SUB2025-3
CITY OF TETONIA
RECEIVED 10-9-2026

ALTERNATIVE DESIGN PLAN

Written Documentation Submitted Pursuant to Tetonia Land Use Code § 9-12-04-4

Landscape Corridor Alternative to the 400-Foot Block Length Standard (§ 9-11-06-3)

PINNACLE PEAK

38-Acre R-3 Residential Phase

City of Tetonia, Idaho

Submitted by:

Powell Family Group

I. Introduction and Regulatory Basis

This document constitutes the Applicant's written documentation in support of an Alternative Design Plan for the Pinnacle Peak residential development, submitted pursuant to Tetonia Land Use Code § 9-12-04-4, which provides:

> *"A developer may propose an alternative design plan including written documentation that the alternative design plan meets or exceeds the purpose statement of this chapter. Such an alternative design plan shall be submitted with the initial application."*
>
> Tetonia Land Use Code § 9-12-04-4 (Ord. 2008-8).

The Applicant proposes an alternative to the block length standard of § 9-11-06-3, which provides that "block lengths should not exceed four hundred (400') feet as measured along the street centerline from centerline intersection to centerline intersection." In lieu of interrupting the street network with additional cross-streets at 400-foot intervals — which would increase impervious surface without a corresponding functional or aesthetic benefit — the Applicant proposes to satisfy the block-length standard's underlying intent through a landscaped, multi-use corridor integrated into the subdivision design, as described in Section II below.

II. Standard Addressed and Proposed Alternative

A. Applicable Standard

Tetonia Land Use Code § 9-11-06-3 (Block Requirements) provides:

> *"Block lengths should not exceed four hundred (400') feet as measured along the street centerline from centerline intersection to centerline intersection. Block design shall provide for two (2) tiers of lots except under special conditions where this is not feasible or practical."*

"Block" is defined in the Land Use Code as "a piece of land or group of lots entirely surrounded by public streets, streams, railroad, parks, canals or natural or artificial boundary, or combination thereof." This definition is significant to the alternative proposed here: because a block may be bounded by a park or other artificial boundary and not solely by streets, a landscaped open space corridor is an authorized method of terminating a block under the Code's own defined terms, not merely a design preference.

B. Proposed Alternative Design

In lieu of a cross-street at each 400-foot interval, the Applicant proposes to terminate the blocks with a landscape corridor at 462'. That landscape corridor will be 60' wide, extending the full depth of the block between bounding streets. The landscape corridor will include:

- A paved or hard-surfaced pedestrian walking path running the length of the corridor;

- Landscaping (trees, shrubs, and groundcover) consistent with § 9-12-04-2 (Landscape Standards);
- Direct pedestrian connections from the abutting single-family and townhome lots to the corridor; and
- A terminus connection linking the corridor to the adjacent Rails-to-Trails route, providing residents with direct, off-street access to the regional trail system.

The corridor satisfies the Code's definition of a block boundary ("park" or "artificial boundary") and functionally substitutes for the vehicular cross-street the 400-foot standard otherwise contemplates. Critically, the corridor is proposed as land in addition to — not credited against — the open space required under § 9-11-06-6, as described in Section IV below.

III. Purpose Statement Conformance

Section 9-12-04-4 requires the Applicant to demonstrate that the alternative design plan "meets or exceeds the purpose statement of this chapter." Chapter 12's purpose statement, set forth at § 9-12-02-2, provides:

> *"Standards are set forth to further safety and livability in the city, thus promoting the general welfare; implement the Tetonia Comprehensive Plan; encourage landscaping and the planting of trees throughout the city; and, provide planning and design guidelines to facilitate orderly development."*

The table below demonstrates that the proposed alternative meets or exceeds each element of this purpose statement:

Purpose Element (§ 9-12-02-2)	How the Alternative Design Plan Meets or Exceeds It
Safety and livability / general welfare	The corridor removes pedestrian and cyclist trail traffic from the vehicular street network entirely, rather than routing it across additional intersections created by 400-foot cross-streets. Fewer intersections along this segment reduces vehicle/pedestrian conflict points.
Implement the Comprehensive Plan	The corridor advances Comprehensive Plan objectives for connected pedestrian infrastructure and trail access by physically linking the subdivision's housing product to the regional Rails-to-Trails corridor.
Encourage landscaping and tree planting	The corridor is meaningful additional landscaped and hardscaped area, planted consistent with § 9-12-04-2, over and above the landscaping otherwise required for streets, parking, and open space.
Facilitate orderly development	The corridor is platted, dimensioned, and shown on the subdivision design as a permanent, integrated feature — not a residual or leftover parcel — consistent with orderly, planned development.

The Applicant additionally notes that the block-length standard being modified, § 9-11-06-3, is codified in Chapter 11 (Subdivision), whose own purpose statement at § 9-11-02-2 provides that subdivision regulations exist to promote, among other things, "coordination of streets and roads" and "adequate open space for travel, light, air, and recreation." The table below shows the alternative design also meets or exceeds this purpose statement, to ensure the record is complete regardless of which chapter's purpose statement governs interpretation of a standard located in one chapter but modified through a mechanism located in another.

Purpose Element (§ 9-11-02-2)	How the Alternative Design Plan Meets or Exceeds It
Harmonious development of the area	The corridor was presented to the public in a prior meeting with the City and was well received, reflecting community support for the design as harmonious with the surrounding neighborhood character.
Coordination of streets and roads	The alternative reduces the number of new street intersections that would otherwise be required at 400-foot intervals, simplifying the street network while preserving connectivity for emergency and service vehicles via the surrounding street grid.
Adequate open space for travel, light, air, and recreation	The corridor is purpose-built pedestrian and recreational infrastructure — open, landscaped, and connected to the regional trail system — directly serving this Code objective.
Avoidance of unnecessary public expenditure	Fewer linear feet of new public street reduces the long-term public cost of street construction, maintenance, and eventual reconstruction, consistent with § 9-11-02-2(B)(5)(b).

IV. Additional Public Benefit — Open Space Enhancement

Section 9-11-06-6 establishes minimum open space requirements by development type and recognizes "Linear" open space — defined as "corridors of land providing public access for recreational or transportation purposes" with improvements including "walking, hiking or bicycling paths" — as an expressly authorized category of qualifying open space.

The Applicant confirms that the landscape corridor described in this Alternative Design Plan is provided

in addition to the open space acreage required under § 9-11-06-6 and is not counted toward satisfaction of that minimum. The corridor is offered as a net enhancement to the project's open space and pedestrian infrastructure, providing additional community benefit beyond the Code's baseline requirements.

V. Conclusion and Request

For the foregoing reasons, the Applicant respectfully requests that the City approve the proposed Alternative Design Plan pursuant to § 9-12-04-4, permitting the landscape corridor described herein to satisfy the block-length standard of § 9-11-06-3 in lieu of an interior cross-street at 400-foot intervals.

The Applicant submits that the proposed design meets or exceeds the purpose statements of both Chapter 12 and Chapter 11 of the Tetonia Land Use Code, and provides a net enhancement to the project's landscaped open space and pedestrian connectivity beyond what the Code otherwise requires.

This document is a first-draft application submission prepared for the Applicant's review. It is not a legal opinion and does not constitute legal advice. It should be reviewed by the Applicant's land use counsel prior to submission to the City of Tetonia.