning.



Student enrollment as of September, 2022, and each school facility's capacities as reported by each school District are shown below. Also shown are attendance zone maps for Lake Pend Oreille and Lakeland Combined School districts.

Figure 1. Bonner County School Districts

### Bonner County School Districts

- Lake Pend Oreille 84
- West Bonner 83
- Lakeland Combined 272

## Chapter 1 - Lake Pend Oreille School District 84 (LPOSD)

In 2018, LPOSD contracted Longwell & Trapp Architects and Coleman Engineering to conduct a facilities study. The study found that certain facilities need to be replaced or substantially expanded.

“We recommend Washington Elementary, Northside Elementary and Lake Pend Oreille High School be replaced with new building. This will be more cost effective than remodeling the current buildings. Clark Fork Jr/Sr. High School needs an addition to replace the small industrial arts and shop facility along with remodeling to accommodate the current teaching program. Sandpoint Middle School can be remodeled and additions constructed to accommodate facility and educational needs. Southside Elementary needs structural repairs to the gymnasium roof and remodeling to extend its useful life.”

School	School Capacity	Current Enrollment
Farmin Stidwell Elementary	488	482
Hope Elementary	143	115
Kootenai Elementary	346	341
Northside Elementary	137	192
Sagle Elementary	352	282
Southside Elementary	163	177
Washington Elementary	306	301
Sandpoint Middle	652	521
Clark Fork Jr./ Sr. High	294	115
Sandpoint High	1212	1096
Lake Pend Oreille High	73	88

\*Capacity based on Teater Consulting 2015 Exhibit 4-7

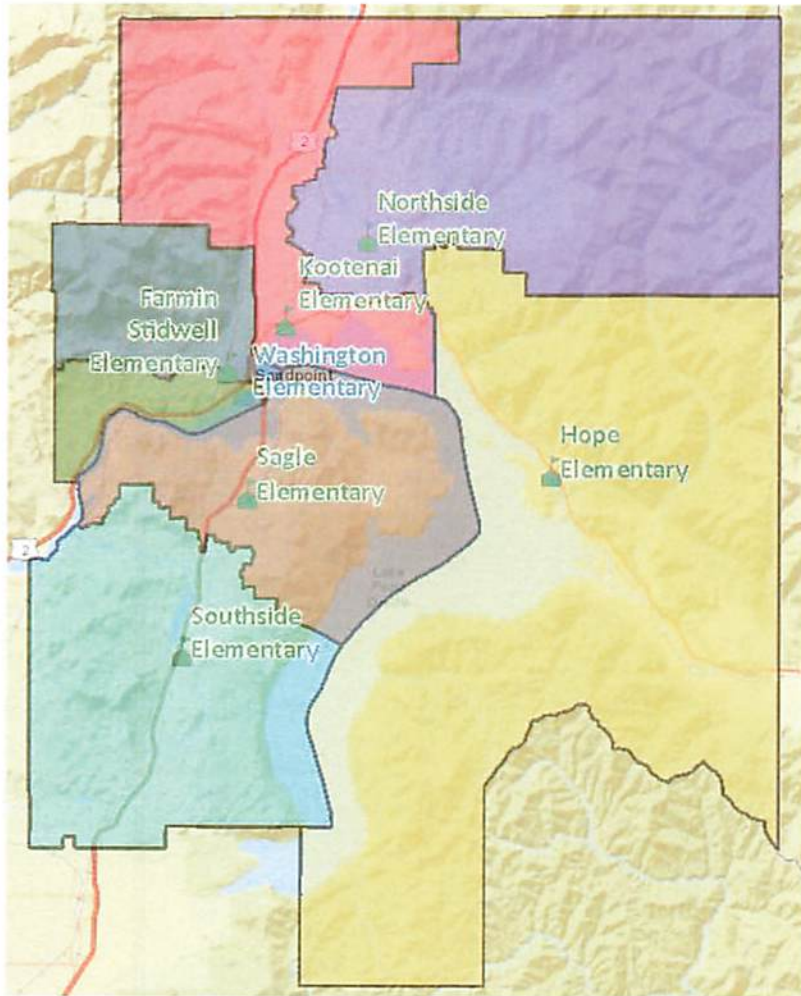
Enrollment as of 9/9/2022

The table shows that at the start of the 2022-2023 school year LPOSD has three elementary schools with student populations approaching the facilities’ capacities. The District has two elementary schools and one high school that have student populations beyond those facilities’ capacities.

Each of the District’s seven elementary schools has an attendance zone. Parents may petition to have their children attend an elementary school in a different attendance zone but for the most part students attend the elementary school serving the zone in which they live. As the enrollment table shows, 1096 students are enrolled at Sandpoint High School and 88 are enrolled at the Lake Pend Oreille High School. These students are from all over the District, both cities and unincorporated area except for the east and south ends of the District from which 115 students are enrolled in the Clark Fork Jr/Sr High School.

## LPOSD 84 School Attendance Zones

Within the area served by LPOSD there are hundreds of parcels of land that can be developed residentially thus generating more students with the need to attend public schools. It is up to the District to determine if land use actions (building permit, subdivision, zone change or planned unit development) creates sufficient impact on school facilities and to suggest mitigation measures for the county decision makers to consider.





## Chapter 2 - West Bonner School District 83 (WBSD)

The table shows that WBSD has one elementary school and one junior high school approaching the facilities' capacities. The District has one elementary school beyond the facility's capacity. Students are enrolled in the school facility nearest where they live, therefore, Priest Lake Elementary serves the Priest Lake area as far south as the Gleason Mcabee Road area. Priest River Elementary serves the area south of Gleason-Mcabee Road along State Highway 57 and west and east along US Highway 2. Idaho Hill Elementary serves the south portion of the District from Oldtown to the Kootenai County line. Priest River Lamanna High School and Priest River Junior High School serve the entire District's public student population.

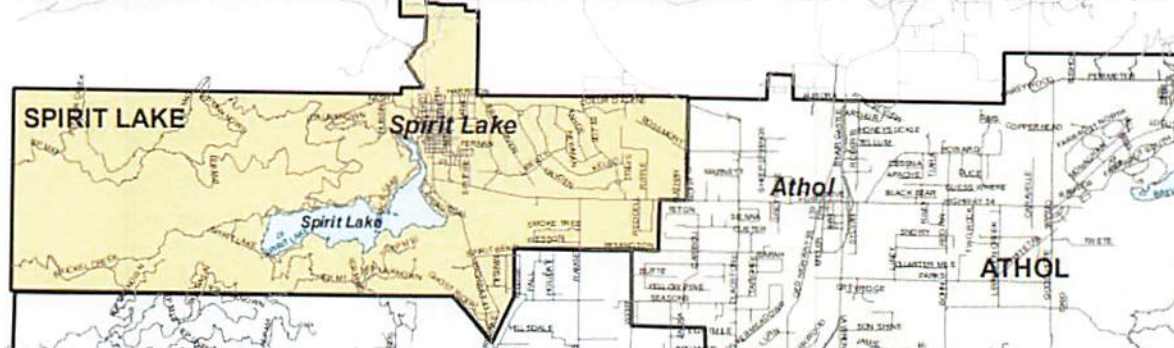
### 27- September-22 Student Enrollment and Building Capacities

<b>School</b>	<b>Current Enrollment</b>	<b>Student</b>	<b>Maximum Enrollment</b>	<b>Student</b>
Priest River Lamanna High	320		487	
Priest River Elementary School	435		445	
Priest River Junior High	190		200	
Idaho Hill Elementary	158		140	
Priest Lake Elementary	64		100	

Within the area served by West Bonner School District there are hundreds of parcels of land that can be developed residentially thus generating more students with the need to attend public schools. It is up to the District to determine if land use actions (building permit, subdivision, zone change or planned unit development) creates sufficient impact on school facilities to warrant mitigation.

## Chapter 3 - Lakeland Combined School District 272

### Lakeland School District Current Attendance Zones



The Lakeland Combined School District 272 annexed two relatively small areas in southern Bonner County over a decade ago. Public school students living in Sections 29, 30, 31 and 32, Township 54 North, Range 4 West attend Spirit Lake Elementary and Timberlake Middle and Senior High Schools. Public school students living Section 32, Township 54 North, Range 3 West attend Athol Elementary and Timberlake Middle and Senior High Schools. Both areas are zoned Rural with 5 acre minimum lot size with much of areas having homes on the lots and parcels. The area in Range 3 West consists of 22 lots or parcels of which 6 are 10 acres in size and 2 of the 5 acre parcels are vacant according to county assessor's records. The area in Range 4 West has some 90 residential lots or parcels of which approximately 15 are not developed with a home, according to county assessor's records. If all the lots or parcels presently without homes were developed into homesites based on the lot or parcel sizes approximately 38 additional homes could be built. The 2020 Decennial Census found that for all of Bonner County the average family has 2.92 persons. The census also found that 15% of Bonner County families are children between the ages of 5 and 17. Using these statistics it is estimated that if all the land in the two Bonner County areas of the Lakeland Combined School District were fully developed into residences there could be a student increase of 17 students that could attend Lakeland Combined School District facilities. It is up to the District to determine if land use actions (building permit, subdivision, zone change or planned unit development) creates sufficient impact on school facilities to warrant mitigation.

## **Chapter 4 - School Funding**

Public school facilities in Idaho are to be paid for using the endowment fund set in place by Article IX of the Idaho Constitution. The topic of school facility and operation funding has been an important topic for decades. School Districts 83 and 84 in Bonner County have had to rely for many decades on school bond issues, paid off by property tax levies, to fund school facilities as well as maintenance and operations in addition to the allocation of the school endowment funds, grants and gifts.

In 1992 the Idaho Legislature enacted Chapter 82 of Title 67 which enables counties and cities to develop a system of development impact fees to provide an equitable program for planning and financing public facilities needed to serve new growth and development. Section 8204(24) provides the definition of "public facilities" however, the list does not include public school facilities, therefore, impact fees cannot be developed for public school facilities or school transportation.

School facility capacity is based primarily on the number of students each facility can reasonably hold without overcrowding. Every student enrolled uses up part of that capacity, not just new students enrolling at that school. Each school district has to determine how to deal with insufficient facility capacity. The county requests comments from the school districts on proposed land use actions (subdivisions, zone changes or planned unit developments) to determine any impacts of on school facilities and recommend mitigation measures for the county decision makers to consider. Typical land use actions in Bonner County consist of a small number of new lots or even single building location permits. Such small land use actions may have an incremental impact on school facilities but of such minute size there is no easy to determine mitigation measure. If a land use action of large acreage were to be proposed in Bonner County there could be grounds to offset the impact of additional student enrollment in a District that has over-capacity facilities by dedicating a parcel or lot of land to the District. In the past such large land use actions as Stoneridge or Clagstone Meadows were on track to dedicate land for siting of new elementary schools but those potential developments did not occur.

# Chapter 5 - School Transportation

Each of the three public school districts serving Bonner County residents provides their own fleet of school buses for transporting students to and from elementary, middle/junior and senior high schools. All busing regulations for the School Districts come from SISBO-- Standards for Idaho School Buses and Operations. The standards require busing of students residing one and one-half miles or more from the schools unless it is determined that the walking route within the one and one-half mile distance is unsafe. For unsafe situations the SISBO uses a seven item scoring sheet for determining eligibility for Safety Busing within the one and one-half mile distance.

Due to various circumstances, parents may decide to transport their students to and from school themselves rather than by school district busing. As an example, at the beginning of the 2022-2023 school year the LPOSD average student ridership to each rural elementary school is as follows.

Bus Ridership Daily Counts AVG	Enrollment
Sagle Elementary – 131	283
Southside – 97	177
Northside – 98	191
Hope – 73	115

Ridership to the Middle School and High Schools in the LPOSD is as follows:

Daily Ridership SHS 170 SMS 187 CFHS 20 LPO 14

In lieu payments may be made for passengers living in the non-transportation zone upon filing the appropriate application. The non-transportation zone is any area more than one- and one-half miles from either a school or established bus stop, within the district’s boundaries (Idaho Code 33-1503).

All public school districts follow the SISBO regulations for busing and walking. It is the school district’s responsibility to determine bus and walking routes, bus stops and safety measures and to work with developers on bus stop locations and walking routes.

## **Chapter 6 - Subarea Plans regarding School Facilities and Transportation**

The county formed five subarea committees to gather input for various areas to determine local goals.

Subarea committee emphasis, as well as public input during workshops, was to minimize adverse impacts on educational facilities by encouraging coordination between developers and the school District and to involve the school District in proactive reviews of development applications to determine particular school needs and concerns. In addition, the issue was raised about the need to consider the long term consequences of land use proposals on school facilities. These goals can be met by informing the appropriate school district of proposed land use actions and requesting comments from the district on the impacts of the development and any recommended mitigation measures for the county decision makers to consider.

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# BONNER COUNTY COMPREHENSIVE PLAN

COMPONENT: TRANSPORTATION

ADOPTED UPDATE – MARCH 22, 2023

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## Introduction

Idaho Code 67-6508 requires a transportation analysis as a component of the county's comprehensive land use plan.

*(i) Transportation — An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor and other related transportation facilities.*

The transportation system in the unincorporated portion of Bonner County is comprised of state highways, county roads and private roads. The state highways – US Highways 2 and 95 and State Highways 41, 57 and 200 are owned, operated and maintained by the Idaho Transportation Department. The Bonner County highway system is displayed on official maps adopted under BCRC 2-201. All roads depicted on this map are a part of the Bonner County Highway System except those located within the incorporated limits of municipalities and those which are U.S. highways or a part of the State highway system. The Independent Highway District owns and maintains Schweitzer Mountain Road and other roads at Schweitzer Village. Private roads are owned, operated and maintained by the land owners associated with each road including rights of way dedicated to the public but privately maintained.

The Bonner County Interactive Map (<https://cloudgisapps.bonnercountyid.gov/public/>) with the Transportation layers Road Centerlines and County Maintained turned on show the state highways, county roads and privately maintained roads an example of which is shown in the following screen shot from the interactive map of the Spirit Lake Cutoff and Vay Road area. The roads highlighted in green are also owned by Bonner County.



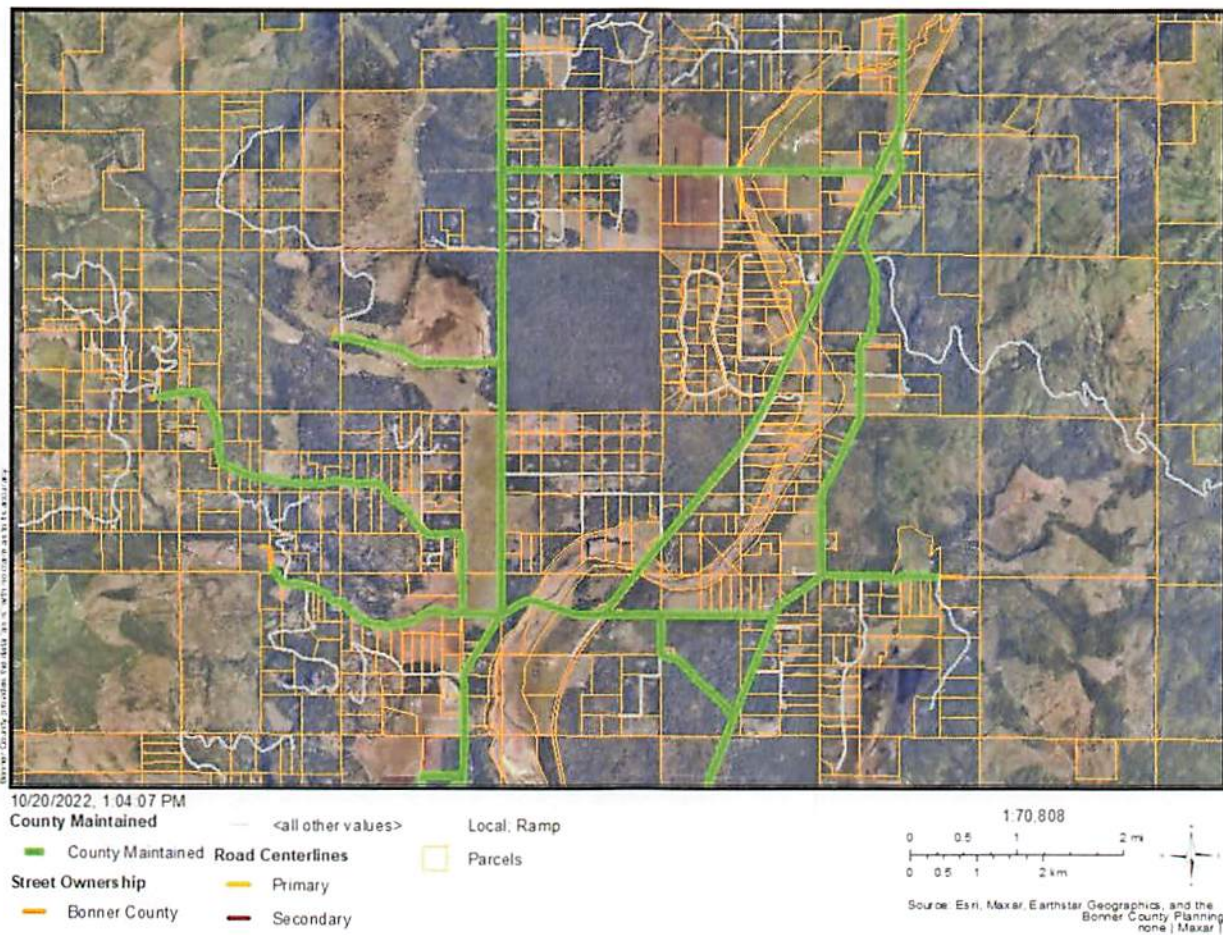


Figure 1. Bonner County Road Network

The Bonner County Road and Bridge Department keeps maintenance records and a transportation plan for the county maintained system. The transportation plan details the improvement needs over the entire county highway system.

The Idaho Transportation Department (ITD) annually prepares a Statewide Transportation Improvement Program (STIP) which is approved by the Idaho Transportation Board and the Federal Highway Administration. The STIP programs federal funds for the various projects on the state and local public road system.

Setbacks and street naming are covered in Bonner County Revised Code.

Access to either a state highway is covered in IDAPA 39.03.042 for state highways and in Section 4.1 of the Bonner County Road Standards manual for county roads.

There is no public transit system serving the unincorporated area of Bonner County with the exception that the Selkirk Pend Oreille Transit (SPOT) makes weekly runs between Sandpoint and Bonners Ferry with stops arranged in advance at safe locations (usually along US-95) by county riders calling SPOT for a ride.

## **Chapter 1 - Multimodal Transportation**

Multiuse paths, bike paths are predominately on Schweitzer Mountain and on state (IDL) and federal lands (USFS and BLM) Bonner County maintained roads are mostly two lane paved or gravel roads with no useable shoulders. All public roads are open to pedestrian and bicycle use. The 2018 Bonner County Transportation Plan details the extent of pedestrian and bicycle facilities in Bonner County. Since 2018 many miles of trails have been added to the area mostly on private and public (IDL, BLM, USFS) lands. Adding designated shoulder pathways along county roads is very difficult due to topography, narrow rights of way, often limited sight distance along the roads and budgetary constraints. Consequently, and due to the large inventory of needed roadway improvement projects, the 2018 Transportation Plan does not include any pedestrian or bicycle facilities. The conclusion of the plan states, *Bonner County has about 680 miles of county-maintained roads varying from very low traffic to 2500 vehicles per day on high-traffic segments.*

## **Chapter 2 - Railroads**

Two class I railroads, Union Pacific and Burlington Northern Santa Fe (BNSF), and one short line railroad, Pend Oreille Valley Authority which runs on BNSF tracks along the Pend Oreille River. Private property owners of industrial lands may contract for services with a railway company and would be responsible financially for any trackage needed for the services.

# **Chapter 3 - Subarea Plans Regarding Transportation**

The county formed five subarea committees to gather input for various areas to determine local goals. The general consensus from the subarea committees and input from the public during workshops was that traffic generated by new development should not degrade the transportation system's level of service or safety and that necessary road improvements be made concurrent with the development coming online. Another policy suggested by the subarea review process was that the county coordinate with highway agencies to ensure an integrated transportation system. These concerns and desires should be set forth in the goals, objectives and policies developed for the comprehensive plan.

As with many other topics covered in the various components of the Bonner County Comprehensive Plan, the County relies on the agencies with expertise related to the topics to determine impacts and recommend appropriate mitigation measures, if any.

## **Chapter 4 - Road Building**

All road building projects within the county that receive federal funding must be reviewed for archaeological resources through the State Historical Preservation Office (SHPO). Most of the testing concentrates on the surface of the site; however, in some cases surface testing may indicate a need to perform a full subsurface test. SHPO then reviews the test results and makes recommendations to mitigate the road building project's impact on potential archaeological resources (Sandberg, 1999).

County and private development roads to be constructed within a development, within County jurisdiction, shall contact State Historical Preservation Office (SHPO) to ascertain if proposed sites have any known archaeological significance. If in the course of construction, any unknown archaeological findings are found those findings shall be immediately reported to the County.