



## Ridley Village Court Exhibit L - Revised Alternate Exhibits Memo

**To:** Sandpoint City Council

**From:** Aaron Qualls, AICP on behalf of Affinity Management, Inc.

**Date:** 3/19/25

**Project:** Ridley Village Court PUD

**Subject/Attached:** Exhibits M & N - Revised Alternate Preliminary Improvement Plan & Landscape Plan

---

Following public testimony, Planning Commission deliberations, and the recommendations provided at the Planning Commission's public hearing on March 4<sup>th</sup>, 2025, the design team for Ridley Village Court has created an alternate, revised Preliminary Improvement Plan (Exhibit M) and an alternate revised Preliminary Landscape Plan (Exhibit N) for consideration of Approval in Principle by the City Council. This memo describes how we have attempted to address the concerns expressed. Where recommended conditions were not fully met by our alternative design concepts, a brief explanation is provided, which we look forward to presenting and discussing with the Council further at the upcoming public hearing.

- 1. Revise development plan to show extension of both River Rock Road and Autumn Lane between Madison Avenue and Ridley Village Road, including water and sewer main extensions within the entire public right of way.**

Sandpoint City Code §10-1-6 (A)(6) provides that *"The arrangement of streets in new subdivisions or other development shall make provision for the direct continuation of the principal existing streets in adjoining subdivisions (or their proper projection where adjoining property is not subdivided) **insofar as they may be necessary** for public requirements..."*.

While we support and have designed for multi-modal connectivity for the surrounding neighborhood and the city, we do not believe the analysis provided to the Planning Commission justifies the extension of both Autumn Ln. and River Rock Road for the following reasons:

- a) The analysis assumes adding vehicular travel by connecting Autumn Lane would better increase safety for school-aged children than a landscaped pathway dedicated solely for pedestrian use. We maintain, rather, that removing vehicles almost completely from the equation is the safest option for school-aged children. The analysis also indicates that all pathways within the

development may contain easements for public use. However, the only labeled public easement proposed is north of Alley (Road B) just south of the School Parking lot, which connects via crosswalk across a very low-traffic alley (Road C) that has a much shorter crossing distance than a typical street.

- b) The Forrest Byrd Charter School testified that they oppose connecting Autumn Lane to Ridley Village Road for safety reasons.
- c) Public comments provided by residents to the east of the proposed development overwhelmingly do not support street connections, generally.
- d) Given the closer proximity to Highway 2, connecting Autumn Lane to Ridley Village Road would incentivize cut-through traffic and unsanctioned school drop-offs/pickups. This would thereby disproportionately increase traffic into Maplewood Village and pose unwarranted safety risks to school children.
- e) Ridley Village Road is built out on the western side and is a dead-end street at both ends. No further street connections to the west of Ridley Village Road are possible.
- f) The Traffic Study (Exhibit G) provided no data to necessitate another street connection.
- g) Due to existing property lines, an extension of Autumn Lane would become an off-set intersection and not meet up with the curb edge at Madison Avenue.

2. **Revise the development plan to show all water and sewer main extensions either within a public right of way, or within an adequately sized public utility easement (20 feet for single pipe, 30 feet for two pipes in parallel), and all water and sewer mains located at least 10 feet from any proposed building.**

The revised alternative improvement plan submitted should now meet this condition, and we appreciate the catch!

3. **Driveway for the townhouse units at the southeast corner of River Rock and Ridley Village, as shown on the submitted improvement plans, shall be located at least 35 feet from the proposed curb line along Ridley Village Road, pursuant to Sandpoint City Code 10-1-6-F.**

The revised alternative plans included meet this condition.

4. **Streetlights shall be installed at two intersections: Ridley Village / Autumn Lane, Ridley Village / River Rock Road.**

We intend to meet this condition, as applicable, during our final development plan stage. If amenable to the Council, we may consider alternative pedestrian lighting, similar to the condition within the Maplewood Subdivision development agreement, to mitigate potential light trespass and sleep disturbance that cobra lights may create.

5. **The open space should be relocated to the eastern property to enable the 25-foot setback to remain and to create a buffer between the proposed development and Maplewood neighborhood (including along Madison Avenue and Cattail Court).**

The revised alternative plans create a 25-foot setback from Madison Avenue but may come with the following tradeoffs, which we offer for Council and staff consideration:

- a) The large common area may not be as usable by the entire Ridley Village Court Community because it would not be as centralized.
- b) The redesign necessitates a reduction of three units.
- c) The units just west of Alley (Road E) will face closer to the alley and garages of the C.2 units, though a landscaped area has been incorporated to mitigate the effect.
- d) There would be less natural surveillance (per CPTED) of both the open space and along Madison Avenue.
- e) According to NACTO, buildings set farther back from a street (Madison Avenue, in this case) may incentivize faster-moving vehicular traffic on Madison Avenue and for turning movements at the intersection of Madison Avenue and River Rock Road.
- f) The large shared open space's orientation toward Madison Avenue may create additional noise impacts on Maplewood Village residents.
- g) The staff analysis provided to the Planning Commission indicated concern that the private open space would be perceived to be public, which may be exacerbated if it was placed along Madison Avenue.

The revised alternative plans create a 15-foot buffer to neighboring development along Cattail Court. In addition, to address concerns expressed by residents who testified or provided written comments, we have reduced the height of the corner units to a story and a half, consistent with the intent of Sandpoint City Code §9-4-2-3 (H)(6) *“Neighborhood Scale”* and the screened decks have been moved to orient towards Private Road D away from neighboring rear yards along Cattail Court. We maintain that these design solutions and setbacks are reasonable for the reasons below and look forward to presenting revised elevations at the public hearing.

- a) Underlying Residential Multi-Family (RM) zoning provides that, should River Rock Road be extended, the minimum distance (side-setback) from the adjacent rear property lines of units along Cattail Court would be 5 feet. The RM zone also provides that single-family detached lots may contain accessory dwelling units that have no additional height limitation beyond base zoning (40') and may, with a garage below, be a minimum of 5 feet from a rear property line.
- b) PUD approval criteria provides the proposed development *“...will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which would not be achieved under standard zoning regulations.”*
- c) Reductions from the 25-foot PUD setback may be reduced where it *“...can be shown to be compatible with surrounding development,”* which is shown through a typology of attached single-family homes similar to the surrounding neighbors of single-family residential, design quality, scale, height reduction, and by maintaining a 15-foot setback that exceeds what may be allowed by right in the RM zone.
- d) The precedent for reducing the 25' PUD setback is well established, most notably by the Maplewood Village PUD, which, per the recorded development agreement (Instrument #729499

(2007)), afforded a 15-foot setback along the southern boundary of the two southernmost lots of Cattail Court and a 10-foot setback for all lots adjacent to Division Street.

- e) A 15-foot rear yard setback aligns with the standard rear yard setback for single-family and multi-family residential development.

**6. Require the installation of an adequate fence along Autumn Lane on the north boundary of the Forrest Bird Charter School property.**

Following the City Council's approval in principle, we are committed to meeting this condition, as applicable, and offer to engage with the Charter School to ensure their needs are met.

**7. Require the applicant to coordinate with City staff to implement traffic calming measures for traffic flow through adjacent neighborhoods.**

We look forward to coordinating with city staff, following approval in principle by the City Council.