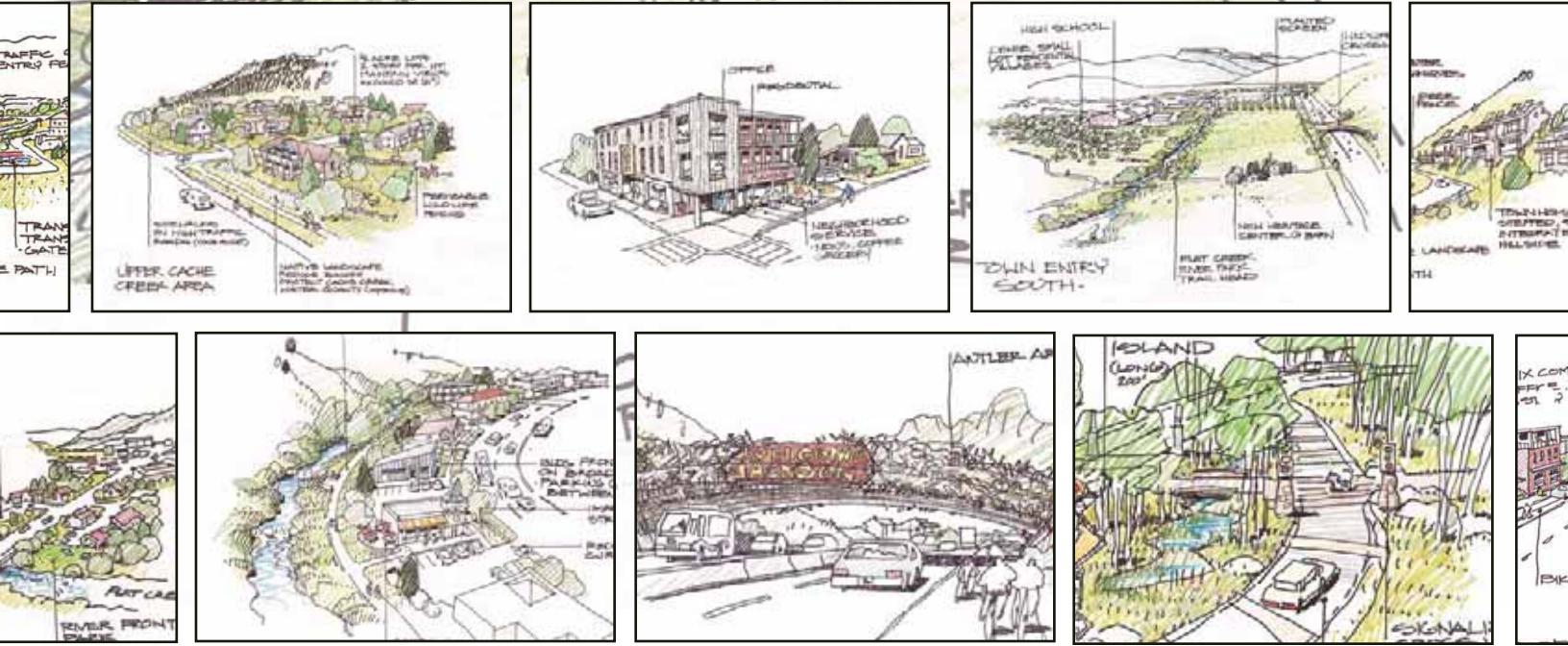


# JACKSON | TETON COUNTY COMPREHENSIVE PLAN

# PHASE II : DEFINING OUR FUTURE CHARACTER

# NEIGHBORHOOD WORKSHOPS SUMMARY

**October 27, 28, 29, 31  
and November 1, 2011**







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## Introduction

The Character Districts that Illustrate Our Vision will depict where and how our approved Comprehensive Plan policies will be put into action on the ground. These districts will inform land development regulations and zoning district boundaries.

In the first phase of the Illustrating Our Vision process, Character Districts were identified and defined as either complete neighborhoods or rural areas, or both.

The Phase II neighborhood workshops provided community members the opportunity to describe more specifically the existing features and desired future character of each district.

A week-long series of workshops and ongoing dialogue helped the community define what we love and want to protect and identify new opportunities for enhancement. Because change will occur, we wish for change to be consistent with the approved text in our Comprehensive Plan.

The goal was to bring the workshop to the community to collect as many thoughts, ideas and concerns from residents as possible. Meetings were held at various times of day in locations that ranged from the Alta Library to Cafe Boheme in Jackson to maximize the number of opportunities for people to get involved and make themselves heard.

## Neighborhood Workshop Schedule

Date	Time	Location
October 27	11 am - 2 pm	Nick Wilson's, 3265 W. Village Drive
	5 - 8 pm	Jackson Senior Center, 830 E. Hansen Avenue
	6 - 8 pm	Alta Library, 50 Alta School Road
October 28	7 - 10 am	Bar BC Ranch House , 4745 N. Spring Gulch Road
	5 - 8 pm	Cafe Boheme, 1110 Maple Way
October 29	10 am - 1 pm	Rafter J Childcare Center, 3105 W. Big Trail Drive
	2 - 5 pm	Old Wilson Schoolhouse, 5655 W. Main Street
October 31	3 - 6 pm	Teton Pines Clubhouse, 3450 Clubhouse Drive
November 1	12 - 2 pm	Snow King Grand Ballroom, 400 E. Snow King Avenue

Over the course of the week, nine meetings were held at locations throughout the Town and County. A workshop "hub," located at the 4-H building, was also open from 9am to 4pm every day during the workshops. This served as a central review point for people to stop in throughout the week, review the comments and thoughts that had been collected so far, and provide additional feedback.

At the meetings, comments on issues and opportunities were drawn on maps of each district, and concept diagrams and sketches were generated "on the fly" to illustrate the character of each area. These drawings are included throughout this summary document, and reflect the conversations that occurred at the meetings. The final concepts and illustrations that will be included in the Character Districts consider all comments received during the series of workshops, in addition to the preliminary sketches.

In all, over 350 community members participated in the week of workshops, and additional comments were sent to staff after the week of meetings. The following document presents the comments collected from the workshops for each of the 15 Character Districts. Photos of the map comments and original concept sketches can be found in the Appendix.

## Workshop Activities

### Before the Workshops

Prior to the workshops, community members were asked to note or take pictures of desirable character elements and undesired characteristics, which was used to start a dialogue about the existing and desired future character of the districts.

### Orientation + Work To-Date

An orientation session described the overall process and the work completed to-date on the Character Districts. Attendees were asked to review and add to the Districts' draft characteristics, issues, opportunities, and identified policy objectives.

### Fulfill Our Community Vision

Using the maps of each area, attendees identified possible locations for opportunities within the Character Districts and noted any design features, policies or other requirements associated with the opportunities.

### Describe Future Conditions

Finally, community members were asked to describe what they want to protect and what they might change in the Character Districts - focusing on both maintaining what we love about our community and making change work for us. This included identifying and describing:

- The general character of future development
- Areas within each complete neighborhood that will have a stable character and areas that will have a transitioning character
- Areas within each rural area that are appropriate for either preservation or conservation
- Key elements of existing character and the needed amenities for stable and preservation areas
- Key elements of future character and the needed amenities for transition and conservation areas
- The mass/bulk/scale that would help reinforce and protect character
- Characteristics and functions of the public spaces and streets.

### Complete Neighborhood Areas of Stability

- Areas in which no change to the existing character is necessary
- Development will be infill that maintains the existing identity or vitality
- Area may benefit from strategic infill or development of non-existing Complete Neighborhood amenities

### Complete Neighborhood Areas of Transition

- Areas where most of the community would agree that development/ redevelopment or a change in character would be beneficial
- Areas that would benefit from reinvestment and revitalization
- Goals for development include improving access to jobs, housing and services and reducing reliance on single-occupancy trips

### Rural Areas of Preservation

- Areas in which no change to the existing undeveloped character of the scenic resources and wildlife habitat is necessary
- Additional amenities and infrastructure are inappropriate
- May benefit from some clustered residential development that improves the overall preservation of open space

### Rural Neighborhoods with Conservation Opportunities

- Areas of existing development and platted neighborhoods with high wildlife values, where development/ redevelopment should focus on improved conservation
- Areas that benefit from an increase in open space, scenic resources, and habitat enhancement
- Goals include balancing existing development with improved wildlife permeability and scenic enhancements.



## DISTRICT 1: TOWN SQUARE

### Needed Amenities

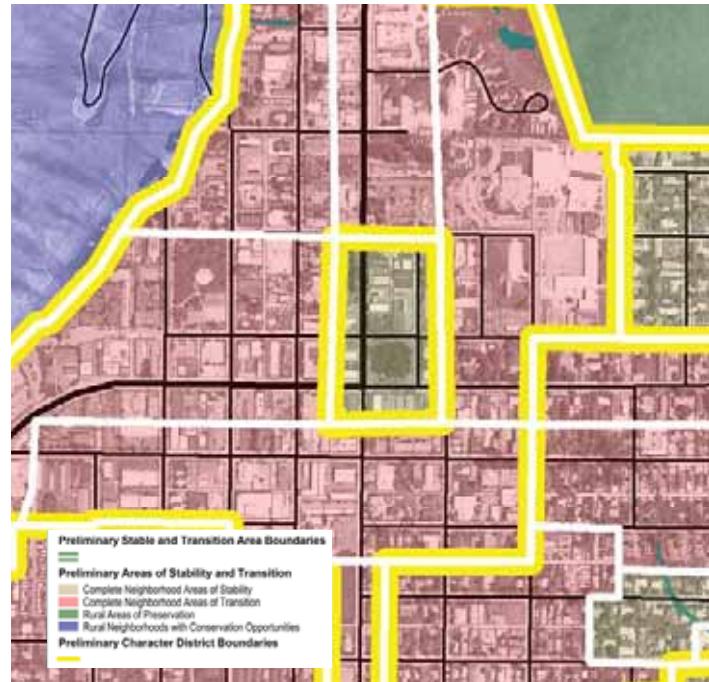
- Residential and restaurant opportunities; Local restaurants and bars to create street life
- Housing near amenities
- Ice skating rink
- Miniature golf
- Horseshoes
- Music stage
- More events on the square
- Not a yuppie rug store

### Future Character

- Preserve the existing character of Town Square; Default preservation until there is a financial reason to redevelop
- Be responsible outside of Square
- Maintain historic buildings and feel
- Western character with boardwalks/facades
- Pedestrian and bike friendly
- Use as one long street fair in the summer
- Expand district north/south/southeast
- Square should have less office, law, real estate, art. Should be all retail; Walk up retail not destination retail; Many small shops, Round-Up division into four spaces great idea
- Limit ground floor commercial to sales tax producers on or near square and reduce as you get further from square
- Increased incentives and reduced restrictions for growing businesses or for adding new businesses to encourage more local commercial development in the Town (housing mitigation is an area where requirements could be reduced)
- Square should contain more locally-used businesses.
- Require downtown businesses to stay open late on a rotating/seasonal basis

### Bulk/Scale/Massing

- Existing bulk and scale of buildings adjacent to the town square is appropriate for future
- Arcade with boardwalk

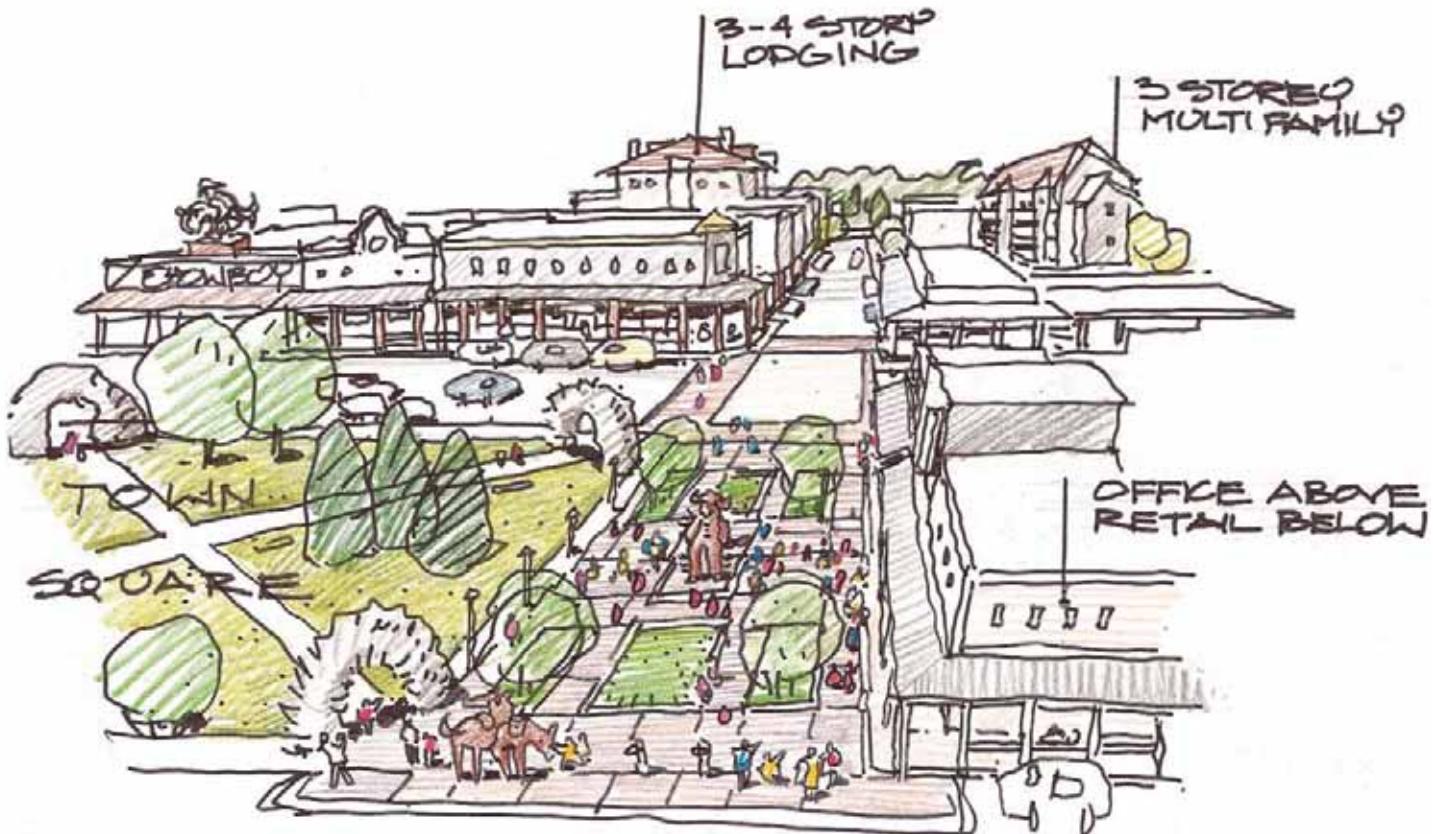


Town Square: Area of Stability

- Pedestrian scale
- 1 to 2 story mix
- Western 2 level character
- Three level height limit
- Less height than surrounding District
- Worried about creating “canyons” on the square with tall buildings.
- 172 Center Street building (Bland Hoke) on Center Street perfect
- Pictures Mixed Use 20 & 27 good; Mixed Use 22 bad
- Jack Dennis good example
- Diverse building form and size

### Street Amenities

- Pedestrian plaza (or other non vehicle oriented space):
  - \* Around the Square
  - \* All 4-sides of Square during summer season
  - \* Deloney Ave.
  - \* Center Street



Town Square: Workshop Sketch

- \* Deloney: Cache to Willow, Center to Gill
  - ◊ Maybe take pedestrian mall up a level – more tourist attractions – make destination in itself
- \* Don't create pedestrian zone in Square
- \* Direct traffic away from square
  - ◊ Separated vehicle/bike traffic
  - ◊ Parking garage @home ranch
- Safe pedestrian crossings
  - \* Broadway
  - \* Deloney and Cache
- Complete Streets needed
- Frozen over in winter – skate!
- Boardwalks are silly and not practical

### Public Spaces

- Antler arches in other areas – pedestrian mall for example
- Need quality public spaces; band stands, exhibit areas, etc.
- 172 Center Street building (Bland Hoke) perfect public space

### Location of Objectives

- Do not expand the current town square overlay.
- Home ranch – but provide exclusive area for RVs
- Retail shopping district good idea
- Should be an area of transition



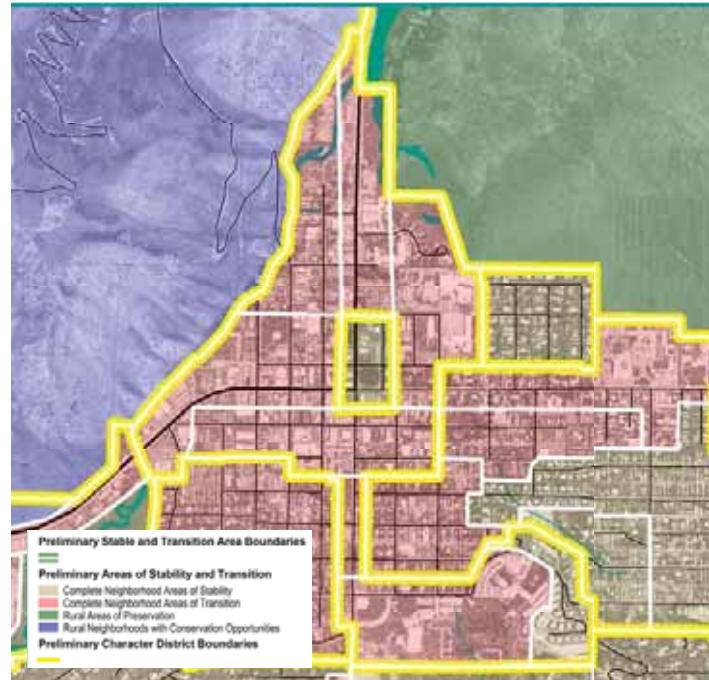
## DISTRICT 2: TOWN COMMERCIAL CORE

### Needed Amenities

- Restaurants, retail and conveniences for locals
- Workforce housing
- Develop cultural and commercial amenities
- Public Parks throughout town
- Market housing, critical mass for affordable residences – employment deed restriction; closer look at selection process for affordable housing.
- Ice/gymnastics recreation center
- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- Board walks are silly and not practical
- Wildlife bridge over Broadway/Cache Creek
- Tie lodging to transit
- Need an emergency services route that bypasses Town Square
- “District Heating” for the undeveloped (and redevelopment) areas – along Cache and Snow King hill and resort – make part of Comp Plan goals and institute overlay district Pedestrian connectivity from parking garage to CCA
- Pedestrian environment around CCA – lights, signage, designated crossings
- Add locally orient commercial along South Cache and to the west; not rubber tomahawk shops

### Future Character

- Maintain the small town feel but maintain the vibrancy of downtown
- Office Use and professional uses should be limited in the downtown area unless incorporated into a mixed use scenario
- Mix of commercial and residential along Broadway up to Pioneer appropriate – mix



Town Commercial Core: Areas of Stability + Transition

can be single family to larger buildings with more intensity

- Mixed housing types OK in area west of town square
- Mixed use of residential and commercial for reduced carbon footprint
- Architectural styles should mix old with new
- No holes in ground
- Leave car in the parking garage – communal parking; intuitively know to park somewhere and go to multiple destinations
- No lodging in NoBro
- Focal point of community; makes Jackson a destination; anchor South Cache mixed-use corridor
- Desirable neighborhood due to proximity to amenities
- Density is our friend – 3 stories
- Tourists come to see western architecture and character not modern; modern is anywhere USA



Cache Street - Snow King Corridor: Workshop Sketch

- Move Town/County/ State/Federal uses out of the downtown to make more land available to tourist related sales tax generating businesses
- Concentrate lodging one block around Square
- Forest Service Site to maintain public ownership and use
- Add more retail
- Cowboy Village should be in Lodging Overlay
- Height concerns downtown 2 levels only
  - \* South Cache - Mixed use on corridor with surrounding properties residential to provide employee housing
- Lodging
  - \* Reduce lodging overlay and transition to long term residential
  - \* Reduce lodging, keep on corridors, residential only off corridors
  - \* Reduce lodging overlay, remove completely from North Cache and West Broadway
  - \* Expand lodging to 5-way; will never get residential it is a tourist amenity along corridor
  - Live/work buildings good idea
  - Zoning bad currently not enough square footage
  - Civic Buildings along Snow King Avenue

- CCA and parking structure investments need to be better utilized and built around with restaurants/bars active uses; depressed/blighted around these areas
- Do not down zone properties to residential that are commercial
- Downtown parking district too large
- 5-way character different then core
- Pedestrian focus
- Key businesses for locals and tourists in core
- Should have increased incentives and reduced restrictions for growing businesses or for adding new businesses to encourage more local commercial development in the Town (housing mitigation is an area where requirements could be reduced)
- Remove trailer parks from the downtown corridors
- Don't zone ground level uses
- Underground parking –planning for future town square development
- Boise—vibrant downtown
- Office professional downtown with less residential
- Multi use-change zoning to allow for redevelopment
- AR zone is not appropriate
- Remote land ownership/redevelopment around downtown urban core
- Promote a second tech/knowledge based economy
- Consider economic viability of LDRs
- Streamline or make the by right process easier
- Makes sense to redevelop/stagnant development helps nobody
- Quota on new commercial development until existing is full
- TDRs are a great idea to move development into town
- Make Snow King hill a year-round destination for convention, commercial, public uses with athletic focus
- Convert ball field into year-round ice rink

- Replace tube park with commercial development
- Put restaurant at top of mountain
- Encourage pedestrian environment around CCA by reducing parking availability
- Mixed use along South Cache, non res feathered west to Milward
- Preserve Town Square, but don't replicate tourist oriented design restrictions down South Cache
- Not industrial
- Responsible development in "historic core" – like P6 or P12, like Pearl and Jackson, not P23 or P30, maybe P27, not massive and modern
- Redevelopment needed, improvement of Snow King, Teton Village, downtown benefits all
- North of South Cache Corridor should be limits of lodging overlay
- North of Cache should have additional housing with lodging, government, etc. mix
- 5-way and North entrance need sensitive gateway treatment
- North of Town on Cache-P19 commercial with residential above.
- North of Town-no P23, P30, P16.
- North Cache-see P19, more walk-ability, slower traffic.
- North Cache-Dairy Queen area-allow same uses as what is there now (commercial and lodging).
- North Cache-Dairy Queen area-utilize Flat Creek (cafes, etc.)
- Dairy Queen area-solve parking issues, more businesses sharing a main access to Cache.
- Outlying residential area north of Town Square should feel like small neighborhoods-Likes P8 housing.
- Base of Snow King-utilize it for more public activities like concerts, kid's activities, fairs, etc. much like Teton Village during the summer.
- 3-stories appropriate – Non-residential photo catalog p-18



Town Commercial Core: Workshop Trace

- Alley development and live work situations/ duplexes appropriate
- Street trees needed
- Infill residential in area west of town square South of Broadway
- Is the area west of the square south of Broadway appropriate for tourism related uses or uses driven by the local economy
- Redevelop north Cache as a gateway with better streetscape

### Bulk/Scale/Massing

- Buildings not immediately on the Town Square can increase in size
- Limits on bulk and scale in the Commercial Core is not necessary
- Four story maximum
- Not more than three or four stories is appropriate near Pearl at Jackson area
- Three stories on Broadway and on Pearl OK but not immediately on Town Square

- Architectural style is more important than bulk or scale increased density is OK in the right style.
- 3 story max
- Taller buildings along Broadway and Redmond are appropriate
- Parking should be placed in the rear with buildings closer to the street
- No unbroken line of buildings that obstructs the views from background scenery
- Mixed-use/Urban form; higher buildings outside of Town Square – more stories if set back
- 199 Pearl Avenue (Pearl and Willow) building appropriate height and mass
- Willow Street Corridor is not like Snow King Master Plan; Master Plan much bigger and massive
- 270 Pearl Avenue (Pearl and Jackson) and 160 Gill Avenue (White Buffalo Club); bad examples
- Mixed use buildings like 199 Pearl Avenue (Pearl and Willow), 215 South King (Carney Architecture), 115 East Snow King Avenue (Friese building), 145 Snow King Avenue (Tortilla Flats)
- Pictures Mixed Use #16 & 23 good
- Willow Street corridor like photos Mixed Use #6 & 10
- Buildings need to be narrow north/south as to not shade roadways
- Pull buildings to street edge if any green should be to the rear
- 75 West Snow King Avenue (Roger Strout's buildings) good examples of mixed use
- Lodging needs to be smaller scale, Alpine House, Inn on Creek; larger on corridor maybe OK
- No commercial retail on edges next to residential
- Parking garage terrible bulk and scale not fitting with character, shame on Town
- No four levels

- Do not want to be Vail too big and impersonal, shopping mall feel
- Reduce Lodging overlay
- Pictures Mixed Use 16, 18 & 29 good
- Pictures Mixed Use 26 & 28 bad, need pitched roofs, Colorado looking bad
- North Cache & S. Hwy 89 as you enter commercial core: 2-story appropriate for gateway entry areas into Town, make it inviting
- Town is a weird mix of ultra-modern and rustic architecture
- Keep the scale down and step back the buildings
- Better to grow vertically in town before expanding to South Park
- Stricter design standards
- North of Town on Cache-taller buildings okay, but not “modern” style.
- North Cache-Dairy Queen area- allow 3 story buildings.
- Like mixed use-P16 and P18.
- No sea-of-asphalt motels
- Buildings to the street
- No off street parking
- Tapper the bulk/scale/intensity at edge of district to blend into neighboring district
- Mercil to Pearl, Jackson to Willow – 3 to 4 stories with appearance as 2 from the street
- North of South Cache corridor needs a human scale from street (P26), with broken street wall – diverse bulk
- South Cache shouldn’t be an urban canyon – King: Pearl to Broadway bad, Pearl north, King to Willow good
- 3 story infill at northern gateway
- 3 stories or 4 stories with step back in the area between downtown and Snow King
- Residential area around town square-likes P8 rather than larger apartments or mixed use.

- A comfortable streetscape is the most important amenity – larger buildings are OK when in conjunction with a wide streetscape for space to have outdoor gathering/café type settings.
- Continued angle parking on Broadway past Willow until Jean or where the street narrows
- Bike connections needed
- More ped-only spaces – connect to square
- Complete Streets needed
- Street trees and flower beds
- Need to connect Town Square to CCA, to Snow King
- Street Lights
- Update pedestrian especially at 5-way intersection (Pearl and Broadway)
- Flat Creek “parkway” is a good idea
- Unsafe for pedestrians—no sidewalk—Hayes office west Broadway through District. 2
- Districts 2 and 4 lack complete pathways
- Need good walking access to town and good transit access to Teton Village
- User friendly “complete” streets but sidewalks and pathways not necessary everywhere—simple, predictable, integrated
- Create a business bypass not for residential
- Need to coordinate better with WYDOT on all roads
- Need better signage at Milward and Gill
- Noise pollution from stop sign acceleration noise—slower speeds, more attention to truck bypass
- Need for sidewalks
- Whatever supports 3-story, mixed-use with commercial/retain on 1<sup>st</sup> floor and res on upper floors along Cache
- Slow down traffic coming into town from the north.
- North of town/Dairy Queen area-over/underpass for pedestrians are bikes is needed.
- Pedestrian connectivity in South Cache to Milward area

## Street Amenities

- South Cache corridor should not see huge growth

- Connect the Square to Snow King by all modes
- Roadway, green, sidewalk (detached model)
- Mercil to Pearl, Jackson to Willow – outdoor seating like P20
- Slow down trucks on the truck route – jake brakes are an issue
- Bring attention to South Cache street
- Roundabouts
- Stop sign before King and Pearl

## Public Spaces

- Public parking opportunity at the old Wort parking lot through Town purchase
- Should be incorporated into street level architecture
- Expand public realm from square - seasonal; appropriate ped-realm
- Courtyards in urban res/mixed use development
- Need quality public spaces; band stands, exhibit areas, etc.
- More green/landscaping parks, pocket parks, etc
- Town responsibility to provide green not property owners
- More public art and green spaces
- Relocate Phil Baux park to Harrison Ford's property at Cache & Snow King
- Use ice rink for ski & snowboard training and gymnastics
- Flat Creek area in town-“green way” should be continued from South Park through Town along Flat Creek. Businesses should be developed to utilize creek. Reverse commercial buildings from street frontage to creek OR at least utilize creek.
- North of town-protect Flat Creek, distance buildings from it.
- Concerned about water quality.
- Park at CCA is under utilized, needs landscaping, benches, a draw like the boulders

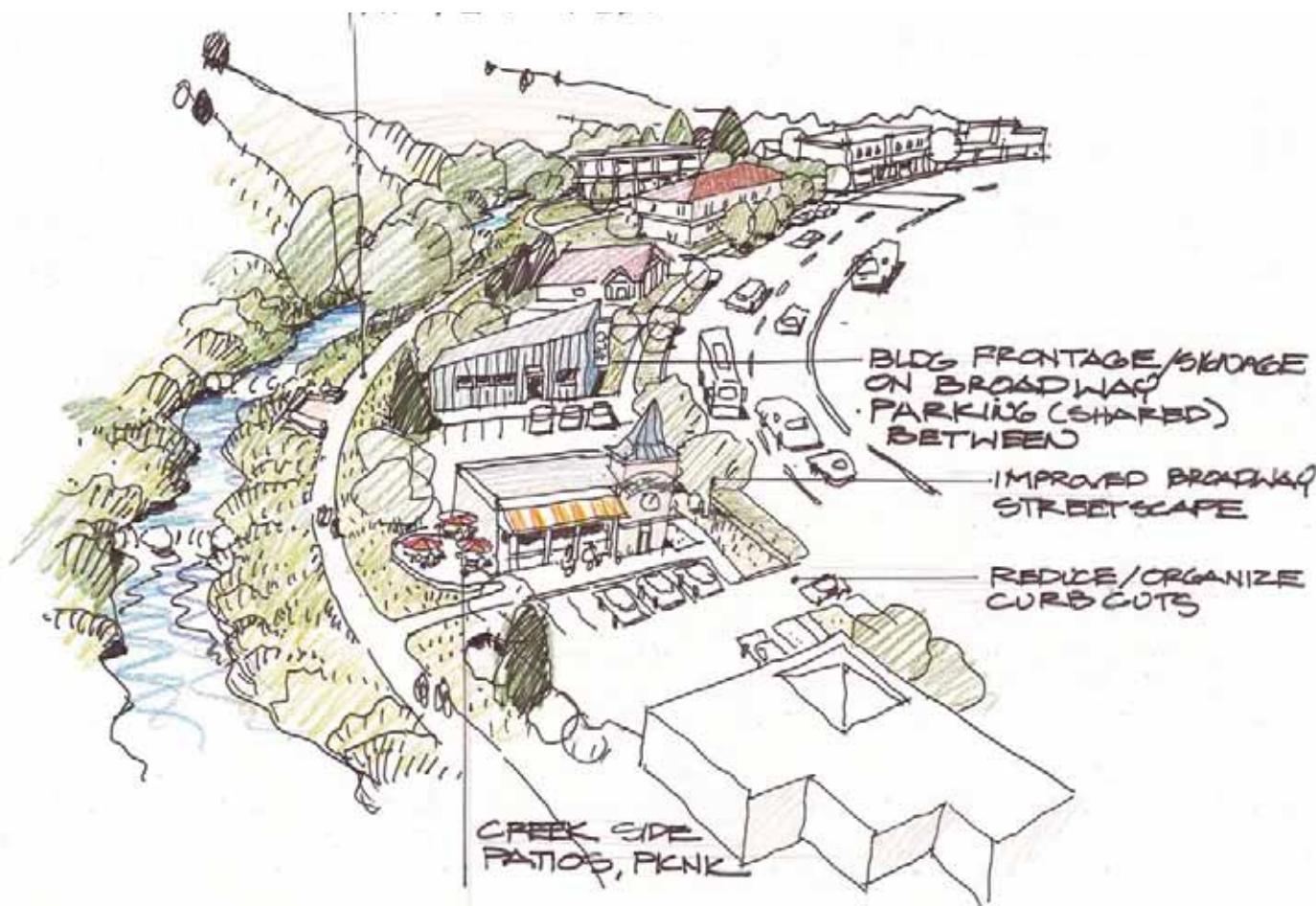
- Create a parkway system of utilized parks, Visitor Center, Town Square, Miller Park, CCA, Phil Baux
- Connected walkable streets or plazas between major destinations e.g. CCA
- Mercil to Pearl, Jackson to Willow – outdoor seating like P20

## Location of Objectives

- Development regulations in this district should be flexible and growth should be strong to promote business growth and keep businesses alive in downtown
- Lodging should be concentrated near downtown
- Infill in town should be a priority to accommodate growth
- Prioritize growth closest to existing infrastructure
- More similar Pearl at Jackson development is appropriate along Pearl Ave.
- Along Broadway from Redmond to Pioneer increased density and scale of buildings is appropriate – Photo P18 under mixed use photo catalog is an example of a good mixed use building for this area
- Lodging overlay to remain as delineated
- Downtown & other transitional areas – fourth story could provide workforce housing
- Light rail/bus way Town to Village
- Snow King & South Cache District Heating
- Ice/Winter Rec Center at Snow King
- Snow King Resort needs to maintain community amenities to maintain Resort status
- Retail shopping district a good idea, needs to be larger than Town Square, up and down Broadway (Willow to Millward) not south of Pearl
- There is development potential for a business corridor on S. Cache toward Snow King and on W. Broadway. Bring Buildings in these areas closer to the road and park in the back to encourage pedestrian traffic.

- Increase Res./Non-res potential in this district to reduce trips.
- Have an indicator for unfilled commercial related to allowance for additional commercial – maximize existing development
- Redevelopment opportunities south of Hwy 89 west of Town Square
- Along core routes in and out of town the western design should be preserved for benefits to tourism
- Preserving rural areas and wildlife is more important than preserving western character
- Redevelop or eliminate existing development north of Highway 89 at the five way

- Remember needs of locals for commercial retail or opportunities to shop in town for needed items i.e. clothing
- Character of Town should reflect what brings Tourism
- More commercial for convenience needs of locals
- The area southeast of the town square north of the residential core should be 2 stories with small scale commercial mixed use opportunities
- Non-residential and mixed use is appropriate along Snow King Ave. south of western Town Residential Core district – Photos P16 and P28 under Mixed Use catalog of photos



Flat Creek Improvements: Workshop Sketch





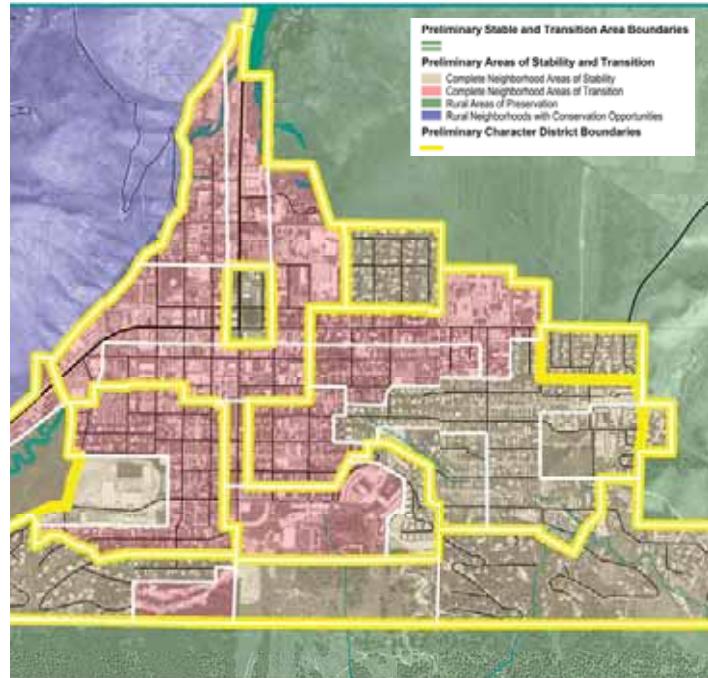
## DISTRICT 3: TOWN RESIDENTIAL CORE

### Needed Amenities

- More wildlife habitat and permeability for wildlife
- Commercial/ Mixed Use amenities including grocery/convenience stores
- Rental housing, Accessory Units & other Workforce housing
- Thread pathways through neighborhood – to Garaman Trail
- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- Needs to be serviced by START and Complete Streets
- Local convenience commercial
- Gill Addition—lacks curb and gutter and sidewalks
- Slow, quiet streets in East Jackson – no START busses going 40 mph on Simpson
- East Jackson does not need a grocery or any new commercial
- Allow accessory units
- Reinvestment in areas west of South Cache

### Future Character

- Needs to look like a neighborhood with sidewalks and places for kids to play in yards
- Area south of East Broadway over to the east side of Cache should remain an area of stability
- Area west of Cache may be appropriate for increased residential and a mix of housing types
- Multi-family building growth OK in the eastern portion of western subdistrict as long as buffers between single-family and multi-family complexes are included.
- Less density
- No duplex/triplex/fourplex



Town Residential Core: Areas of Stability + Transition

- More single family development
- Developments that provide more open space per lot for residents to accommodate snow removal and provide buffers between neighbors
- More open space
- Between Broadway and Pearl should be an area of stability
- Simpson Ave within the eastern Residential Core character district should stay single family
- East Hansen should be low density single family
- Photo P1 under housing examples is appropriate for East Jackson
- There are some infill opportunities
- Rental variety and ownership opportunities
- Area of transition near Broadway and hospital should remain an area of stability with no multi-family or large scale buildings. This area should maintain a small town character



Corner Neighborhood Center: Workshop Sketch

- Photos P8 and P28 under housing photo catalog is appropriate for duplex type development and other housing types
- Reduce the number of lot divisions allowed
- Decrease the density along Snow King
- Accessory residences, quiet, garage on ground; middle ground between single-family duplex/townhouse; yard areas; roof decks
- Apts near commercial areas; transition to commercial
- Larger buildings near commercial areas
- Need to allow all commercial uses along Willow Street busy street lots of traffic/noise

- not appropriate for residential; mixed use allowed as well
- Need to transition East Jackson back to a family neighborhood and stable
- Illegal short term rentals are a problem
- Need to encourage more owner occupied residential
- START bus very impactful not compatible with residential uses and neighborhoods
- Two level height limit
- Alleys key to successfully have density/ parking; alley areas different character than those without

- Buildings should front street, alleys secondary good for access and utilizes; maintain street hierarchy
- Area with PUD's along Kelly, west of Redmond, affordable housing to dense and bad design, homes to close together, parking backing onto street bad, quality of life reduced by design; need smaller building footprints and more landscaping
- Not afraid of density and height, provide parking underground
- Support Jim Wolfe's comment and analysis
- Build up not out; not afraid of height 3-4 levels
- Improve infrastructure first, street grid, sidewalks, pathways then redevelopment will follow
- Multi-level with character OK
- Snow King corridor remove non-residential and replace with multi-family residential
- Zone for family housing/workforce housing where people with want to stay and have roots not just have to live there; many recent developments feel like "projects" low quality of life e.g. PUD's on Kelly
- Workforce housing district; owner occupied
- Cost of housing still too much in Town; need deed restricted as key piece
- Trees and landscaping important
- Maintain neighborhood feel
- Single family and long term residential needs to be enforced; limit short term rental; keep lodging out
- Increase density and height around parks, May, Yokel, etc.
- Not single family
- Townhome/row house pattern and density
- Non-conforming structures and uses a problem
- Need adequate parking; 2 off site per any size of unit; no alley a problem for providing parking
- PUD's to dense need smaller building foot print and more landscaping

- Redevelop East Pearl
- Multi-family on the rodeo grounds and east of Cache to Willow
- Remove trailer parks from the downtown corridor
- Don't mess with the Gill Addition; restrict it to 1 house per two lots and retain existing trees; single family; no more lot combo/reorientation; no shared drives with rear garage or shared access
- Enforcement of short term rentals—off the websites doesn't do it, need more enforcement and to follow up with something that really works
  - \* Battles with parking between residential and commercial uses
  - \* Residential and industrial don't mix
  - \* Wildlife is important along the edges—keep transition zones less developed
  - \* Gill addition should be an area of transition
  - \* Create more living space downtown
- Re-locate government offices/public works to fairgrounds with nice landscaping and design.
- Residential areas around town square—likes smaller scale like Hall Street. More neighborhood feel.
- Town area should be extended south through Center for the Arts/Brew Pub area.
- Center for the Arts/Brew Pub area—should be a mix of residential and non-residential.
- Like the existing mix of character in East Jackson
- East Jackson is the gateway to Cache/Elk Refuge
- Mixed Use PUD's with shared parking like One-to-One work well in East Jackson
- Area around hospital should be single-family
- Area around hospital should be mixed-use
- Simpson to Cache Creek Drive, Mike Yokel to May Park: predictability, mixed use with shared parking or live/work could fit
- North of East Broadway: single family

- Hospital: stable
- Western Town Residential Core area is under utilized
- Double load alleys
- Street Trees needed to screen density
- Density at Kelly and Redmond is okay so that people can live here
- Re-configure fairgrounds
- Mix of small lots, single family town homes, no standard apartments
- Hospital area is not the right place for density – only one way out

### **Bulk/Scale/Massing**

- Bulk and scale should remain as it currently exists
- Lots should have 30% development to 70% open space
- No more large homes in the Gill addition because they take up all the open space on the lot
- 2 story is OK – 3 story only if incorporates the right design
- 2 story only
- Can be dense or high storied buildings with ownership opportunities
- Bonuses should be given for additional FAR for homes off of alleys if car usage is minimized in design
- Alleys need progressive design with parking garages at rear of buildings with alley access and pedestrian access from streets
- More open space per lot
- Multiple units, adequate separation, small buildings, 3-story heights appropriate
- 199 Pearl Avenue (Pearl and Willow) building appropriate height and mass
- Scale and maximum building size important not to big
- Two level height maximum
- Like Hansen Street east of Redmond
- Like gable roofs and wood siding that is community character
- Current structure size OK

- Gill addition—smaller buildings, single story, more yard, one house on two lots parallel to road, don't fill lot to back two stories
- Height issues—how is height determined
- Eastridge--Town needs to be aware of encumbrances
- Diversity in size, age, form
- Simpson to Cache Creek Drive, Mike Yokel to May Park:
  - \* Utilize alley access to have multiple units (2 or 3) in multiple structures
  - \* Don't increase mass with bulky multi-family on combined lots
- There should be less 2 story structures
- 3 stories or 4 stories with step back in the area between downtown and Snow King
- Maximum 2 stories in stable areas
- In transition area 2 stories east of Gros Ventre, 3 stories west
- 50x150 Stable Area: not as concerned with density as form, no 6 unit multifamily, single-family/duplex form, like Redmond/Kelly, like Arbor Place 4-plex

### **Street Amenities**

- Development should occur where there is existing infrastructure
- Space on lots should be adequate for parking a single family home
- On street parking should be adequate to support the neighborhood parking needs by either reducing density or providing more on-street parking
- Reduced traffic and street congestion
- Streets need to be wider along bus routes
- There should be less density on alleys to help with on-street parking needs
- Parking in the rear
- Streets should have sidewalks for safe travel by children
- Parking on both sides of the street is important
- Narrower streets are important

- Biking and family friendly sidewalks and bike lanes needed similar to new Redmond
- Traffic calming devices needed
- Sidewalks are needed on at least one side of all streets with wider landscape buffers and sidewalks
- Curb and gutter needed for formalizing front yards
- Putting a limit on the number of total bedrooms allowed in a dwelling unit can help minimize car usage.
- More sidewalks needed
- Reduce on street parking on Pearl (there's a parking garage) to make it safer
- Willow Street is a north/south collector; one way pairs with Cache
- Complete Streets needed
- Use smaller buses so they aren't so loud on residential streets
- Concerned about high speeds on streets
- Snow banks on new Redmond make sidewalks dangerous in snow months
- Snow King Drive is a heavily traveled town bypass and the current layout isn't efficient, especially near the library
- Like the new Redmond
- Need to address parking of boats on the street
- Like the Daisy Bush facing cul-de-sacs
- Detached pathways and bike lanes to connect East and West Jackson
- 4 way stop at Kelly and Jackson
- Complete Redmond project past Kelly
- Improve sidewalks on south side of Broadway
- Snow King corridor used as a bypass of Town—current layout isn't efficient for that
- Eastern transition areas + South Cache corridor:
  - \* Address parking for office/housing mix
  - \* Pedestrian connection between downtown and Snow King
  - \* Complete Streets, but include parking

## Public Spaces

- Safe spaces needed for kids to play

- More passive recreational spaces
- More small pocket parks
- Need better connections with sidewalks
- Daylighted Cache Creek and water features – engagement for kids
- Access to parks
- Proactive ADA accessibility; basements should also be ADA
- East Jackson-need opportunities to restore Cache Creek.

## Location of Objectives

- Along Broadway areas that are currently commercial should stay commercial
- All objectives as stated on District 3 handout OK
- There should be buffers between short –term rental/ long term rental/ and owner occupied units
- Area around the fairgrounds should be examined for rental usage feasibility- short and long term
- Area east of Cache and west of Vine between Simpson and Snow King should be re-examined as an area of stability. Look at in terms of rental vs. ownership instead of in terms of low or high density.
- Direct and encourage rentals in areas of transition in residential and commercial core
- Current Fairgrounds location could be developed into mixed residential housing types
- Residential surrounding the current fairgrounds location could be multi-family duplex or dense single family
- Redevelopment opportunities for single family and town home development in southern portion of the Western Town Residential Core district
- In the eastern Town Residential Core district the area of stability should extend to Cache
- Provide affordable housing opportunities
- Maintain permeability for wildlife overall in town and in East Jackson specifically

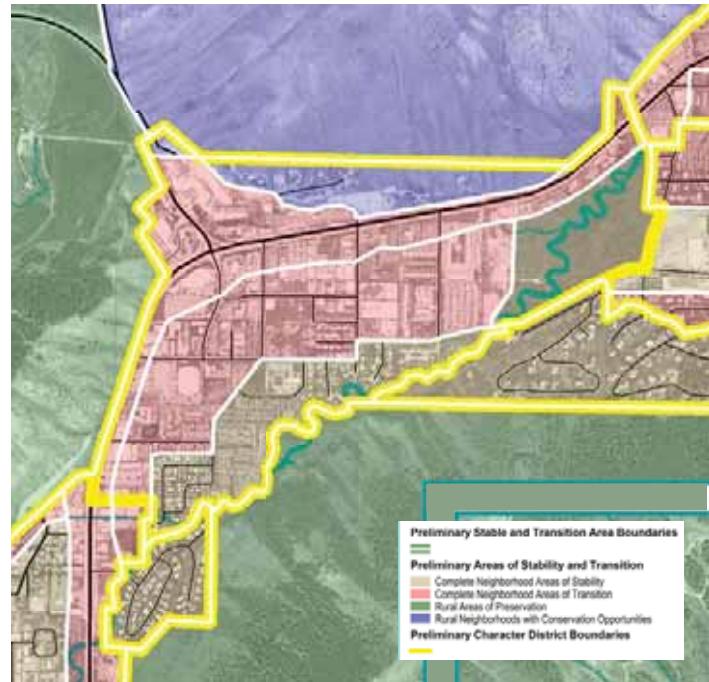
- Transition of single-family/duplex near rodeo grounds to larger buildings near Pearl
- Incentives for more FAR
- Infill in the town residential areas before allowing Greenfield development in the County
- May Park should be developed into a park
- Kelly Ave has dangerous site lines (realignment?)
- Existing boundaries are appropriate
- East Jackson as a complete neighborhood is good
- Opportunities for commercial on a small local scale is good similar to Buds
- Variances need to be considered in the comprehensive plan
- Residential redevelopment opportunities on either side of Cache Street
- Would rather see density increased in town than in other areas of the County like Teton Village and Wilson
- Western portion of east residential core area should be stable and should switch to owner occupied units rather than rentals
- The area of Vine Street and Kelly should be townhomes/single family homes/ high end
- Mixed use along Snow King from fairgrounds to Broadway
- Fairgrounds area is under-utilized, either move it or create opportunities for year-round flexible use
- Infill of residential growth can occur within the area immediately southeast of May Park.



## DISTRICT 4: MID-TOWN

### Needed Amenities

- Wildlife crossing for highway crossing – simultaneous with Complete Neighborhood designation of Butte property
- More pathway connections; strategic sidewalks in transition areas
- Non-surface parking, fee-in-lieu parking program
- Roadway & Gateway enhancement
- Wildlife museum complementing wildlife resources in the area
- Wildlife fence; wildlife crossing butte to Karns Meadow
- Housing
- Walkability; ped-highway crossing; pathway connections; possible stoplight@Virginian Lane
- Training facility/park; community facility; provide year-round draw for Town; energy-efficiency
- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- Add all amenities of a Complete Neighborhood
- Bicycle tunnel a good idea between Clarks ready mix property and Teton Gables
- More locally-used business.
- No reason not to add housing as mixed use in commercial area
- Some groundwater issues
- Allow auto dealerships as a by-right use without additional restriction
- Better connections to trailheads
- Improve the "Y" intersection area
- Wildlife overpasses needed
- Trails in Karns Meadow
- Pathways and sidewalks needed for connectivity from residential areas

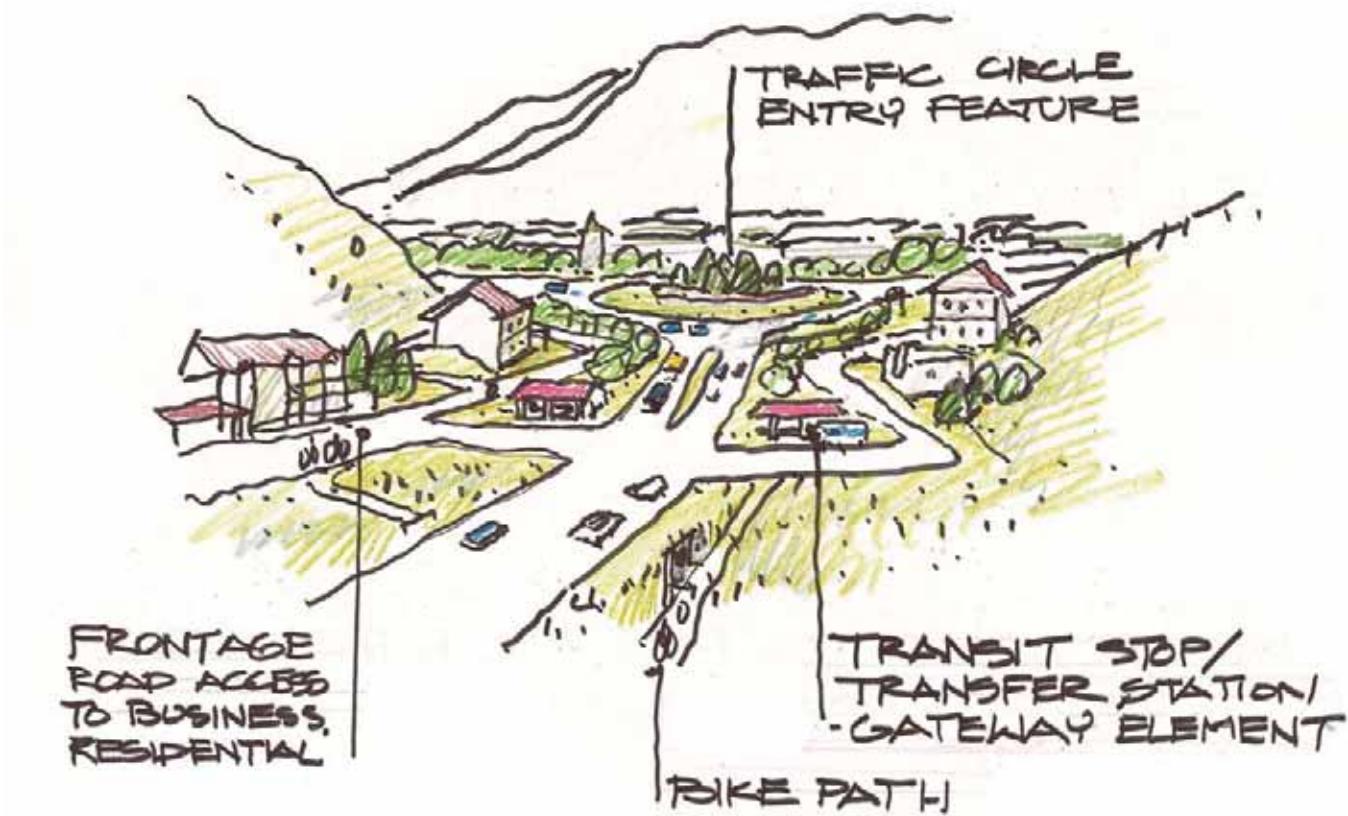


Mid-Town: Areas of Stability + Transition

- Storage and parking needed because density is currently too high
- Retail and walkability needed
- Wildlife connectivity from north of Hwy 89 to Karns Meadow
- Water quality in Flat Creek needs improvement
- Connectivity for residential needed
- Wildlife crossing into/out of Karns Meadow, north and south
- Pathway along west Broadway

### Future Character

- More street grid pattern of development
- The building relationship with the street should be improved
- Continued high density residential in areas of existing high density residential
- Commercial space needs to be preserved along the Highway 89 corridor
- Setbacks and landscaping as currently exists near 1<sup>st</sup> Interstate Bank is appropriate

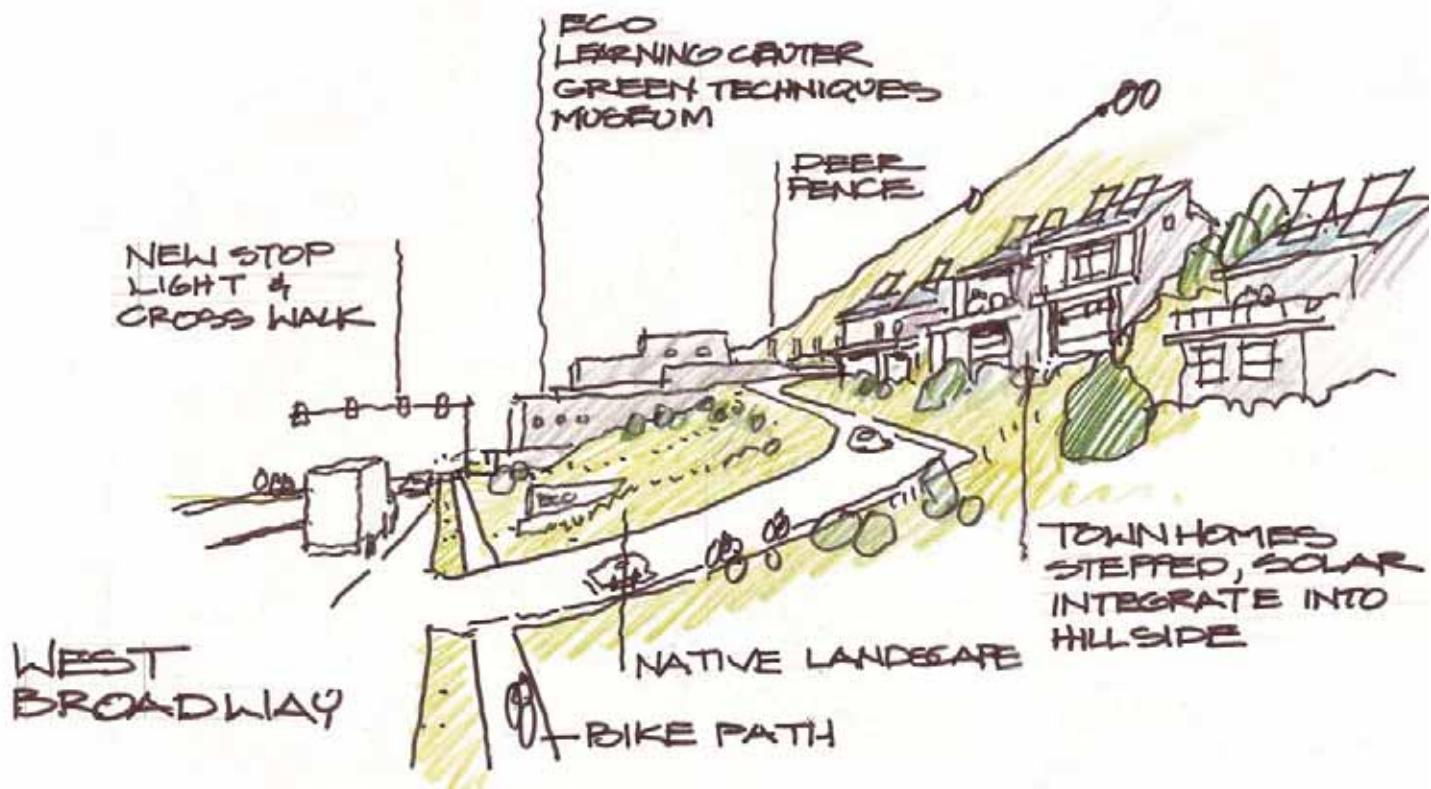


West Entry at Hwy 22 and the "Y": Workshop Sketch

- Additional housing and commercial appropriate for this area
- Increase infill
- Bulk of buildings and density can be increased for commercial or mixed use
- Provide a pedestrian friendly streetscape and sidewalks
- No increase in the floor area allowance or the number of units allowed
- Two-story pocket neighborhoods appropriate
- Design standards/exposure; parking on the rear
- Focus on form
- Commercial/mixed-use stair-step transition into housing up the hill; abrupt transition

- between open area; Complete Neighborhood – Stable; minimize disturbance with appropriate landscaping and natural plantings
- West Broadway defining feature for visitors; need to create character of a destination
- Blends into the hillside (butte), innovative, blended into the environment
- Redevelopment and change in this district is desirable
- Crabtree neighborhood good example of successful Complete Neighborhood; Creekside bad example of same density to much paving/parking no neighborhood feel

- Walkable mixed use, locals mixed use core, vitality of mixed use
- Maintain quiet stable residential area
- Be careful of mixed use on edges not to impact residential
- Green space needed to soften the use and density, trees
- Common parking with structures and shared parking; ease up on parking
- Apartments, all multifamily
- Green zone and streetwall both, like 505 Powderhorn Lane (710 Split building)
- Remove car lots and auto dominated development pattern
- Hide parking in rear/underground; be creative with parking; shared parking
- Keep lodging out
- Residential appropriate if done right, need parking
- Improve Flat Creek
- Please redevelop, do not pull buildings to street
- Work on gateways Smiths best we have, that is sad
- Transition from auto land use pattern to walkable to mixed use
- Wildlife concerns
- Doesn't feel like it is part of town—town (districts 1 and 2) have a discernible



West Broadway: Workshop Sketch

- community character—midtown feels like “Anytown USA”
- Nonresidential development should include space for entrepreneurial ventures where goods/services is exported out of JH
- Opportunities for redevelopment-particularly near the 5-way
- Create a gateway area as you approach the “Y”—use streetscaping, lighting, screening etc to make a “wow” corridor into town
- Don’t agree with Rural Conservation designation in the strip along north side of Hwy 89 between Y intersection and town— could cause more mule deer to easily reach Hwy and jeopardize wildlife whereas higher density development would provide a buffer and keep wildlife from access highway
- No skylining concerns in that area along Hwy—buildings could be 2-4 stories stepping up the hill
- Area south of “Y” intersection should be zoned for rental housing only—needs bulk
- Zone “Old Clark’s” for light industrial
- Karns Meadow-more foot traffic needed, boardwalk or wildlife viewing area.
- Karns Meadow-connects east and west Jackson.
- Pedestrian overpasses at Y.
- Northern hillside: dense housing – multifamily
- Make the area more pedestrian friendly rather than automobile oriented as it is now
- Create a grid pattern
- Single family with stable numbers of residents and owner occupied units are needed in the areas of existing residential area in the southwest portion of the character district
- Multi-family/apartments are needed in the southwest portion but there are too many people housed in one unit which makes more cars parked on roads- needs enforcement
- Area along Highway 89 has no character and needs to be changed to a neighborhood
- Variety of housing types needed

- Beer distributor should be removed
- Mixed Use
- Four stories allowed
- Small scale commercial
- Make Meadowlark area transition – houses are poor quality
- Hotels with parking lots are not pedestrian friendly
- New development and redevelopment should improve pedestrian connectivity
- Renovate homes
- Infill between west Broadway and Karns Meadow with buildings moved forward and public amenities

### **Bulk/Scale/Massing**

- 2-story appropriate
- Building scale of 1<sup>st</sup> Interstate Bank is appropriate
- Building envelopes to be smaller in relation to lot size
- Ironrock townhomes form; follows contour of hillside stepped up; broken-up massing; solar/shed roofs follows contour; sensitive access road design; use existing disturbed area for building locations
- Almost buried into hillside; assume natural forms
- 810 West and Clusters good examples
- 945 West Broadway (Hillside building) good height tucked into butte across the street bad
- Two level buildings only, over that cold feeling, pictures 13 good; 15 bad; picture 28 good landscaping
- Multi-family housing, 3-4 levels OK
- Need pitched roofs
- 3 levels OK with green space
- Create a mixed use identity and form on northern hillside, pedestrian connections up the hillside staircases, etc.
- Like Joe’s sketch of northern hillside, more mixed use
- Street front important Veronica Lane bad example islands with no connectivity

- Buffalo Junction good mix of uses and scale; can have too much office need mix
- Three level on Highway OK
- 690 Highway 89 building to tall with location to street
- 505 Powderhorn Lane (710 Split building) good; mixed use three level OK
- 4-story mixed use
- Limit height to 3 stories
- 3 to 4 stories wouldn't block anyone's view
- Less impervious surface allowed adjacent to flat creek
- 3 stories along highway west of Scott Lane
- 4 stories along highway east of Scott Lane

## Street Amenities

- Replace existing bridge over Flat Creek on Hwy 89 with a wildlife underpass . Replacement structure should also reduce frazzle ice conditions along the creek.
- Pedestrian opportunities near 1<sup>st</sup> Interstate Bank are comfortable and pleasing
- Concerns regarding circulation at the Y intersection should be addressed
- Connections to grocery store downtown, amenities. Hwy 22 pathway compatible with wildlife
- Street trees
- Bike lanes – better markings and awareness
- Crossing on Broadway @Virginian Lane
- Complete Streets with sidewalks throughout; need consistent streetscape
- Use Alleys better
- Break up large blocks
- Walkable neighborhood scale important
- Need pedestrian crossing on Broadway
- Need separation of sidewalk from travel lanes on West Broadway not safe or desirable
- Reduce speed on West Broadway for wildlife
- Need service roads and controlled access along Highway
- Improve Y intersection for START and other alternative modes

- Need traffic-calming around Virginian Lane to facilitate left turns from Virginian onto Hwy 89
- Roundabout at the 5 way intersection
- User friendly "complete" streets but sidewalks and pathways not necessary everywhere—simple, predictable, integrated
- Fix Snow King Ave. (discussed status of Town planning on this)
- Don't need to add or subtract streets
- Powderhorn should be straightened out at intersection with Maple
- Street lights on Snow King Ave. to avoid bike/ pedestrian/car conflicts
- No on street parking 15 mph zone at Snow King, Scott, Maple
- Redesign Snow King, Scott, Maple to be a traffic circle with rectangular median
- Bike lane looks like turning lane on Snow King Ave.
- Put pathway on south side of Broadway only: Bridge to Wolf motors (20 feet from highway on north means huge cut
- Intersection roundabouts needed – Scott lane/ Powderhorn
- Scott lane area needs road realignment/ new road that connects Snow King Ave to Powderhorn Lane
- Connected roads
- Roundabout at Scott Lane and Snow King Ave
- Grid layout needed or connection between semi-grid layout
- Roundabouts at Maple/Scott, Maple/ Powderhorn
- Make Scott a complete street
- Streetscape Alpine Lane
- Snow King corridor used as a bypass of Town—current layout isn't efficient for that

## Public Spaces

- Need more gathering places like in Powderhorn Park
- Create gateway areas with streetscaping

- Flat Creek area in town-“green way” should be continued from South Park through Town along Flat Creek. Businesses should be developed to utilize creek. Reverse commercial buildings from street frontage to creek OR at least utilize creek.
- Karns Meadow- utilize it, make a park; Pathway system through Karns Meadow .
- Pathway system through Karns Meadow
- Connect pathway to North Highway 89
- Connect trail access to Scott/Snow King/ Maple
- Protect creek by pushing buildings further away from it.
- Expand ability for floodplain through mid-town to High School Road are.
- Concerned with water quality of Flat Creek.

- Traffic light at Virginian Lane
- Major thoroughfares enhancement
- Wildlife behind butte properties
- Direct any density removed from County open space preservation into mid-town.
- The area of the future Start Bus facility in Karns Meadow should reflect a transition designation rather than an area of stability
- Improve the neighborhood in the area of Hwy 89 north of Karns Meadow through redevelopment -Create a sense of place
- Opportunities for mixed use south of highway 89 east of the Y west of Karns Meadow
- Regulations should be flexible and designed for commercial but allow residential

## Location of Objectives

- Multi-family structures appropriate
- Apartment development appropriate
- Encourage high quality long term rentals or live/work situations because of proximity to existing amenities that would be walkable within district
- Wildlife connectivity between Karns Meadow and East Gros Ventre butte is very important as that is where most wildlife incidents occur; How the sub-districts West and North of Karns Meadow are developed should consider wildlife connections through Karns
- Whole Grocer area good for Infill development closer to the Highway
- Additional density and Infill OK near Albertsons and closer to the highway
- Concentrate development primarily in town but not by restricting development in the county in areas of existing development
- No higher density on northern corner of Highway 89 and Hwy 22
- Wildlife fence at rear property lines on Northern Hillside/town boundary
- Northern Hillside south of town boundary designated as CN-Stable



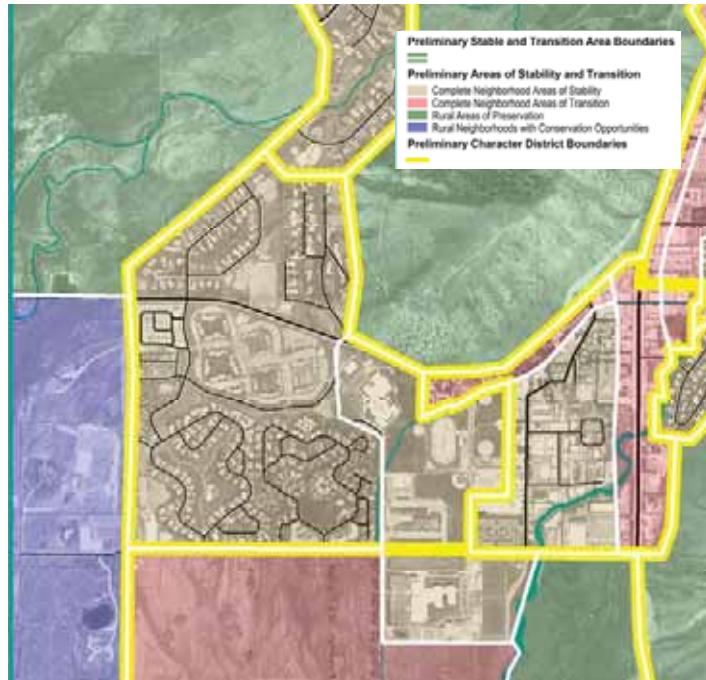
## DISTRICT 5: WEST JACKSON

### Needed Amenities

- Area south of the school is appropriate for institutional use only
- Opportunity to relocate Fairgrounds to West Jackson
- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- START bus around the edges not on residential streets
- Educational campus/school in area south of western core residential area

### Future Character

- If future growth is necessary the area south of high school road is appropriate for future
- Should remain single family
- Restrictions on rentals
- More space between homes with pocket parks
- Photo P1 under housing is an appropriate type of housing configuration
- Adequate parking for homes and garages are important
- Variety of residential building types
- No lodging
- Maintain stable neighborhood, keep as is
- Reserve land for future school expansion
- Wildlife present important for character
- Growth boundary High School Road
- Maintain school campus
- Blair Place is a good model for apartment design—should be more apartment complexes like these (not necessarily in West Jackson, but in Town in general or in South Park transitional area)
- West Broadway/Highway 89 lacks visual appeal – need better design/architecture, mixed-use, maybe form-based regulations



West Jackson: Areas of Stability

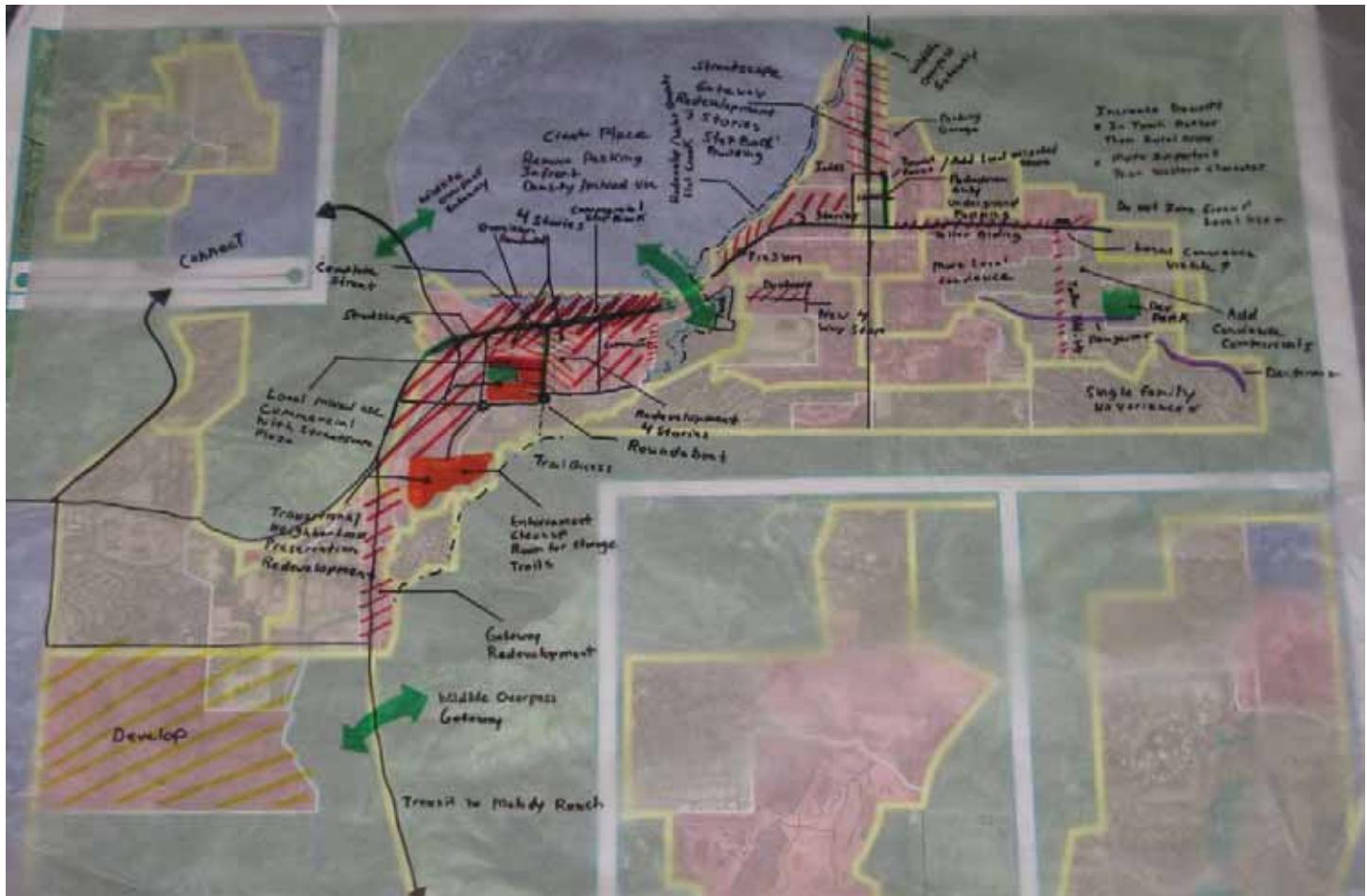
- Density in Cottonwood is okay

### Bulk/Scale/Massing

- Increased density south of cottonwood will require another collector road

### Street Amenities

- Existing infrastructure cannot support increased development south of Cottonwood
- Increased density south of Cottonwood will require another collector road
- More sidewalk access needed
- Traffic calming devices are needed
- High School Road should not be a thoroughfare
- Pedestrian and bike connections needed, separated from road
- Tribal Trails connection is not a good idea. It will change the character of Cottonwood and Indian Trails neighborhoods as well as the character of South Park Loop. The Y will become less congested but wildlife connections between E Gros Ventre butte and Boyles Hill will be a concern



West Jackson Trace Concept: Workshop Sketch

- High School Road needs to be a Complete Street with Boulevard, sidewalks, pathway, etc.
- Middle School Road safety concern with all the schools and traffic and lack of complete street amenities; plow the snow better; add lights
- Reduce speed on South Park Loop Road
- Tribal Trails needed and was planned for put it in, adds redundancy, benefit to both locals and community just NIMBY
- Speed Bumps, traffic calming on High School Road
- Terrible street noise and traffic with bridge out; what will happen in future with increased development

- Need east/west connector in South Park regardless of whether further density is added to take pressure off of High School Road
- Close High School Road to through traffic make a closed campus for school traffic only
- School buses should use Middle School Road
- Cottonwood Park does not need sidewalks
- Place a bike path on both sides of High School Road.
- Cottonwoods along High School Road add to character.



## Public Spaces

- More parking needed for existing public parks
- More smaller parks at short walking intervals “pocket parks” should include benches, swings at a small scale- No Bathrooms
- More lighting
- Protect creek by pushing buildings further away from it.
- Expand ability for floodplain through mid-town to High School Road are.
- Concerned with water quality of Flat Creek.

## Location of Objectives

- Infill in town is a priority over opening up new locations for development
- Keep the area south of West Jackson Rural at least for the next 25 years
- West Jackson should remain single family homes
- Objectives as stated on West Jackson sheet OK
- Development of the area south of Cottonwood Park will create pressure to build Tribal Trails connection which is not a good idea.
- Complete the Tribal Trails connector
- Area of transition through existing business park should be industrial/office with 4 stories allowed





## DISTRICT 6: TOWN PERIPHERY

### Needed Amenities

- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- No further amenities wanted or needed, close enough to town services, moved here because it was on the edge but close to services; Complete Neighborhood in its current state as is
- Extend water and sidewalks
- South of Karns-amenities are great now.
- Access to trail heads is important; Loop trail to Hagen trail would be good

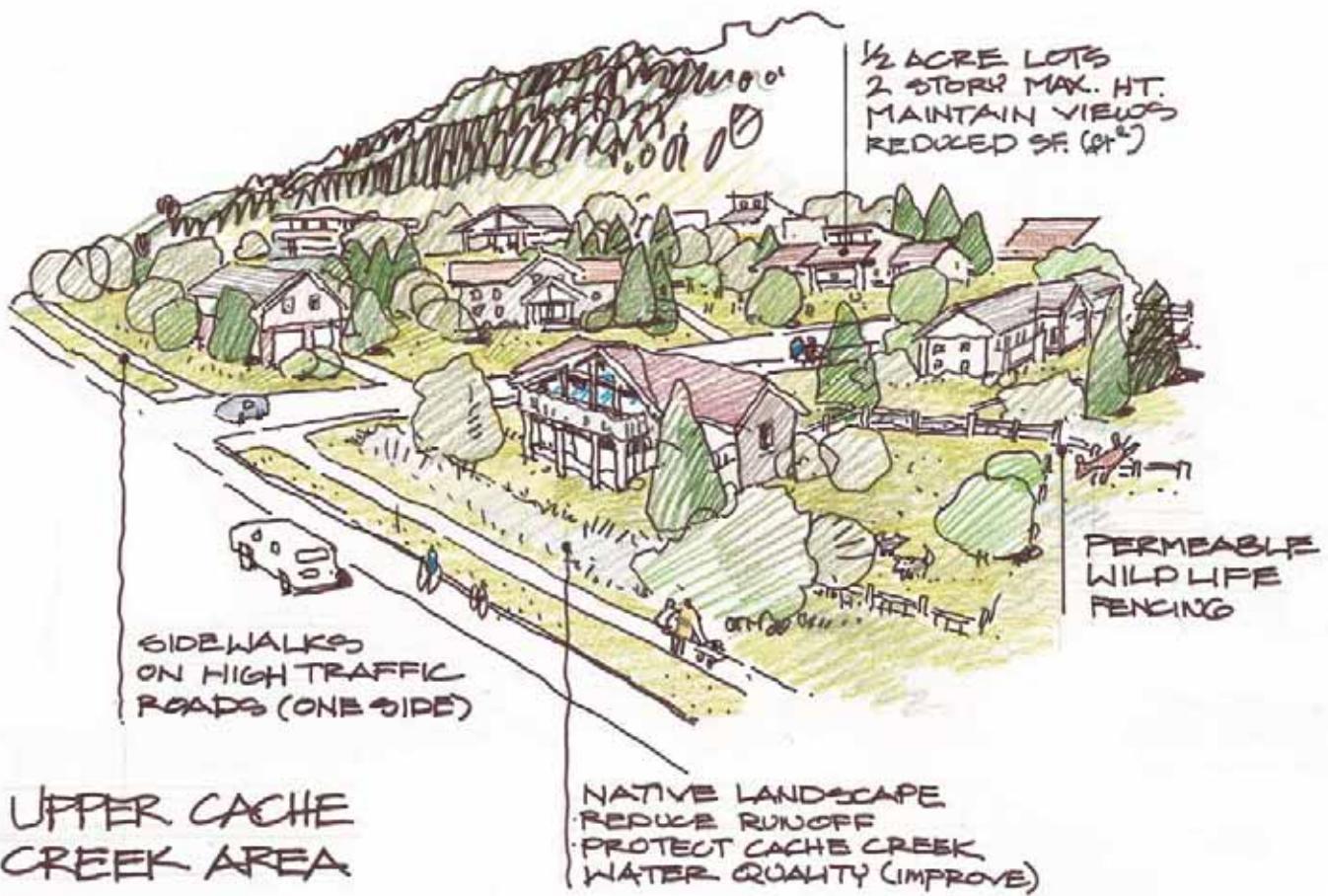
### Future Character

- Dense workforce developments are not necessarily compatible with existing single family (specifically Gill Addition)
- Consistency of character is necessary to encourage re-investment
- One story homes
- In Gill Addition maintain more yard with larger setbacks than what is currently allowed; Smaller buildings in relation to lot sizes in Gill addition
- There needs to be more light and outdoor space between homes
- Reduce density on edges of Town to match existing lot size 0.5 acres and larger not existing zoning
- Eliminate illegal commercial uses that bring huge amounts of traffic, noise and congestion to quiet neighborhood
- Do not include medium density only low density in Cache Creek area
- Maintain trees
- Landscape should be the dominant feature not buildings



Town Periphery: Areas of Stability + Transition

- Wildlife permeability very important and part of character
- Fencing and dogs a concern for wildlife
- Horse properties in Cache Creek area important to character allow large lots sizes, and use for horse entertainment, but not other illegal uses with traffic and noise, private buses
- Protect views and vistas
- ARU's should be added
- ARU's should not be added
- Maintain wildlife habitat
- Neighborhood has a stewardship responsibility that should be maintained
- It is a retirement community currently
- Increase tourist's knowledge of recreational activities, trails, etc with access from periphery
- Management issue—carrying capacity; Hiking, skiing, mountain biking pressure on upper Cache Creek has meant less wildlife evident, dog shit, etc
- No PRD/PUD in periphery areas
- "Stable"
- Keep old west character
- East Jackson needs amenities – grocer, restaurants, pharmacy maybe
- South of Karns-No mixed use/no commercial.



Upper Cache Creek: Workshop Sketch

- Indian Trails has seen a large drop in wildlife 1997-today (used to be 200 head of elk, now very few)
- Gill Addition is a transition area from old character to two stories on 50x150s
- Absaroka/Nelson/Rancher: homogeneous single-family
- Eastern transition areas + South Cache corridor: mix of office/housing at same scale
- Southern Hillside: stable single family – no change
- No single occupancy vehicles allowed on Snow King Ave.

### Bulk/Scale/Massing

- The northeast subdistrict in town periphery character district may not fit the character of the other town periphery neighborhoods
- Office use in northeast subdistrict is inappropriate
- Use formulas for calculating existing neighborhood openness and access to light for determining future zoning requirements for building bulk and scale
- House size should be limited maybe 4,000/5,000 should be consistent with current homes, maybe complete a survey of existing home size as basis



- Transitioning to small lots, larger homes needs to be stopped
- Large lots, small homes needs to be maintained
- Include landscape requirements
- No pig snouts in Gill Addition

### **Street Amenities**

- Pathway to Cache Creek
- No Pathway to Cache Creek
- Do not like complete streets; narrowing and bulb outs especially
- Sidewalks on Cache but only one side
- Need to provide a cyclist bypass not using Cache Creek
- No street lights maintain dark skies
- Reduce speed limit on Cache Creek
- Needs complete streets, sidewalks, pathways to Cache Creek
- Take into consideration ACH along corridor
- Southern Hillside (Pine/Aspen Drive): no complete streets – they lack parking, room for START/car to pass, bump outs don't work in snow, bikes on sidewalks are dangerous, not safe for emergency vehicles

### **Location of Objectives**

- Objective 5.3.b isn't necessarily in line with most neighborhoods in the periphery – not appropriate for workforce housing
- No additional road infrastructure for future development in the Snow King area
- Future development should be similar to existing development
- The area of East Snow King (Cache Creek Drive) should not be a complete neighborhood





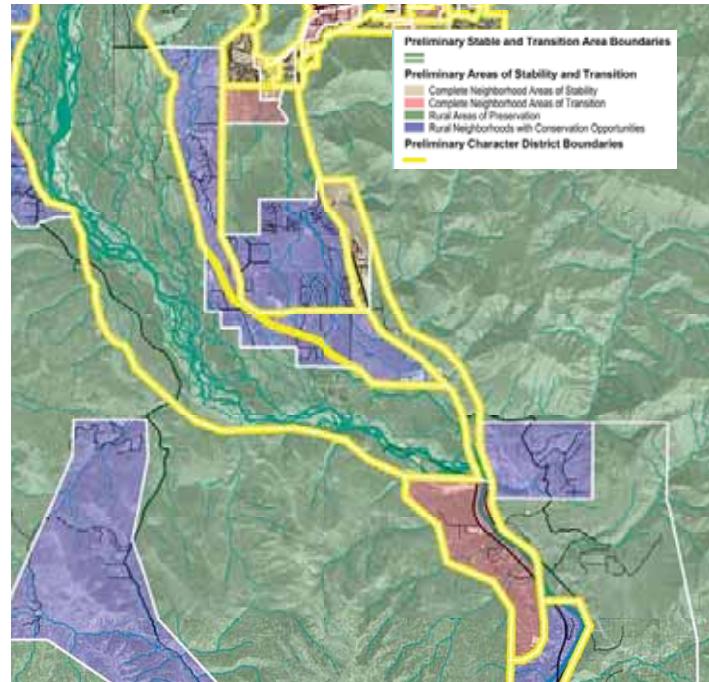
## DISTRICT 7: SOUTH HIGHWAY 89

### Needed Amenities

- Wildlife crossing
  - \* South of LVE
  - \* At both Snake River bridges
- Hog Island (excluding Ross Plateau):
  - \* Local commercial such as a grocery store or post office would be welcomed
  - \* Local convenience
  - \* Public parks
  - \* Water/sewer infrastructure – perhaps common water system
  - \* Highway 89 east of Hog Island needs to maintain wildlife permeability with underpasses
  - \* Small convenience store/gas station okay.
- South Park Service Center/Valley View:
  - \* Mixed uses in industrial areas (with employee housing) should provide more amenities for families. Require yards, storage areas.
  - \* Pedestrian crossing east to west side of highway for workers living in Rafter J/Melody.
  - \* Pub Place area-amenities like gas/restaurant/convenience store is appropriate and needed, but have a hard time surviving.
  - \* Doesn't serve people well, people don't want to go there
- Gregory Lane:
  - \* Sidewalks
  - \* Not appropriate for housing

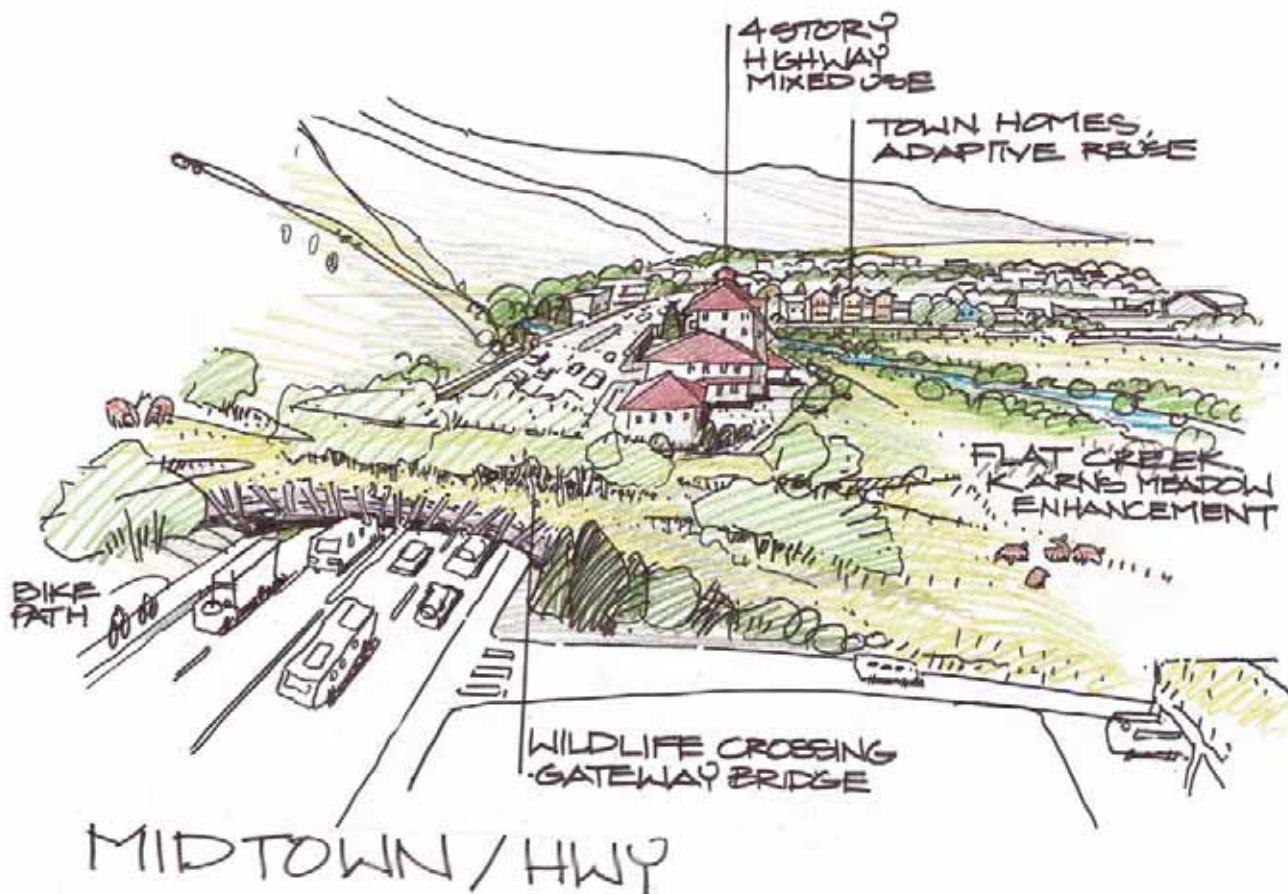
### Future Character

- Hog Island (excluding Ross Plateau):
  - \* Not concerned about wildlife in this area, good history of coexistence; 5-lane highway better for safe wildlife passage
  - \* Eliminate LDR required CUP, but retain SUP
  - \* Scenic designation should be revisited through this area of highway corridor



South Highway 89: Areas of Stability + Transition

- \* Wildlife permeability needed at Hog Island no increase in density
- \* No light industry between highway and river
- \* If Evans ever leaves, move operation away from river
- \* Should be more of a mixed-use area.
- \* Mixed use in KDC/Ross area
- \* Live-Work idea is practical.
- \* Live/work in KDC/Ross area
- \* Single family with contractor shop with ability to have employee housing above.
- \* Open spaces like Robertson and Ross properties-development should be up to the property owners, but would like to see 1-3 acre lots, horse properties.
- \* Concerned if development is approved around Evan's Construction as Evan's gets complaints now about gravel/concrete operation. More development means more complaints.



South Highway 89 Transition: Workshop Sketch

- \* If businesses are approved, they should have to work on the design incorporating berms and landscaping.
- \* Agree with boundary of Transition area as shown on maps by staff.
- \* Separate the high-use wildlife areas from the industrial areas
- \* Create a true Business Park
- \* Set back off highway: live work/office/ warehousing/industrial
- \* Industrial in Evans/Robertson area set back from highway
- \* Southern Transition is a good location for some BP uses – lighter uses.
- \* Transition to Business Park type uses – infrastructure likely limiting factor
- \* Already transition to industrial – Evans/ WYDOT
- \* Retain single-family housing
- \* Include affordable / employee housing
- \* Office/Residential in KDC/Ross area
- \* Conserve character of Hog Island S/D
- Ross Plateau and Lower Ross Property:
  - \* Transitional, diverse area that mixes residential, agricultural and business
  - \* Future character should include more light industrial and business park uses

- \* Permit a broad range of uses in this area and allow what is already there to remain an option
- \* Live/work option is also important in this area
- \* Could envision this area as more of a complete neighborhood by developing a community water system
- \* Lot size should only be limited by what infrastructure can support—50x150 town sized lots are OK if sewer were in place
- \* The scenic overlay should be removed in this area, as nothing is scenic anymore
- \* Wildlife should be a lower priority through this area
- \* The area has naturally developed with the more intense uses along the highway transitioning to residential as you move back toward the hillside and national forest lands—maintain this development pattern—most of the lots run perpendicular to the highway so this allows people to have all range of uses on each property
- \* High density residential
- \* Residential
- \* Industrial
- County Business Park:
  - \* Maybe shouldn't be a full corridor of industrial
  - \* Any commercial uses are good. Doesn't matter what they look like. Locals will go there for services no matter what it looks like.
  - \* Commercial uses with residences above are great.
  - \* Clean up – not currently scenic
  - \* Keep commercial uses that are there but re-develop. Likes Albertson's in terms of design, parking, landscaping, aesthetics.
  - \* No further development on steep slopes.
  - \* Redevelop the light industrial areas between Rafter J and the highway—this is a gateway area; move away from strip malls and create a more homogenous look
- Town Highway Corridor:
  - \* Commercial uses are appropriate but re-development is needed in terms of design. It is a bad scenic entrance to town.
  - \* Mixed use is OK.
  - \* Keep commercial uses that are there but re-develop. Likes Albertson's in terms of design, parking, landscaping, aesthetics.
  - \* Clean up area along 89 from Smiths to the "Y"
  - \* Appropriate for redevelopment to retail, grocery and office uses on West side
  - \* Appropriate to redevelop on the East Side for workforce housing.
  - \* Improve gateway/streetscape – less parking in front
  - \* The businesses along this stretch in town should be required to provide underground parking for example at the Valley Feed site
  - \* Should not be strip commercial
  - \* Should look like Smiths with one shared parking lot servicing many uses with a mix of residential and commercial
- Town Business Park:
  - \* Should not be designated as stable—should be transitional.
  - \* Do not mix residential with industrial.
  - \* This area would be a good location for a nice trailer park, townhomes, condos, and apartments with some residential mixed-use such as offices, but not industrial.

- Good location for workforce housing because of proximity to schools and services.
- \* No trailer parks.
- \* Keep industrial.
- \* Mixed uses are good-industrial with residential above.
- \* Not a place for residences, concerned with truck traffic.
- \* Shanty Town – redevelop.
- \* Redevelop for residential and move BP uses to Little Horse Thief or Evans Const. area.
- \* Take back Flat Creek in Town Business Park – terrible as is
- \* Transition Town BP to residential; light industrial not compatible with current residential population and schools in area; move current uses south into County
- Industrial where it is existing OK
- Growth should occur where existing infrastructure exists
- Limit future development on hillsides
- Improve gateway quality
- Focus should be on industry and letting the housing follow
- Streams shown on the map were re-routed to the North in the 60's. Update maps in order to address stream setback frustrations.
- Good place for government services – PSP uses.
  - \* Allow housing of government employees if they are long-term and contribute to family character of the area.
  - \* Focus on less transient gov't. employee uses.
- Good location for "Live/Work" approach for local contractors.
  - \* Employer must live on site to preserve character and keep up neighborhood.
  - \* May allow for duplexes for employee housing.
  - \* Needs to remain working-class family character into the future.
- \* Non-live/work uses are not appropriate for this area – inconsistent with family character.
- \* Working uses must be incidental and subordinate to a residence to preserve character.
- Flat Creek area in town-“green way” should be continued from South Park through Town along Flat Creek. Businesses should be developed to utilize creek. Reverse commercial buildings from street frontage to creek OR at least utilize creek.
- Commercial uses are appropriate, but should be treated as gateway.
- Apartments mixed in with industrial uses should not be permitted where no yards or sidewalks are provided. Concept of employee housing with industrial uses is okay, but needs to be designed to be safer for families.

## Bulk/Scale/Massing

- More like Smiths
- Hog Island: generally not sure, perhaps multi-story, mixed use
- South HWY 89 business parks-like “Butterfly” building in business park where it is backed up to the steep slope, lots of windows. Require yards, sidewalks, storage areas, stepped up the hillside, more landscaping along highway, large setbacks.
- Like P18-mixed use.
- Push Hog Island development back against Munger to minimize scale, screen, focus on scenic character

## Street Amenities

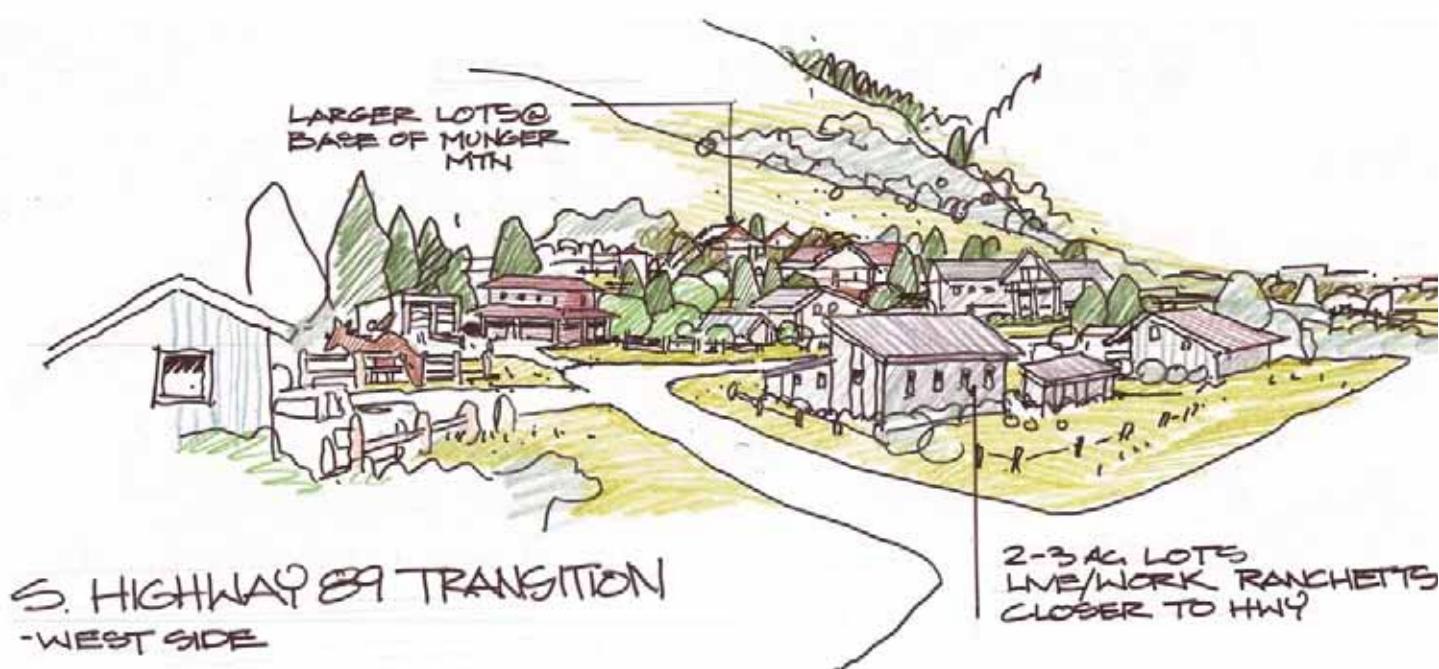
- Gregory Lane area:
  - \* Need more access roads paralleling Broadway through business park in town
  - \* There should be more road access from Gregory lane onto Broadway directly
  - \* Gregory Lane area-roads are not wide enough for emergency services, especially in winter. Poorly lit. Need to change

layout as it is not safe. Street numbers are needed.

- Hog Island:
  - \* New north/south road off highway through Hog Island
  - \* 5-lane highway proposal supports future character proposed above
  - \* If Live-Work idea is allowed, the area would benefit from 4-lane highway.
  - \* Consolidate access in Hog Island
- 45 mph South Park to High School Road

### Public Spaces

- Hog Island: Open space is desirable, but % requirement is too high
- Increase public access to Horse Creek/ Porcupine Creek
- Increase access between Munger and the Snake River



South Highway 89 Transition (West Side): Workshop Sketch





## DISTRICT 8: RIVER BOTTOM

### Needed Amenities

- Satellite full transfer station at County site on Gros Ventre River to limit trash cans sitting out all days of the week because of multiple trash collectors
- Snake River Sporting Club-municipal golf course. Area should be a PUBLIC amenity like Astoria was.
- Larger setbacks to better address natural disaster potential

### Future Character

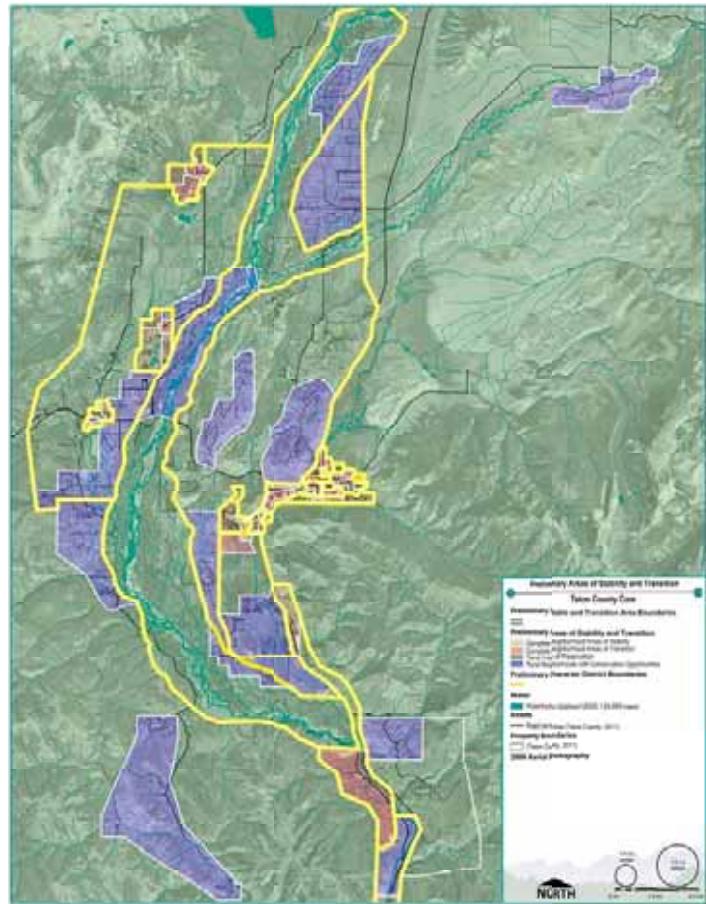
- All confluences (John Dodge, Bar BC, Gros Ventre) need to be protected more. These areas should be changed from green to PURPLE on the maps.
- Should not be an area of growth
- Conservation in southern river bottom
- Should not include developments like Snake River Club
- 1 per 35 with small building envelope is best, zoning is better than conservation easements
- No fencing at all except to keep wildlife out of undesirable areas
- Valuable wildlife and recreation corridor
- Stilson parking area @ Hwy 22 & 390: Logical area for future commercial expansion w/ parking garage for day skier parking
- Hoback area-preserve corridors
- Less development impact

### Bulk/Scale/Massing

- No Comments

### Street Amenities

- North bridge
- North bridge, but only with Town as Heart goals; alignment needs to be studied further
- South Park boat ramp area: proposed new or expanded boat ramp on south side of river, will increase traffic, especially so close with Evan's Construction entrance.



River Bottom: Areas of Preservation + Conservation

- No North Bridge
- Second bridge adjacent to current Snake River bridge
- Don't 5-lane the highway—include wildlife crossings over and under

### Public Spaces

- Stilson lot becomes a dumping ground for various uses that don't have anywhere else to go—planning needs to be better coordinated with the Village; the recreation component at Stilson could serve lots of people
- Conserve/preserve river bottoms as it links the Park to south feedgrounds. Need to be maintained as it provides corridors and

habitat. Private lands are key to maintaining habitat (large flat parcels) in winter.

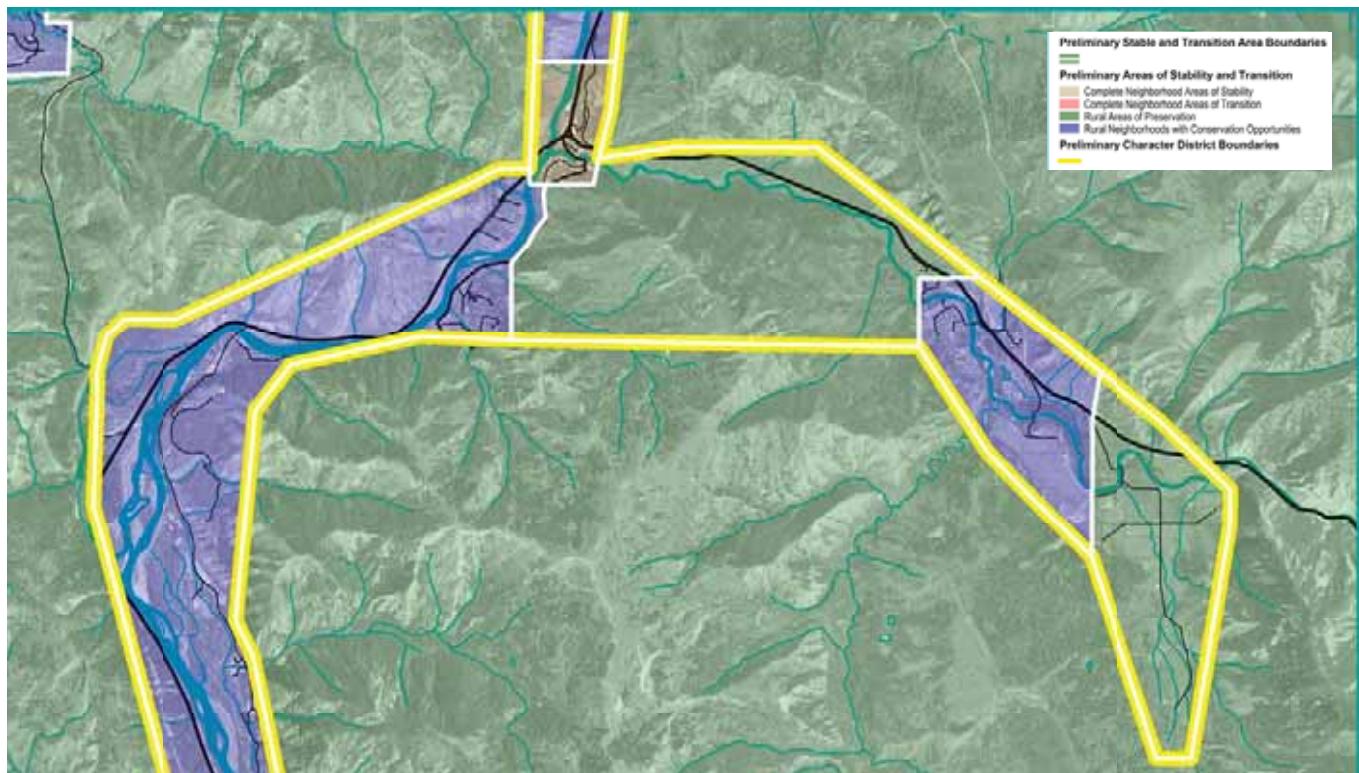
- Public access needs to be strategically placed because of wildlife concerns
- Allow controlled public access to Gros Ventre on a seasonal basis with more limited access based on wildlife sensitivity, better recreation opportunities in summer, not a dog park, County clean up its parcel
- Increase public access (not commercial) to Snake River all the way from the dam – will increase conservation – build access in pieces
- Snake River pathway on existing levee system
- Big pathway loop on both sides of levee from South Park to Grand Teton National Park – with good wildlife crossings
- Public parks/river access at River Springs, east of the Aspens, just north of John Dodge (with a pedestrian bridge over the Snake north of

the Gros Ventre confluence), at southern end of Park on west bank

- Low intensity public access to levee in Linn Ranch area
- Pathway along Fall Creek Road connecting to Hwy 89 via west bank levee

### Location of Objectives

- Wildlife and habitat connectivity concerns across Highway 89 south of the proposed Highway 89 character district
- Winter range is key to maintain.
- Objectives seem appropriate for locations as mapped
- Objectives are appropriate for River bottom - Promotion of Eco-tourism, Design for wildlife permeability and Directing development toward complete neighborhoods
- 1.4.c – PRD multiplier should go down



Hoback and Snake River Canyons: Areas of Stability, Transition, Preservation + Conservation



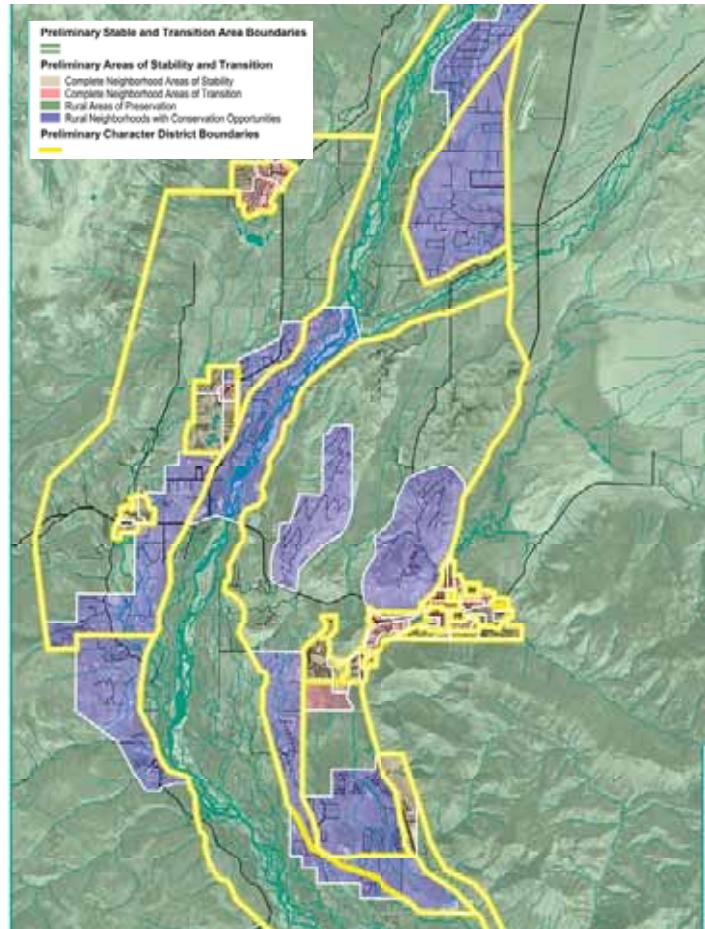
## DISTRICT 9: COUNTY VALLEY

### Needed Amenities

- A wildlife overpass is needed as a gateway into town along highway 22 from the west
- Possible neighborhood grocery at JHG&T
- Bar B Bar/JHG&T area-no school, no convenience store.
- No fire station needed adjacent to Golf and Tennis at Spring Gulch Road
- No additional convenience amenities needed as far as gas, grocery etc.
- No complete neighborhood amenities needed
- Bike path connectivity important from Gros Ventre Junction but not within neighborhoods necessarily
- Address traffic connection between Town, Wilson, Aspens, Village
- Light rail or dedicated bus lane from Town to Village
- More public transportation connections needed between Town and Wilson
- Make START more usable for neighborhoods along Hwy 390
- More public transportation connections needed between Town, Airport and Golf and Tennis/ Gros Ventre Junction
- Bar B Bar/JHG&T area-START bus service would be good especially with high density in JHG&T/JHG&T visitors/JHG&T affordable housing development/workers (caretakers/ cleaning services/landscapers)
- Commercial/mixed use development at Stilson
- Parking structure/Transit Center at Stilson
- Local convenience isn't viable because people are already in their cars
- There needs to be a new 35 acre PRD program with a public access option
- Concern for safety/ emergency access

### Future Character

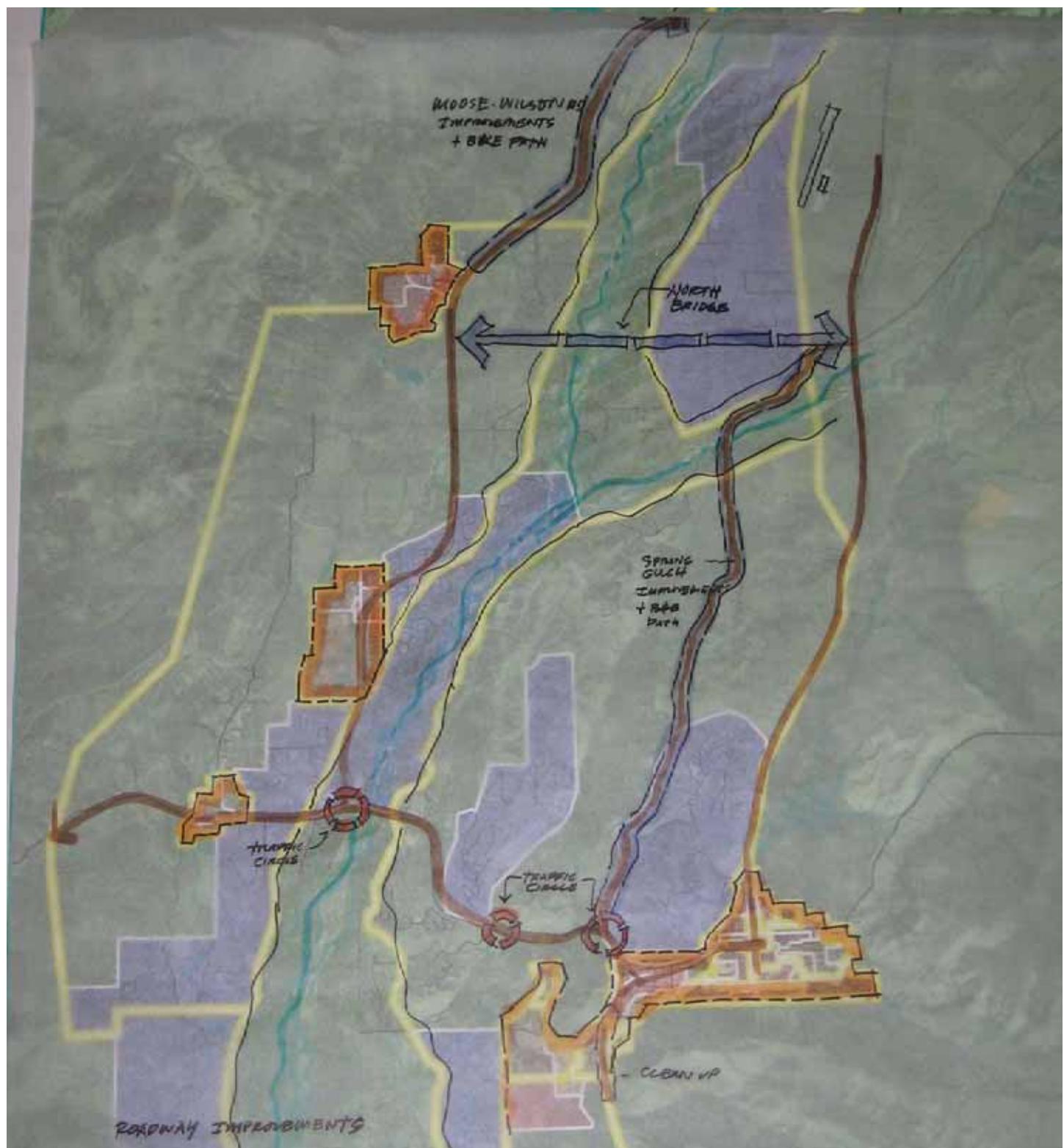
- Leave PRDs program, but need way to get easement on lots of 70 acres or more. 3 per 35 PRD needs revised in order to get more valuable open space easements. If



County Valley: Areas of Preservation + Conservation

PRD program is eliminated, there will be a problem in getting conservation easements.

- 1 per 35 with small building envelope is best, zoning is better than conservation easements
- Low density or clustered development is appropriate
- Attach a statement to the areas identified as rural preservation that there is general receptivity to transferring density out of the NRO, even if we don't actually call out or define TDR
- Wildlife crossings should be a priority
- Remove wildlife unfriendly fencing
- Density of this area should remain as currently exists
- Open Area



County Valley: Workshop Trace

- Entire valley needs to look rural
- Enforce regulations on unrelated people in residences
- Address overuse of 2<sup>nd</sup> homes as rentals for 5 or more unrelated people—existing 2<sup>nd</sup> homes are having more of an impact than they should because they are being rented
- Keep dark skies
- The restoration plan needs improvement
- No new commercial at the Hwy 22 and Teton Village Road intersection
- Restaurant/bar/mixed use at Stilson transit center
- Tucker Ranch/John Dodge/east HWY 390—great if density could be removed in terms of preserving for wildlife, but how?
- Maintain/preserve Fish Creek through Snake River Ranch, known as “Teton Front.” Wildlife driven. Areas should be changed from green to PURPLE on the maps.
- Wildlife in John Dodge (black bear, 40 elk in yard, increased wildlife over past 10 years)
- Area west of Aspens/Pines: keep rural – 1 per 35
- Would like to see the Vanderwater property preserved as rural open space; concerns about access to this property through the Pines or from the Village
- Maintain/preserve HWY 22 corridor from town to Wilson bridge. Provides winter range.
- Preservation/conservation of corridors. Maintain between buttes down Spring Gulch as the area is great for wildlife corridors, scenery and ag-uses. This area is considered a “home run” for JHLT as it fulfills their objectives (wildlife corridor/scenic/agriculture).
- Spring Gulch preserved as scenic area
- Spring Gulch road should remain at a low density as it currently is and should not be upgraded to a paved road
- Currently limited road kill along Spring Gulch
- Lot of wildlife on Spring Gulch Road

- Preserve Spring Gulch as open space
- JH Golf and Tennis—reduce house size and add a variety of housing types instead of just one; more workforce housing
- Bar B Bar/JHGT area-Single family lots only, no commercial
- Bar B Bar/JHGT area-no more development – preserve open space that is there.
- JHG&T is stable mostly second homes, business won’t make it – Rural Conservation is correct
- Elbow between Snake and Gros Ventre Rivers is important habitat as well
- JHG&T not a place for additional affordable/employee housing – existing housing is enough
- Add Fall Creek and Fish Creek to this district
- Keep “Volunteer Associates” development down near highway
- Lower Melody Ranch-preserve wildlife connectivity from east to west across gravel operation.
- Lower Melody Ranch-pathways and human activity defeats the purpose of migration corridor easements.
- 3 Creek/Dairy area should be changed from green to PURPLE on the maps.
- Flat Creek Fishing Club/Melody Ranch entrance area-No change in development because of heavy wildlife traffic/migration area.
- Re-locate fairgrounds to South Melody Ranch area
- OK for more development to occur
- Can develop all of it
- Balance green space on northern portion
- Concern over policies that guide future development – 35 acre lots are a concern
- Green areas are good as they are drawn but look for conservation opportunities in the purple areas that allow for movement of wildlife
- Watch out for wildlife
- Maintain open space for wildlife to maintain our uniqueness to attract tourists

- Bulk/Scale/Massing
- Stilson Commercial designed for trucks with better access than Wilson/Aspens, 2 story – owner housing on second floor in euro model

## Street Amenities

- Tribal Trails connector road needed
- A Tribal trails connection will change the character
- Tribal Trail connection-concerned with high traffic numbers, should be limited to local use only
- Pave Spring Gulch Road
- Don't pave Spring Gulch
- Limit commercial traffic and on Spring Gulch Road
- Slow people down on Spring Gulch Road - additional Sheriff patrol/photo patrol – traffic calming design elements
- Complete Spring Gulch pathway and connect to Park pathway
- Want wildlife crossings at 22/390 intersection
- Wildlife-vehicle collision mitigation/crossings on 22 and 390 at hot spots
- Coordinate wildlife crossing with pathways projects
- Traffic circles at Hwy 22 and Spring Gulch, ISR/TSS, Hwy 390
- Issues at the Nethercott intersection as well
- Moose/Wilson Road:
  - \* Create redundancy
  - \* Need to improve the bridge at Moose and widen the road a little (and pave).
  - \* Reduces need for North Bridge.
  - \* Keep speeds low on back road to Moose to prevent wildlife conflicts.
  - \* Consider wildlife under/overpass at the Moose Bridge.
  - \* Add bike path
- Bar B Bar/JHGT area-no changes
- Reduce Stilson parking restrictions that discourage/disallow ride share
- 45 mph Wilson to the Village
- Signage and flashing lights in flats before dropping into Wilson

- 45 mph Wilson to Town
- Need better traffic management between Town and Snake River – extra turn lanes

## Public Spaces

- More access to public lands at Spring Gulch Road and Gros Ventre
- PRD/Conservation Easements-public benefit should not only include the easement, but also restoration and public access. (Public access is not an essential component of JHLT objectives, but it is good.)

## Location of Objectives

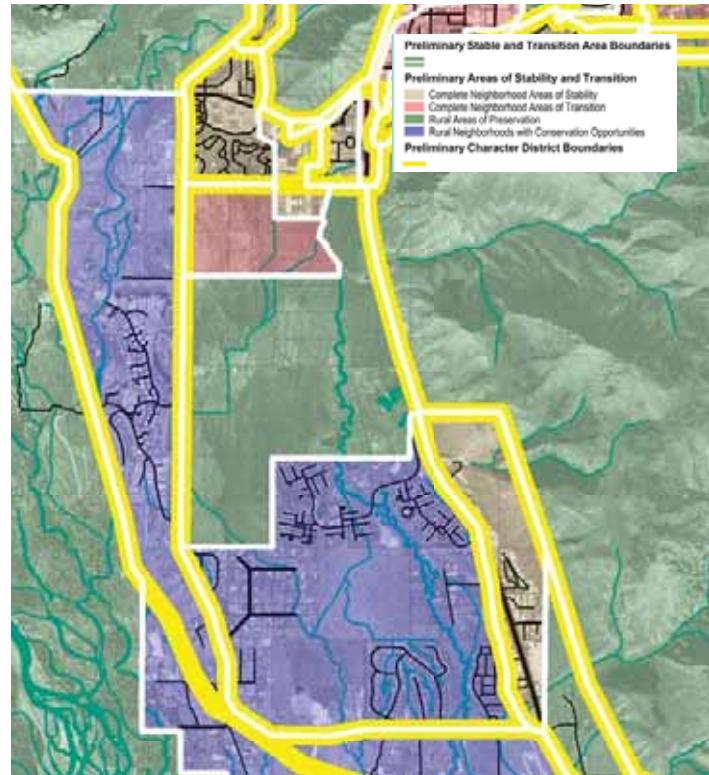
- Incentives work better in terms of preserving open space. TDRs are great as owners are compensated for conservation easements. Works if there are designated receiving areas. Thinks landowners would be on board with TDRs. Could there be a “bank” for TDRs rather than having synchronized buyers and sellers. Tax/matching grants or funds to put towards conservation easements works. Could a portion of the lodging tax go to open space?
- Infill priority should be in Town
- PRD program needs permanent funding source
- Support PRD clustering
- PRD open space requirements should be organized to create linked open space that connects Jackson and the region including Buffalo Valley and Hoback and Gros Ventre tributaries
- Subdivision PRD needs a minimum size
- There needs to be a TDR bank
- Maintain permeability for wildlife at Highway 22 just west of Indian Trails neighborhood
- Science-based decisions for planning decisions – scientific data should be used for planning
- 1.4.c – PRD multiplier should go down
- 7.3.b – require developers to participate in wildlife crossings/mitigation



## DISTRICT 10: SOUTH PARK

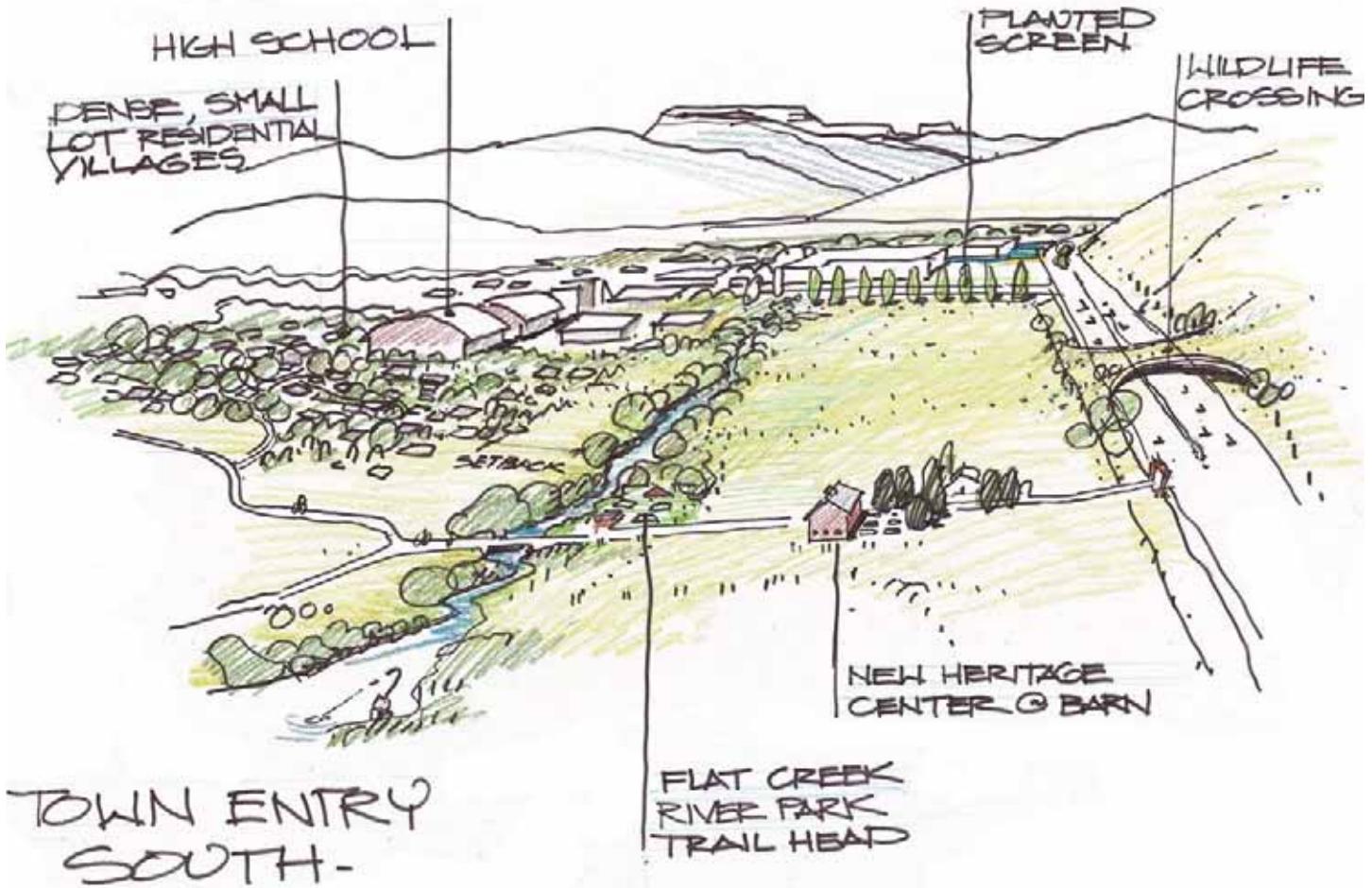
### Needed Amenities

- Wildlife crossings needed at South Park across Hwy 89.
- Wildlife movement corridors east-west through center and north-south from Indian Springs easement to center
- Northern South Park:
  - \* Northern South Park needs connectivity: parks and paths not necessarily roads
  - \* Growth in the area south of High School Road will cause traffic concerns
  - \* No schools or commercial needed
  - \* Put a park on the corner of High School Road and the highway
  - \* Northern area has provided tremendous amenities
  - \* Workforce housing at a higher density along High School Rd.
  - \* Leave room for possible school expansion.
- Southern South Park:
  - \* Home offices
  - \* Wilson-like commercial core with businesses for trip reduction
  - \* North Scherr-Toss: convenience commercial/schools/daycare – but not be a job center
  - \* Future should not be a “complete neighborhood” in terms if a little convenience store, post office, or school. No more amenities are needed.
  - \* Need local convenience commercial to reduce trips
  - \* Lacks accessible commercial, but no critical mass
  - \* Leave industrial up the on the highway
  - \* North Scherr-Toss: internal connections for all modes even if left open
  - \* More connectivity between subdivisions in southern South Park. Too many dead-ends and cul-de-sacs.
  - \* Connect Rafter J with South Park Ranches via a pathway that is gated and can be



South Park: Areas of Stability, Transition, Preservation + Conservation

- used for emergency access if Rafter J's Flat Creek Bridge ever washes out
- \* Small road between west side of South Park Loop and Rafter J may be appropriate
- \* Pathways/transit between existing subdivisions.
- \* Pathway between Melody Ranch and Rafter J along Flat Creek
- \* START bus to Melody and Rafter J
- \* Scherr-Thoss area: local amenities (school, sidewalks, pathway, local c-store for bread and milk)
- \* Add school(s) if no added density; elementary school in southern portion
- Trailhead at Leeks Canyon
- Restore Flat Creek
- Conservation corridor around Flat Creek through South Park



Town Entry - South: Workshop Sketch

- Flat Creek from High School Rd. south to Melody should have a greenway with a pathway connecting Melody to High School Road
- Buffer the west side of Flat Creek
- Maintain a view corridor from Flat creek east to Highway 89—no development except for existing ranch
- Possibly locate fairgrounds at corner of Hwy 89 and High School Road
- Ponds, parks and pathways are good
- Additional commercial might increase the traffic—mitigate against existing smaller streets
- Additional commercial not needed

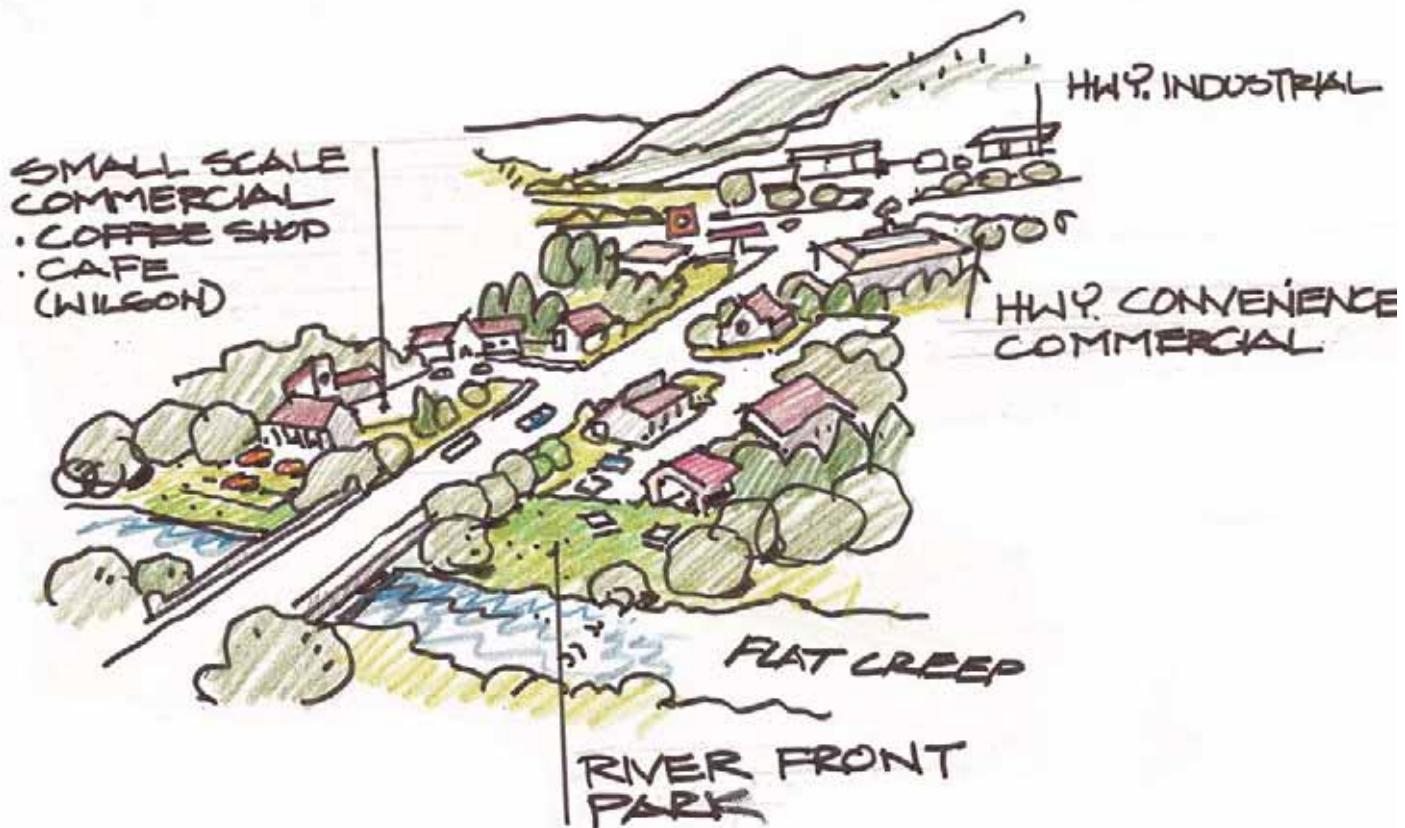
- Store but can it survive?
- Pathway on South Park Loop needs to be connected.
- START bus service needed on South Park Loop Road.
- START bus service. Park & Ride at HWY 89 and South Park Loop at County-owned lot. Park & Ride lot could also be used by Hog Island residents.
- Public golf course to the east of the highway is possible
- Mail delivery
- Do not need post office.
- East-west vehicular routes

- Porter Estate-Need TDR mechanism here to keep open spaces.
- Pathway north of Rafter J, but not connected to another residential development.
- "Bike Share" in South Park or Town.
- Owners have a right to develop

- \* Protected open space (Valley Springs example)
- \* Mature cottonwoods
- \* Elk in yard
- \* East/West wildlife corridor between Smiths and Rafter J with safe wildlife crossings of highway
- \* Open Porter Estate
- \* Maintain South Park Loop road as it is
- \* Birds of prey
- \* Geese
- \* Horses
- \* Swans
- \* Ducks
- \* Coyote
- \* Moose

### Future Character

- (Photos):
  - \* Opens fields
  - \* Flat Creek
  - \* Moose in yard
  - \* Melody hay fields
  - \* Scenic, agricultural character; wildlife and wildlife corridors
  - \* Open Lucas Ranch



South Park Village: Workshop Sketch

- North South Park:
  - \* Proposed transition area makes sense to develop
  - \* Development in the northern portion of South Park should occur close to the existing Hwy 89 infrastructure
  - \* Leave the northern portion of South Park undeveloped
  - \* The area of transition south of West Jackson is located appropriately. There is room to move the transition boundary line but once established it should be a firm line with no creeping development southward.
  - \* The area of Transition south of West Jackson should become an area of Rural Preservation -Infill should be focused in town rather than in this area
  - \* In northwest should not be developed until 50-70 year building supply is exhausted and then it should be designed

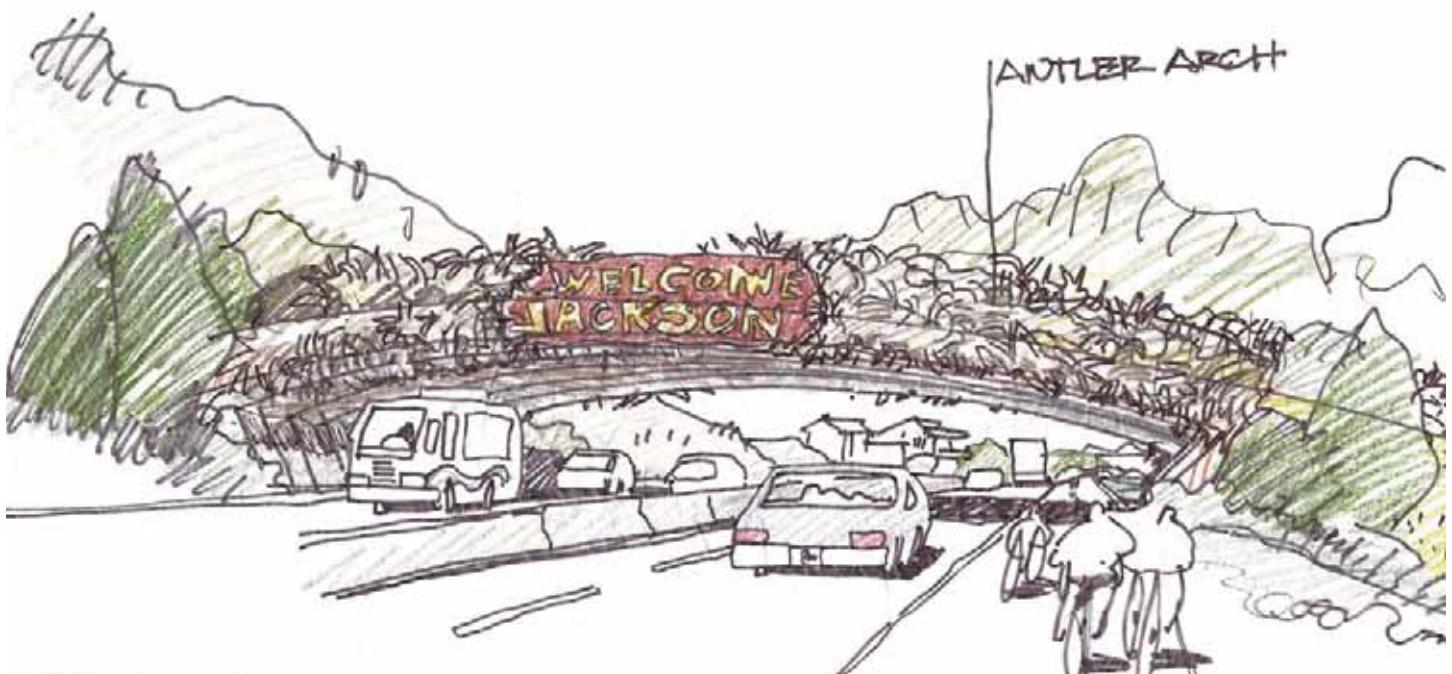


Transitional Area Concept: Workshop Sketch

- with Pocket neighborhoods – no more than 10-12 units per common area
- \* No commercial or high density in NW corner only academic or agricultural zone
- \* “Shrink the pink.” Minimize the area for potential future development in northern South Park as much as possible. Too much area designated for growth when should have infill first in existing Town boundary.
- \* Future growth appropriate around the high school
- \* Development around the high school makes sense
- \* Push the development north
- \* Increase density in north ½ mile
- \* Logical to develop as it is low on wildlife values.
- \* If future growth is necessary the area south of high school road is appropriate to house that growth
- \* Only develop in the transition area
- \* New residential neighborhood
- \* Do not develop northern portion allow transfer of density out
- \* Rural character should continue northward all the way to high-school road – keep town boundary where it is today and maintain agriculture where it is today
- \* Worried about “suburban sprawl.”
- \* Northern area currently shown as transition should be labeled stable and preserved as rural character
- \* No need for a “transition” area in northern south park because a PRD can be created by the '94 plan
- \* No Cottonwood Park south of Cottonwood Park – move/transfer development to town
- \* The boundary of the northern portion that should be developed is flexible – could push further south to some degree or not but not sure exactly where it should stop

- \* Refine the size of the south park transition area and connect it directly to the highway
- \* Extend town into South Park in the northern area, possibly including a small area east of Flat Creek and south of Smiths—possible site for the Rodeo Grounds as an entrance amenity
- \* The northern area is appropriate for workforce housing
- \* The proposed development in the transition area south of West Jackson should reflect the character of West Jackson with single family and multi-family mix of development. Should include deed-restricted housing
- \* Variety of housing
- \* Cottonwood park mix of housing types (but not configuration)
- \* P19, P16, P8, P10.
- \* Should be residential with good mix of housing types.
- \* If developed, concerned with 2<sup>nd</sup> homes with empty neighborhoods like 3 Creek.
- \* Appropriate receiving area for County Density.
- \* Maintain open space in northern portion but need realistic options for the property owners to provide return on investment and gratitude for conservation over the years, many have sold out and moved on
- \* Include parks
- \* Future development of northern South Park should include common land consisting of natural areas and open space like Rafter J
- \* Create a large park to separate new development from High School Road
- \* Don't allow privacy fencing on south side of High School Road like it is along Cottonwood, otherwise will have a corridor of just fencing
- \* 89 should not become a super highway in the area east of the proposed transition area
- \* Gridded road pattern
- \* Needs to look like a neighborhood with sidewalks and places for kids to play in yards
- \* Wildlife permeability should be maintained
- \* Wildlife buffer zone on south side of High School Road
- \* 40 du/ac appropriate in northern area labeled for transition
- \* Logical the extension of town-style density.
- \* Similar density to 1 unit/7500 SF
- \* Transition from higher to lower density as you move south from town
- \* Leave northern portion if you can, if needed density similar to Cottonwood Park
- \* The northern area adjacent to town should have a Cottonwood/Rafter J character and should not be as dense as town—density should transition into rural
- \* Lower densities near South Park Loop road because of Teton views
- \* No need for commercial – already provided by Smith's/Town
- \* The northern area is appropriate for a commercial area
- \* Appropriate for community convenience commercial – need localized amenities to reduce trips.
- \* Appropriate for higher density mixed use.
- \* Commercial aspect is focused on local use, not tourist-type businesses.
- \* Mixed development (residential and commercial).
- \* Town redevelopment first not northern south park
- \* Area south of Cottonwood only appropriate for development after existing platted vacant lots have been developed

- No development on new S Park transition area until 70% of other transition areas are developed
- Do not need to develop this area at this time as other more appropriate locations are available.
- Perhaps should not be developed until other residential areas like "Cottonwood Flats" is completed . Unfinished development now shows that maybe further development in Porter is not appropriate in terms of money. Mechanisms are needed to complete projects so they are completed in a timely fashion.
- Tie the northern area into START
- If developed, worried about views from Cottonwood.
- Central South Park:
  - South of proposed transition area should be left open for the gateway into town.
  - Conserve central/northern
- Want to see the center part of the Gill/ Lockhart ranches stay open and in agriculture;
- Conserve most of middle/northern South Park for East/West wildlife connectivity
- Keep open, but conservation easement may preclude options beyond Comp Plan's horizon; scenic corridor candidate for preservation
- Agree with preservation/conservation in middle and southern portion
- Some property rights to develop exist in the central open areas—would like to see limited development of these
- Limit or cluster development in existing open spaces—parks and open spaces are serving wildlife well
- In center ranch space—no commercial or industrial; no 5 acre lots; rather have clustered development with open space—cluster and 70% protection up to 9 per 35



Antler Arch Wildlife Crossing: Workshop Sketch

- \* In-fill with residential with a mix of housing types and lot sizes similar to Rafter J and Melody.
- \* No further density than in Rafter J.
- \* 1:35 development is not a smart approach in central portion.
- \* Create a migration corridor
- \* Transition from higher density mixed use in Northern portion to Melody/Rafter J style approach in the center.
- Southern South Park:
  - \* Selective Infill within existing open space between Rafter J and Melody ranch makes sense when open space corridors are included
  - \* Allow development in that area west of Rafter J to South Park Loop, if not designated as a wildlife use area
  - \* Opportunity for pedestrian connections, not vehicle, across northern Seherr-Thoss
  - \* Northern Seherr-Thoss would be valuable connection
  - \* Neighborhoods are well laid out—what is missing is potential for interconnections
  - \* Bike paths and connector streets but not through developments
  - \* Melody needs a connector to Hwy 89 if Seherr-Thoss develops.
  - \* Seherr-Thoss- should be connected to existing subdivisions (roads and paths)
  - \* Wildlife friendly fencing in Rafter J
  - \* Conserve Lower Lucas Ranch and Seherr-Thoss for North/South wildlife connectivity
  - \* No additional development rights on Seherr-Thoss than what is allowed today
  - \* Opportunities for some clustered growth in the undeveloped area between Rafter J and Melody Ranch but primarily development should occur in Town and West Jackson
  - \* Allow development in southern south park by Melody and Rafter J not middle or northern portions



Complete Neighborhood Concept: Workshop Sketch

- \* Seherr-Thoss area- if wildlife is present, should be designed to maintain corridors.
- \* Seherr-Thoss property makes sense to develop as long as preserving some open space is accounted for
- \* Seherr-Thoss property could serve as a sort of greenbelt for surrounding subdivisions; place larger lots on this property and leave open space as greenbelt fingers in between
- \* Try to keep northern half of Seherr-Thoss property in open space
- \* Try to preserve Seherr-Thoss with conservation easement.
- \* Put hybrid development between Melody and Rafter J
- \* Southern half of Seherr-Thoss is appropriate for 1 per 11 acres up to 3 or 6 per 35 acres
- \* A school could go in the southwest corner of the Seherr-Thoss property
- \* Preserve Seherr-Thoss

- Logical place to continue Rafter J and Melody style development across Seherr-Thoss
- Open space in existing subdivisions serving wildlife already—habitat and transition for birds, elk and moose
- Like the way the staff has shown southern South Park – RNCO (blue).
- Revise map to show this area as Transitional/Red – Character for this area is to continue Melody and Rafter J style Development across Seherr-Thoss parcel.
- Seherr-Thoss-should be developed for residential use much like South Park Ranches/Melody Ranch/Rafter J.
- Seherr-Thoss -should be mixed types of housing.
- Seherr-Thoss should be single-family homes with common areas and parks, no apartment buildings.
- Seherr-Thoss- should be 1 per 35 acres.
- Seherr-Thoss-no infill of residential.
- Development should probably go in these areas, just protect springs and creeks.
- Leave Seherr-Thoss as open space with just cows
- Would rather 50x150 than 1/3 acre in southern South Park, but it detracts from Town as Heart
- Make Industrial area, Melody, Rafter J, Big Trails, North Seherr-Thoss a more complete neighborhood
- Add convenience commercial that is more store and less gas station
- Add school or other anchor non-res to keep people there
- Maintain rural/bedroom character, don't add schools
- Infill this area
- Connect internally so don't have to go out to highway
- Make north Seherr-Thoss a new neighborhood:
- Rafter J and Melody subdivisions terrible planning no more
- Fill houses in Melody (a lot are empty now)
- Horse property 2-3 acre lots near Town western heritage should be allowed and maintained
- Wildlife reported in Rafter J and Melody is probably not as much as reported.
- Make southern South Park and Polo Ranches/Shootin' Iron/Courtland a complete neighborhood
- Fair grounds
  - Move the fairgrounds to NE South Park
  - Move the fairgrounds out of town and use that property for high density town development instead of south park
  - Events center in northern south park—move the rodeo grounds; income potential/generating; reserve a spot for town/county sports and events
  - No fairgrounds at Porter Estates, concerned with noise, smell, too close to existing neighborhoods.
  - Porter Estate-move fairgrounds here with START bus services.
- Flat Creek:
  - Include a scenic corridor along the road to preserve the views
  - Include a corridor protecting Flat Creek and around the swan ponds and wetlands
  - Open space between Flat Creek and the highway
  - Protect Flat Creek; maintain 150' setback
  - Enhance Flat Creek; put back natural bends and turns for fish habitat
  - Preserve the Flat Creek corridor for wildlife
  - Preserve between Flat Creek and highway – with possible public access
  - Development should be outside of any riparian and creek areas.
- Cluster sustainable development

- Growth should occur around existing infrastructure
- Diversity of housing types and styles needed
- South Park area serves as a good location for workforce housing
- Whatever workforce housing is required by additional development should be off site and fees should cover costs
- Maintain open space throughout the district; wildlife concerns
- Wildlife connectivity and permeability with Highway and South Park Loop Road
- Preserve wildlife corridors
- Maintain migration corridors
- South Park is a great place to locate development potential that is removed from high-value wildlife habitat.
- Wildlife coming to eat hay it is not a migration corridor
- Maintain rural feel
- Makes sense to add some density and fill in ranches
- No interconnectivity between South Park and subdivisions
- Sustainability and access are important—maintaining is more important than new
- Need to engage residents
- Strong incentives to encourage development right transfer of existing owners to preserve open space
- Utilize base zoning
- Adopt a goal of an 80/20 split instead of a 60/40
- Important to cap growth
- Keep open space
- Maintain the rural character
- Protect spring creeks to the west by maintaining the water table, particularly in areas current in agriculture—the water table also supports cottonwoods which are central to character of south park
- Cottonwoods along SP loop Rd contribute to area character – Replant new trees behind

the existing so that if widening occurs the community will still have cottonwoods.

### **Bulk/Scale/Massing**

- The transition area south of Cottonwood should be developed similar to Wilson Meadows with small lots in a grid pattern with a variety of densities
- Develop the transition area to mirror the development north of High School Rd
- Northern South Park: “dense” Cottonwood type development with parks/paths
- Northern South Park clustered with more open space
- Rowhouse-type configuration appropriate for single-family – indicative of entire Town profile; attached duplexes and fourplexes
- Future growth area (pink) should have smaller FAR to keep prices affordable for middle class (NOT like Indian Trails, where houses are too big and too expensive)
- Intermixed development types
- Preserve development capacity of property as maximum allowed to be clustered
- Commercial should not be “concrete” type buildings.
- Careful attention to clustered development density
- Cumulative effect of density has ripple effect
- Rural-as is
- Let agriculture build what they need they were there first and stewards of land; Rafter J and Melody subdivisions terrible planning
- Clustering with bonuses to get open corridors
- Rafter J, Melody replication on Scherr-Toss

### **Street Amenities**

- Northern South Park
  - \* Needed amenities in the transition area South of West Jackson include complete streets and pathway connections
  - \* Proposed development south of Cottonwood should incorporate pedestrian friendly development

- Build east/west connector first if northern portion developed and even if not
- \* East/west connector ½ mile south of HS Rd.
- \* High School Road needs significant improvements to a complete street
- \* Redesign High School Rd to calm traffic— maybe add a full length island
- \* Transportation issues have to be addressed before density is increased, particularly if density is going in the northern area close to town
- \* If North Porter Estates developed, upgrades to High School Road needed. Congested already on High School Road.
- \* Circulation concerns along High School road currently and will increase with proposed development south of Cottonwood park
- \* Worried about additional traffic dumping on South Park Loop—need better connections to the N, NE and NW
- \* Don't "foreclose" opportunities for vehicle ped/connections from North; avoid Gill Addition/Elk Refuge type interface; character of South Park will change after Tribal Trails connector
- \* 20' paved lanes; landscape strip – relatively narrow ROW, maybe 40' good pathway connections to the schools (NW Corner CN)
- \* Bike paths separate from roads throughout the transition area and High School Rd
- \* 2-way START route through High School Rd area
- \* Include a bus stop
- Central South Park
  - \* Connection from South Park Loop through the Landscaping Business (this area of South Park Loop identified as a wildlife-vehicle collision hot-spot) to Highway 89 across the Porter Estate
  - \* Wildlife overpass/crossings needed in middle section
- Southern South Park
  - \* Connect paths up to pub place
  - \* Pave gravel pathways around Melody Ranch and plow
  - \* Need pedestrian connections between Rafter J, South Park Ranches and Melody Ranch
  - \* Like the dead end streets in Rafter J and like street feel
  - \* Rafter J/Melody-if a road was developed between 2 subdivisions, it would become a major highway and highly developed along it. Should be a pathway instead.
  - \* Internal connection in southern South Park focus on non-motorized travel
  - \* Internal local streets are better than highway trips
  - \* Connectivity between Rafter J and Melody Ranch with roads and pathways
  - \* Mass transit to the extent possible with a stop in Rafter J
  - \* START and also school buses to connect schools to lower south park
  - \* Consider strategies to maximize public transit through south park from the schools to Melody, et. al. and from high school/middle school to town
  - \* Lights at Rafter J and South Park Loop Rd
  - \* Turn lanes into Rafter J and on to S Park Loop Rd
  - \* If Hog Island grows, concerned about traffic at the Melody Ranch and Rafter J entrances onto HWY 89. Will this result in stop lights?
  - \* No more "road islands" like at Melody Ranch.
  - \* Second Rafter J road is needed to South Park Loop Rd.
- Finish South Park pathway
- Make South Park Loop road a complete street

- South Park Loop cannot handle additional development without improvements and turn lanes
- Like the existing character of South Park Loop Rd
- Don't expand South Park loop Rd
- Do not expand South Park Loop or 89; reduce speeds
- Do not build the Tribal Trails connector, bad for community character, no bypass around town is part of the small town character; bypasses are for big cities
- Tribal Trails connector is necessary to create redundancy in the local road system—could limit to local use only
- Complete road connect along Tribal Trails to Hwy 22—careful design to mitigate impact on Indian Trails
- In rural areas, low traffic and existing pathways do the job—limited signage and lighting are enough—additional non-residential would compromise what now works
- Highway yield signs at key intersections

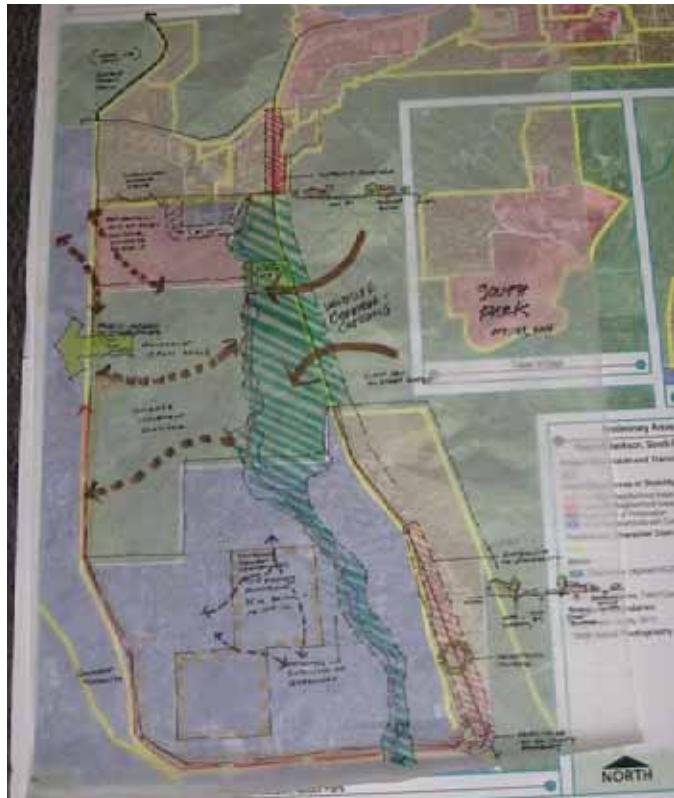
## Public Spaces

- Flat Creek corridor
  - \* Flat Creek setbacks needed.
  - \* Conserve Flat Creek corridor with public access
  - \* Pathway along Flat Creek to confluence with Snake River
  - \* "green belt" idea goes from rural to urbanized area. Green belt idea should be from Dairy Queen area through town.
  - \* Public parks along Flat Creek in Melody, Rafter J, north of Rafter J, ½ mile south of HS Rd.
  - \* Flat Creek at Porter Estate—"green belt" idea is good, important to animals.
  - \* Spring Creek/Flat Creek-need to be preserved because importance to spawning. Need to worry about water quality if developed.

- \* Idea of green belt is good, but limit use.
- \* Public access to Flat Creek needs to be seasonal, day-use only. Should not include a pathway or pedestrian trail.
- \* Linkage from Flat Creek east to mountain is important, ecologically.
- Central South Park
  - \* Like Porter Estates' open space, but property owners should have a right to build-out like they want.
  - \* Open space is important, keep open.
  - \* Ranchers have to "foot" burden to keep open spaces, especially with Rafter J and Melody was originally ranch/agriculture. Porters were great stewards of the land and are now being punished. No advantage to commenting Porter's future wants and needs.
- Rafter J/Melody/Seherr-Thoss-more green areas along creek possibly on Seherr-Thoss property.
- Pocket neighborhood park (NW Corner Complete Neighborhood)
- West side of pink/transitional area (along Dairy S/D): create buffer for wildlife along South Park Loop
- Porter Estate-is "central park"
- Porter Estate is the scenic gateway to town and should stay green/open along highway.

## Location of Objectives

- Provide a wildlife overpass in the northern portion across Hwy 89 as a gateway into town
- Move density from same landowner to northern South Park
- Sewer capacity should be used to limit growth in South Park
- Mixed Housing types appropriate for proposed development south of West Jackson
- More transportation connectivity needed from South Park Loop road through South Park to Highway 89.
- Use land trust to permanently protect open spaces



South Park Trace Concept: Workshop Sketch

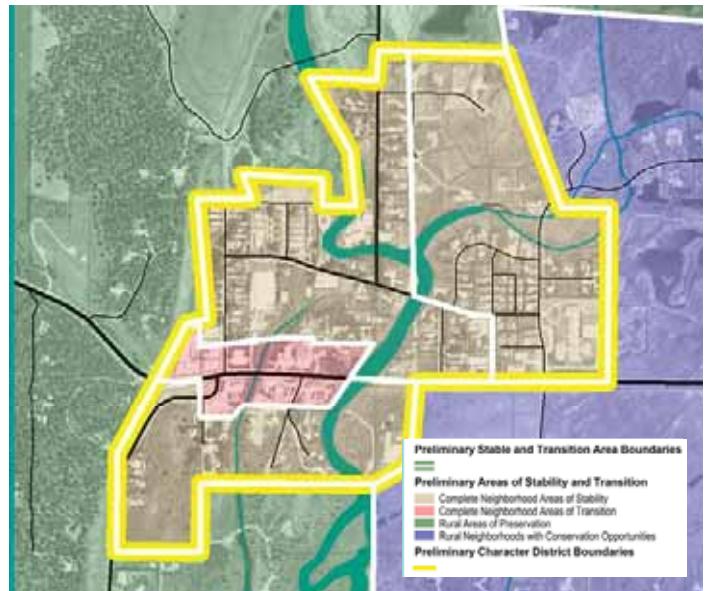
- 1% use tax to help permanently protect open space
- Maintain elk migration connectivity from 3 Creek through South Park via Scherr-Thoss property to the South Park Feedgrounds
- 3.2.b – complete neighborhood doesn't have to be scary



## DISTRICT 11: WILSON

### Needed Amenities

- Internal pedestrian system in DT Wilson
- START bus needs to stop in Wilson from Town and Village
- Need/want START service
- More robust transit
- Connect bike path through Wilson
- Pathway connection to Town
- Do not need more just right
- No more commercial needed
- Don't need additional commercial until the existing commercial is utilized
- Existing amenities needed but no further growth/density to justify further amenities or expansion of current ones
- Use Nature Mapping or other science to identify most critical areas to protect to make best wildlife habitat connections
- More wildlife protection in area boundary
- Wildlife corridor through south fall creek/Waldron property
- Maintain north Fall Creek Road wildlife crossing in one place where the grade comes to the road – don't cut wildlife off from Fish Creek
- Wildlife signage to alert motorists
- Wildlife underpass or X-ing.
- Need better protection of Edminster Spring Creek – not specific
- Edminster Stream needs a 50' setback, protection and testing
- Keep water from wells from being contaminated
- Better wetlands protection
- Turn off water in ditches that flow into Fish Creek during spring run-off – issues regarding excess silt, studying the change
- Better sewage amenities to improve Fish Creek water quality (or deal with higher up polluters), do a water quality analysis, sewer/water infrastructure has to match any growth, ask the sewer district and soil conservation district what Wilson can handle



Wilson: Areas of Stability + Transition

- Need runaway truck ramp near Wilson: Possibly by cemetery? Could also be used as a traffic calming device
- Gateway treatment at Fish Creek and off Pass
- No fencing, or wildlife friendly fencing
- Dark skies
- Workforce housing currently exists in Wilson and no more is needed – put more affordable housing in Town or Village instead
- No more affordable housing is needed anywhere in Teton County – demand has gone down
- Want to see diverse commercial similar to what is there now – things that add local convenience and utility
- Non attracting, local serving – dentist, library/bookstore, Laundromat, pharmacy, barber shop – no more real estate offices, no chain stores – promote local business
- Home delivery mail
- Public parks

### Future Character

- Wilson is not a complete neighborhood.
- Wilson is appropriate for a CN



## COMMERCIAL - WILSON / HWY 22 CHARACTER, SCALE

Wilson/Hwy 22 Character + Scale: Workshop Sketch

- All Wilson C.N. boundaries are appropriately represented on the maps.
- WC/Stable areas are correctly mapped. Lot sizes are OK.
- Citizens aren't feeling the ability to fight against big development
- Take away developer rights to increase density
- The Wilson-Charette is a better approach than this approach.
- Rural feel
- Preserve small town character
- Trees
- Hwy 22 stops a lot of development across to the south

- No more ugly vacant buildings.
- Eclectic, modern, rustic, funky
- Diversity in residential/commercial design
- Wilson should not be "candy-assed" – variety is good
- Like sketches and buildings developed in Wilson Charette and zoning
- Don't get into a numbers game . . . it's a trap!
- Any additional density/intensity tight to core
- Reduce the density permitted under the Wilson Commercial – this is too dense and we would rather see it stay the way it is
- Less density – Wilson has already taken too much

- Additional density okay if associated with support for Wilson businesses
- Additional density not okay – retain current density allowances
- No increase in density and development should stay within character district boundary
- No additive growth/density
- No additive growth—strictly base rights and preserve diversity of housing
- No additional development of commercial or residential
- Keep Wilson looking like it does
- Maintain existing character
- Keep small town feel
- There aren't any jobs to support more people – they would all have to go to Town
- Like how staff approached the stable areas in Wilson.
- West Street character is appropriate for the entirety of Wilson.
- Inner loop may be OK with town-size lots (50x150)
- Preserve small houses on small lots
- Cottage cabin, garage back from front door in townsite plat
- Minor infill of smaller square footage at the north part of Wilson
- Maintain current diversity of housing types in residential area
- Single family only outside of red area
- No townhomes
- ARU's OK
- Protect Fish Creek
- Wetlands protection is needed
- Wilson has wildlife values.
- Wilson is locally important to wildlife.
- Preserve and enhance wildlife permeability
- Fencing should be prohibited in Wilson Stable Areas to minimize wildlife impacts.
- Continued moose in Fish Creek
- Permeability of moose, preserve wetlands, duplexes/affordable just north of Wilson Medical work well

- Wilson is an appropriate place to locate development that is being shifted out of high-value wildlife habitat.
- Want more home-based business opportunities
- Address impacts of rising water table in spring – wet crawl spaces, bad wells, bad septic systems
- Commercial Core:
  - \* Development in the proposed transition area makes sense
  - \* Commercial area should be a transitional area as mapped (not stable)
  - \* Want to see “transitional” label removed from Wilson
  - \* Make Wilson commercial more viable
  - \* Commercial Core should be Pass to Fish Creek as mapped
  - \* Potential for ¼ mi. expansion of commercial area down Fall Creek (Waldron Property)
  - \* Keep the current commercial boundary - no commercial between Post Office and Fish Creek
  - \* No commercial at new office building behind gas station
  - \* Very concerned about adding more commercial
  - \* No lodging at the Sleeping Indian
  - \* Lodging at Sleeping Indian is OK but limit bulk and scale to what is allowed in Wilson Commercial
  - \* Gas station doesn't fit into existing character – should be changed
  - \* No potential for rural parcels to be incorporated into the commercial district
  - \* No boundary adjustments between commercial and residential – don't want existing commingling of commercial and residential through boundary adjustments
  - \* Against high density
  - \* Currently excess office space
  - \* Find way to address empty commercial space – moratorium?

- We have enough office, worried about adding any more. Vacant buildings diminish character.
- \* More density and mixed uses in WC.
- \* 3-story commercial/residential buildings are OK
- \* 2-story appropriate—should be able to combine commercial and residential in one structure
- \* Wilson Charette should drive look and feel of Transition Area.
- \* Need a new Wilson Charette to support a form based code for Transition Area.
- \* Nora's/Stearny's
- \* Limit competition to retain character exemplified by Nora's, Stagecoach, Hungry Jacks
- \* Small scale commercial, limited retail
- \* Mixed Use Infill; parking lots in front design reality and putting building on street unrealistic – leads to hodgepodge; hold street wall w/pinch points at either end
- \* Current Wilson commercial core development good. Pull buildings closer to street, park in rear
- \* Use landscaping to hide parking
- \* As growth occurs, keep parking, related services, garbage in rear and not visible
- \* Preserve the wetlands
- Residential South of 22:
  - \* Wildlife permeability, 3 acre lots
  - \* Wildlife corridor through southern Waldron
  - \* Conserve southern Waldron, keep density near road
  - \* Smart density on northern Waldron
  - \* Make Waldron property green/preservation property
  - \* Need for open space south of commercial area
  - \* Conservation easements
  - \* Remove Waldron property from District
  - \* Waldron stable area is appropriate

- \* Wildlife is well provided for on the Waldron stable area under this plan

### Bulk/Scale/Massing

- Maximum lot size for residential area may be appropriate
- Keep small-town character: maximum square footage per building; don't allow large structures
- Smaller is better regulate house size based upon what is, existing newer units to big
- Lesser square footage should be allowed throughout the County no matter how much land you have
- Building should not dominant landscape
- No more than 2 stories
- Design guidelines, no
- Don't want all redevelopment to look the same like they have been with the Wilson Bungalows
- North of highway, Wilson Medical to Fish Creek: bigger buildings than exist with parking behind
- Commercial Core:
  - \* 2 story max, not necessarily pushed to the street
  - \* 2 story 50/50 residential and commercial with workforce housing
  - \* Maintain ability to see sky/mountains
  - \* Simon Building, Bank of Jackson Hole building are good examples
  - \* Yves's building bad
  - \* Hungry Jacks is a good example of the character would like to continue
  - \* Recently permitted construction – Lundy gas station, Wilson Medical, and Wilson Properties III – have degraded the character of Wilson (lively discussion; group was split on this)
  - \* Jackson and Pearl building is not an appropriate mixed use design for Wilson.
  - \* Recommend design overlay for Hwy 22
  - \* Western theme architecture
  - \* Diverse architecture that isn't all the same
  - \* Include trees and screening
  - \* Lower signage on gas station

- \* Limit square footage per use

## Street Amenities

- Shoulder design could signal “this is a community”
- More signage to make it clear that you are coming into Wilson from the pass—way more signage
- Need for center turn lane – would alert people to slow down
- Traffic calming or reduction on Hwy 22 – need to address commuters
- Control speed off the pass
- Speed bumps – traffic calming
- Speed concerns, post speed less than 25 mph
- Flashing light for speed
- Slow down commercial traffic
- Slow down signage – likes homemade signs on Main St.
- Slow traffic on Hwy 22 before the school
- School zone on Highway 22
- Slow traffic to 15 mph on Main Street (speed bumps, flashing yellow, additional markers, photo speed, move signs)
- Flashing “your speed is” signs on Fall Creek and Fish Creek Roads
- Control truck traffic through higher fees for violations
- Bike, pedestrian Hwy 22 underpass at Wilson School
- Pedestrian refuge along Hwy 22 – core area and at elementary school
- Easier highway crossing is needed.
- Extension of pathway to Wenzel Land and into Town
- Electronic wildlife warning signs, motion activated
- Wildlife crossings on Hwy 22
- No complete streets now; complete streets are needed
- Use the weigh station up the pass
- Snow sheds up on Teton Pass
- Roundabout at Wilson School/Hwy 22 with underpass for bikes

- Roundabout at Hwy 22 and Third Street
- Existing traffic issues drive need for limited growth
- Don’t expand Hwy 22 into a divider, a narrower road prevents segregation
- START bus stop
- Core area is not walkable – not complete neighborhood as a result
- No sidewalks
- Sidewalks on main streets but not on smaller streets
- Want walkable corridors
- Pedestrian friendly commercial core and access to core
- Pedestrian connection with sidewalks and back network of pathways to surrounding residential
- Walkway pattern off of Hwy 22 on both sides
- Commercial Core:
  - \* Better pedestrian crossings in commercial core
  - \* Cross walk on Highway 22 needs to maintained and enhanced; push button, enforcement, education, awareness,
  - \* On-street parking if possible, some parking in front in parking lot/frontage road design
  - \* Parking off highway

## Public Spaces

- Maintain Owen Bircher Park and pavilion in current character
- Add Waldron Property as a park
- Additional parks should be added
- Commercial redevelopment should be required to set aside a certain percentage of site for informal recreational/public spaces when redeveloped (don’t want to lose volleyball court next to Coach—that is part of character of Wilson)

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### Location of Objectives

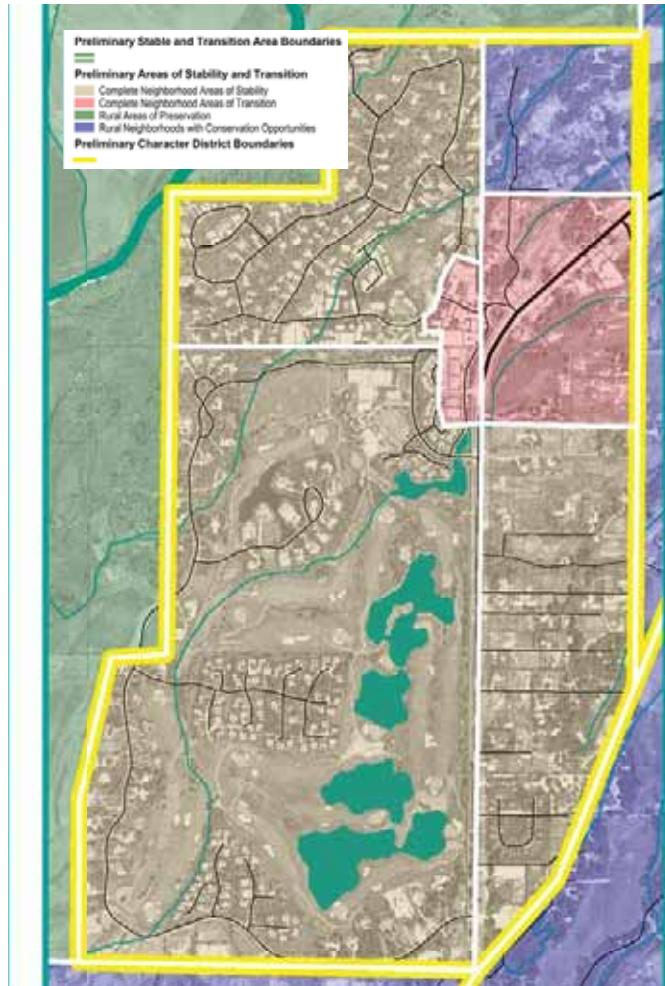
- 6.2.c Home Based Businesses OK and desired fitting with character and current use of many properties
- Remove 3.2.b
- Remove 3.2.d
- 1.1.c really important
- Need to enhance wildlife permeability – Wilson and community-wide
- Frustration level is very high among citizens who feel like no one is listening
- Disagree with ecosystem stewardship map—should be more East; wildlife coming from pass funnels through Wilson
- House people in Wilson so they don't have to commute vs. let them commute so that Wilson doesn't have to house more than Wilson's burden
- Monitor affordable housing – should be for longer term residents



## DISTRICT 12: ASPENS/PINES

### Needed Amenities

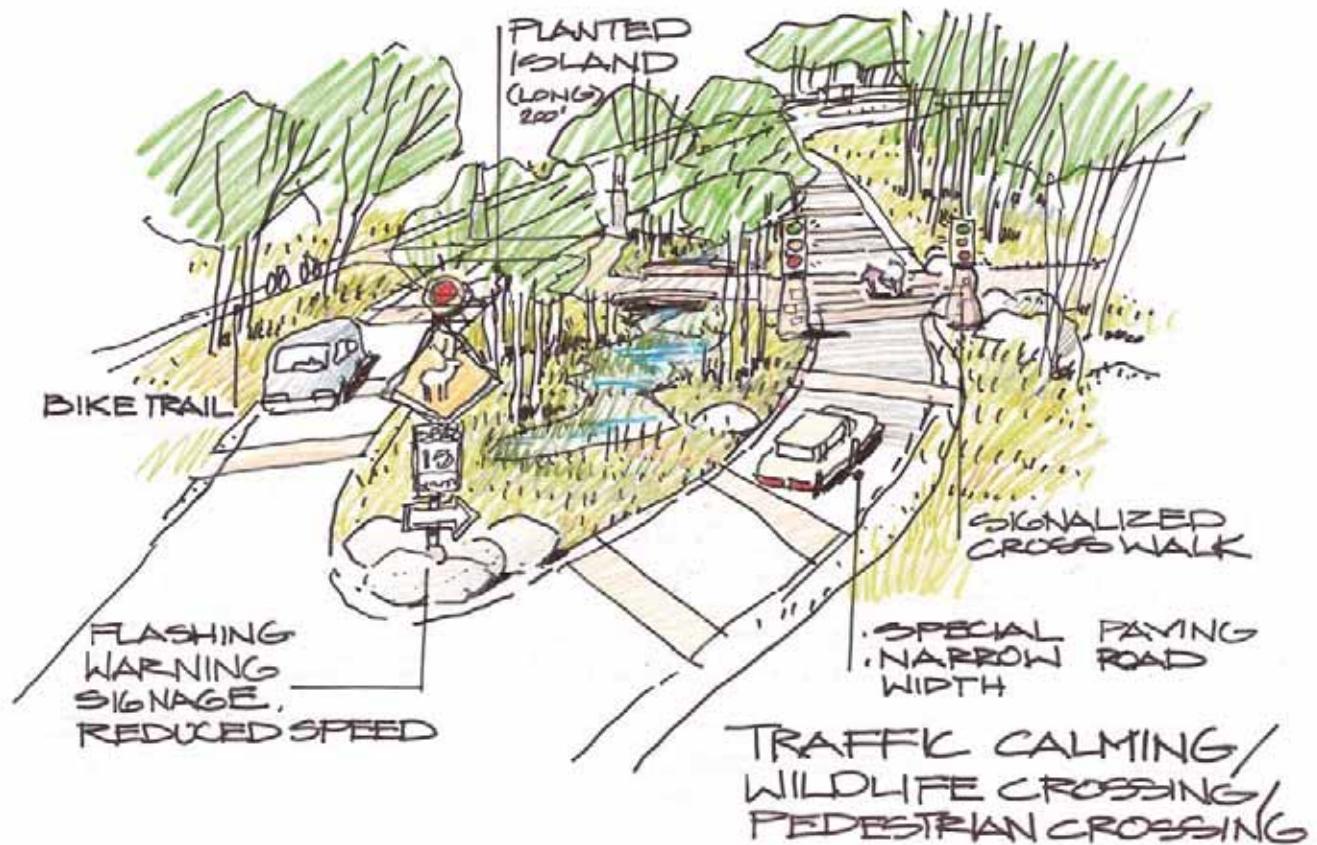
- Wildlife corridors
- Wildlife crossings with required fencing program
- Additional fees on new development to pay for things such as wildlife crossings or slower roads
- Create a funding source for Wildlife X-ing near the Aspens – remember to preserve and landing area if overpass is used.
- Area south of end of Cheney Lane: no new fencing if possible or at least wildlife friendly
- Wildlife have adjusted to existing pattern (except dogs)
- Creating a “walkable” Aspens is not a reality.
- Pedestrian crossings
- Improved walking access to START stops – especially in winter
- Concerned about limited parking at Aspens.
- More efficient START service
- Free START service
- START service to the airport
- Combine START with school and activity shuttle
- Transit center with internal shuttle
- Daycare, gas station, plaza, mixed use “club house” in Raines area
- Commercial core and north of core: gas station, laundromat, possibly housing
- Market provides most but not all goods, needs a little more selection
- Commercial core needs flexibility so that it can redevelop
- Don’t need additional commercial or other amenities in the Aspens; what we have already is sufficient and adding won’t actually reduce trips to town
- Nothing additional needed in commercial core
- Local Convenience Commercial actually increases trips by drawing outside traffic into an area not just the ¼ miles radius not all trips



Aspens/Pines: Areas of Stability, Transition, Preservation + Conservation

are walking, most are not; benefits are really not true

- Don’t want to be a commercial hub that attracts people from other areas of the community
- No additive growth just to justify Local Convenience Commercial and other Complete Neighborhoods amenities
- Opportunities for affordable housing
- Workers who work at the Village should be housed at the Village
- Concerns about water quality—worried about pesticides from golf courses



Traffic Calming/Wildlife + Pedestrian Crossing: Workshop Sketch

- Look at water quality before approving any sewer or septic in this area
- No more resident Presidents or Vice Presidents
- Survey of ditch laterals with development permits

#### Future Character

- Proceed as drawn on the maps. Staff correctly addressed this area.
- Remove all Complete Neighborhood – transitional;
- Development in the designated transition area makes sense

- Leave all Complete Neighborhood – Transitional in place it makes sense; good place to meet 60/40
- Abundant wildlife means the Aspens is not an appropriate transition area – T.O.J. is more appropriate for future development.
- If you are going to zone for infill development this needs to be smartly done
- Need more walkable communities.
- Complete Neighborhood should only be based off  $\frac{1}{4}$  mile not  $\frac{1}{2}$  mile and should be traced on actual roadway not as the crow flies not realistic
- No additive growth
- Don't make the Aspens a second town

- Balance density increases at the Aspens with decreases elsewhere to mitigate traffic.
- Don't make the Aspens a dumping ground for density from elsewhere
- If you change the uses permitted or increase the density on one vacant lot or area it sets a precedent for increases everywhere
- Limit development potential on vacant land on either side of the highway to lower density residential
- Maintain/Improve wildlife permeability
- Golf Courses and all conservation easement properties need to go into Rural – Conservation/Preservation so they are never allowed to go away
- Protect wildlife along the village road, there are lots of wildlife there already
- People gravitate to the Aspens because of the wildlife so need to ensure the wildlife is protected (see attached map of sightings)
- The NRO needs to be updated in the Aspens area; this isn't just a corridor, it's serving as permanent habitat
- The Aspens density works because of surrounding open space
- 390 Residential
  - \* Extend southern stable boundary to Nethercott as it is similar in stable character.
  - \* In areas of stability, we need to ensure that anything permitted in the future matches what is already there – this hasn't happened in the past
  - \* Mix of +/- 1 acre lots with higher density and illegal short-term rental mixed in
  - \* Not stable – character hard to identify – straighten out diverse population, density, potential so development is predictable
  - \* Predictability
  - \* Don't want to see south end development/density move north
  - \* Improve wildlife permeability
  - \* Remove fences, especially privacy fences to improve wildlife movement



Aspens/Pines Trace Concept: Workshop Sketch

- \* Increase open space
- \* Consolidate accesses
- \* Make a neighborhood rather than a series of dead end subdivisions
- \* ARUs OK
- \* Address "10" renters issue in single-family homes
- \* Enforce existing regulations prohibiting short-term rental (impact on workforce housing)
- \* Keep it at 1 acre or greater single-family
- \* Stable or conservation with REAL benefit
- \* Create buffers (lot splits) to separate higher densities from larger lots
- \* Allow lot splits to allow higher density
- \* Wetlands east of highway prior to Pines entrance
- East Transition Area:
  - \* Rural character on east side of Hwy 390 should be maintained. Not appropriate as transition area

- All transitional on the other side of the road should be Rural – Conservation
- \* Remove east of highway from “transition” and change to “complete stable”
- \* Relocate portion on same side of road as Aspens to Complete Neighborhood – Stable
- \* Not suitable for affordable housing – too expensive
- \* Maintain 3-5 acre single-family character
- \* Make transition area north of highway stable 3 acre single family
- \* ½ acre lots OK
- \* Open single family
- \* Decrease residential and nonresidential to protect wildlife and open space
- \* Clustering, but with low gross numbers
- \* Wildlife permeability
- \* Limit commercial on east side of Hwy 390 to avoid congestion
- \* Leave commercial along highway stable where existing, if no commercial stable as 3 acre single family
- \* Southern portion: cluster residential to protect wetlands
- Commercial Core:
  - \* Don’t expand commercial uses—this risks increasing traffic too much
  - \* No more commercial in Aspens/Westbank
  - \* OK with commercial as it is on the west side
  - \* Existing design works well
  - \* No change to the largely tourist oriented commercial character – Aspens is now 60-70% short term rental, non-residential serves well
  - \* Redevelopment that matches existing commercial character
  - \* New commercial should be designed to limit congestion on Hwy 390, but not be strip commercial
  - \* Frontage road/through streets work
  - \* Parking is funky, but walkable once you get out
- \* Buffer or transition the density from commercial to residential; density shouldn’t increase in the outlying areas
- \* Adequate parking—even in winter when being used as informal park n’ ride
- \* Like that it’s not faux-western but not starkly modern
- \* Feels friendly
- \* People sized
- \* Wildlife permeability
- \* Housing on second floor
- Aspens/Pines:
  - \* Reduce lodging with more residential intensity to benefit from Complete Neighborhood amenities
  - \* Keep mixed density west of the highway
  - \* No more condos in the Aspens

### Bulk/Scale/Massing

- 390 Residential:
  - \* Smaller (1/2 acre) lots may be appropriate



Aspen/Pines Neighborhood Workshop



- \* Consolidate lots to reduce units, but don't add bulk
- \* Limit floor area to stay as affordable as possible
- \* Reconsider FAR for single family/multifamily/high density
- East Transition:
  - \* No additional height
  - \* Scale back house size – relate to lot size
  - \* No ability to buffer dense development from surrounding development
- Commercial Core:
  - \* Like the size, scale and architecture and low lighting and signage of existing commercial on west side
  - \* No new buildings
  - \* No additional height
  - \* Can add height for housing
  - \* Existing building interior and site design is obsolete

## Street Amenities



Aspen/Pines Neighborhood Workshop

- Need to deal with infrastructure before there is any additional growth—the traffic on 390 is already a problem
- Worried that State will expand 390 to 4-lane if a CN occurs in the Aspens Transition Area.
- No 4-lane highway
- Limit Hwy 390 construction traffic in summer
- Due diligence wasn't done on Village development and now there is too much traffic on the road
- Traffic growth causes impacts further north along Moose-Wilson road as well—keep the bigger picture in mind
- North bridge could be an alternative to reduce traffic and then close the Moose-Wilson Road
- Don't close the Moose-Wilson road as it is an important scenic and wildlife experience and resource
- Expand multi-modal opportunities at the Aspens – Clustering people for trip reduction works!
- If Transition Area occurs, pedestrian amenities are critical.
- Pedestrian connection across 390
- Internal trips to commercial core and back are usually bike/ped
- Trips to town get combined by most
- Bike path is a great amenity
- Wildlife crossings needed
- Too many animals killed on Hwy 390
- Wildlife crossing zone speed reduction
- Electronic wildlife warning signs, motion activated
- No fencing/underpass wildlife crossing
- Remove fencing to avoid channeling wildlife toward the highway, keep it permeable
- Too much congestion; would like to see options for dealing with it like traffic calming, a frontage road, lights, turn lanes or additional transit
- Hwy 390 traffic calming to lower speed
- Slow down traffic on 390
- Speed limit needs to be reduced and enforced



Aspen/Pines Neighborhood Workshop

- Lower speed limit to 35 mph
- Both 390 and 22 should be posted for 45mph year round
- Traffic circle, turn lanes at Aspens entrance
- Need a stoplight at the Aspens or a turning lane
- Concern about the Aspens entrance—bicycles, further development might make it very difficult to turn left
- Medians/traffic circles/stop lights cause accidents and other problems
- Make 390 a County Road
- Area south of end of Cheney Lane, east of Hwy 390:
  - \* Consolidate access point to Hwy 390
  - \* Better pedestrian connection to bike path especially in winter
  - \* North/south redundancy with associate parks and greenways
  - \* No additional curb cuts
  - \* Pedestrian amenities on east side of Hwy 390

### Public Spaces

- Need solution to unofficial park n' ride situation at Calico and Aspens
- Ticket people who park in the Aspens and park and ride to the ski area
- Parking structure in commercial core serves businesses and as ride-share meeting place

### Location of Objectives

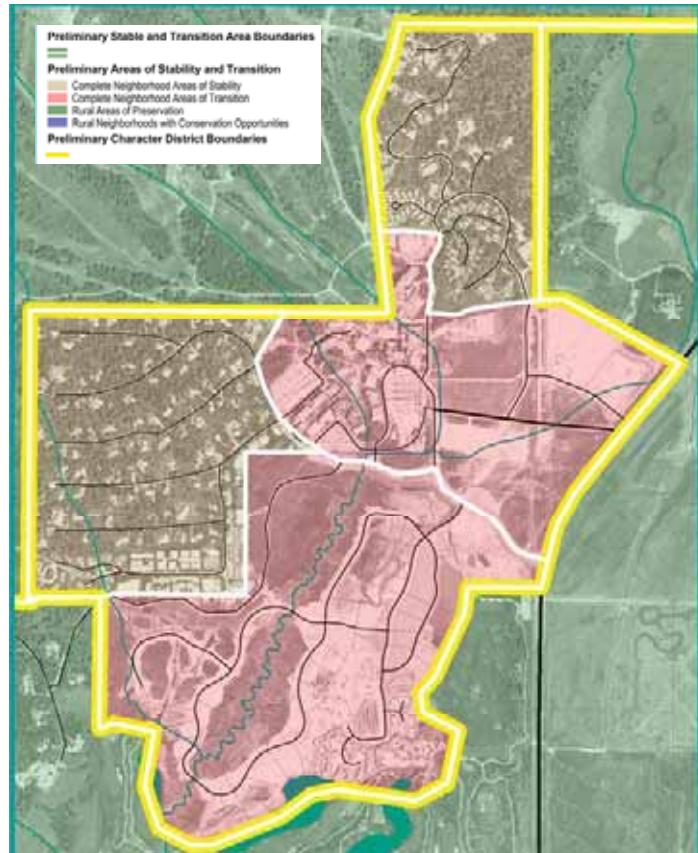
- Building permit limits/growth caps/pursue mechanisms for buying land
- No density bonus in high wildlife areas like the Aspens but OK to keep it in non-crucial wildlife areas
- Employee housing at 390/Aspens should prioritize first responders
- 7.3.b – wildlife vehicle collision mitigation/wildlife crossings



## DISTRICT 13: TETON VILLAGE

### Needed Amenities

- Day Care facilities within Teton Village necessary for those working in the commercial sector- perhaps at Stilson
- More workforce housing for employees to reduce commuting
- Add employee housing on site not in Town
- Housing near jobs
- More permanent housing – employee and otherwise
- More commercial
- Add grocery store to reduce traffic
- Grocery store or pharmacy; market
- Adding a grocery store or local convenience commercial is needed
- Adding this convenience commercial would make TV more self-sustaining and wouldn't detract from or be in competition with town
- Any additional commercial square footage should be based on an analysis supported by the TVA with a transportation analysis and should only be for local convenience (i.e.: grocery store, bank, dining, general store mixing grocery and hardware, etc. to cut down on vehicle trips
- Better pathway connections and walkable corridors throughout
- In the central commercial area, accessibility by foot/wheelchair is difficult to impossible
- Connection to Fish Creek Road for bike/ped only – no cars
- Better connectivity/walkability between Village and Shooting Star
- Add a convention center, continue to enhance tourism and develop commercial space
- Festival or public space/common green space for art fairs and other community activities
- Library, gallery, museum—alternate activities for those who don't ski to also enjoy the resort
- Satellite library or book mobile
- Update sewer to manage additional development and protect water quality
- North Bridge

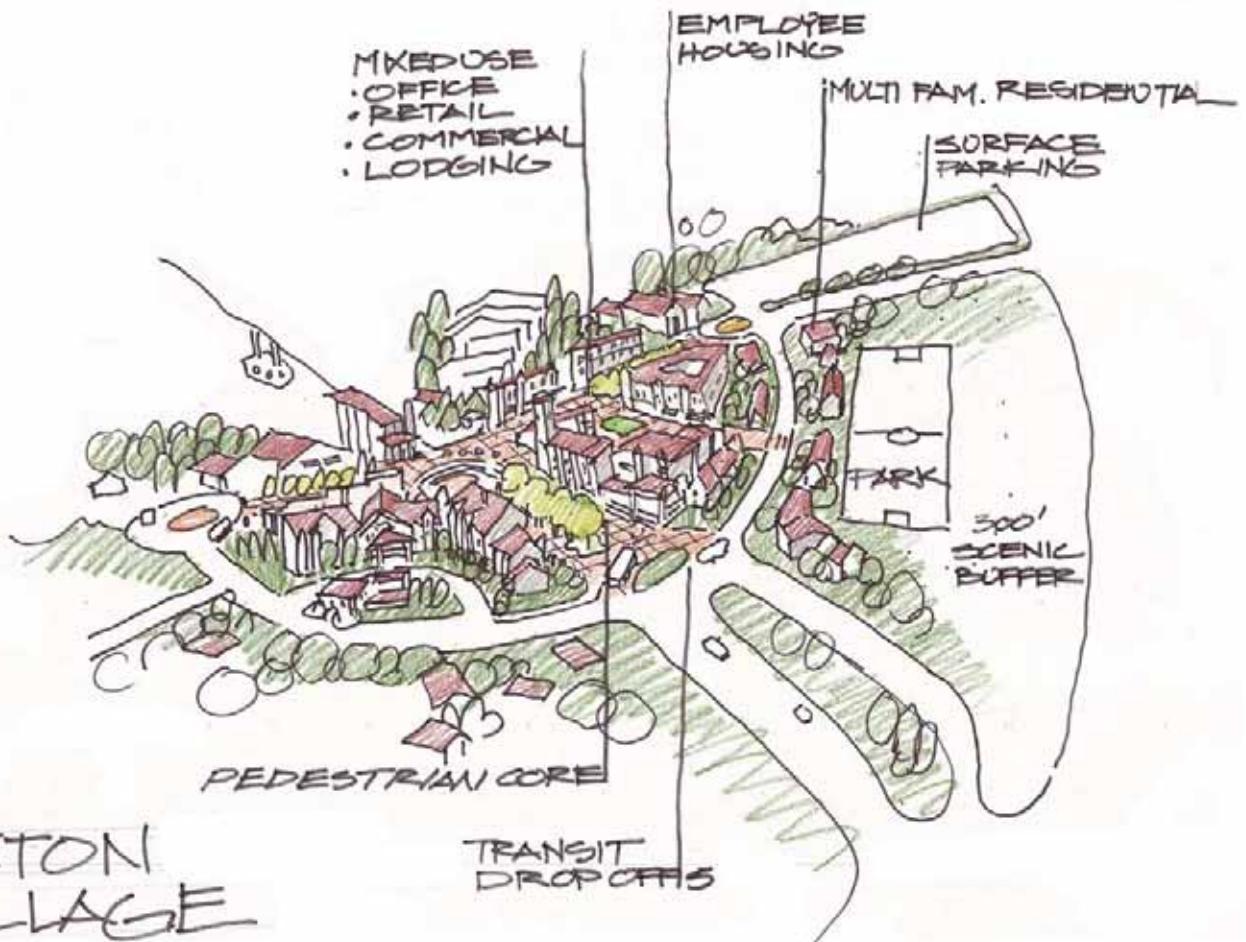


Teton Village: Areas of Stability + Transition

- Light Rail system to airport
- Light rail or gondola service/connection
- No additional development unless County gets funds for other priorities
- Integrate Stilson lot into Village uses
- Multilevel parking at ranch lot
- Off-street parking for workforce housing
- More convenient parking and access for residents to Nordic ski loop
- Better bus/shuttle service to residential areas
- Enhanced START

### Future Character

- Want to "make the Village a village"; functional, "real"
- Community character and uses
- Need more permanent residents

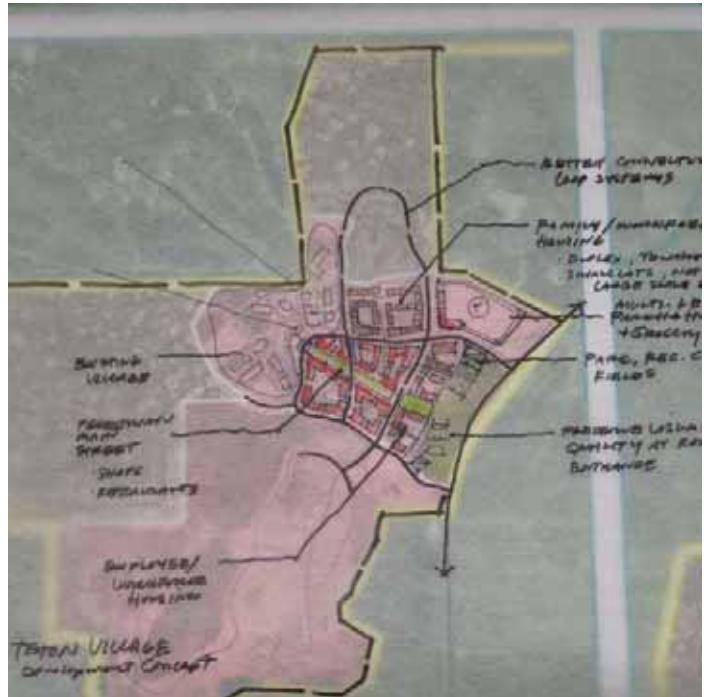


Teton Village: Workshop Sketch

- Do nothing, change nothing is not an option.
- Existing character is seasonal and non-cohesive; need to coordinate the TV master plan and the comprehensive plan to make a year-round village the focal point
- Better if seasonal, year-round employee housing increases traffic in off peak months which are also migration months
- Trying to turn the Village into a CN is like trying to turn a tanker – Aspens could capture more trips if it were more of a Complete Neighborhood.
- Increasing residential employee or affordable housing increases the village feel and reduces peak traffic – would like to see almost all

- workers living at the Village but even 20% would be better than current numbers
- No expansion of Teton Village Character District Boundary and no increase in density
- Walkable
- Should feel pedestrian friendly with a nice environment and good physical integration
- Incorporate a walkable urban commercial corridor from that core out, possibly to the area near the Ranch Lot or possibly toward the highway
- The locations of walkable commercial corridors, transit centers, etc needs to be determined before other development can be addressed

- The central part of the Village is stable; we know what it will look like
- What happens in the parking lot should integrate old and new
- Certain elements are already determined, so we are working to fill in a donut hole between the Mangy Moose and Teton Thai in an economically sustainable way
- High-density, compact core
- A dense commercial core should be located around the existing village commercial
- The density should transition from very dense at the core to less dense as you move out toward rural areas or public lands
- Tourist oriented commercial core expansion to south east between accesses
- Needs to grow from the inside out with a conceptual plan up front to lay out connections, roads and walkways
- Place mixed-use transition between the dense core and the residential—commercial on the first floor and residential upstairs; multi-family or townhomes would be appropriate in this transition area
- Park/open/community space off highway between entrances – don't develop all the way to the highway
- Cluster commercial development; make it so that you have to pass by commercial to access the ski hill
- Need more than one definition of commercial—office shouldn't count the same as retail because no one wants to sacrifice retail square footage allocations to provide needed office; there are distinctions between the purpose commercial is serving and a tiered definition is more appropriate
- Potential for workforce housing; resort master plan encourages a variety of housing types including deed-restricted, free market, condos, townhomes, duplexes, SFDs
- Concentrate employee housing around ranch lot



Teton Village Trace Concept: Workshop Sketch

- Housing like Millward or the new Ranch Lot housing
- Employee housing with parks/fields/rec center east of Crystal Springs/Granite Loop connection
- Employee housing in a community pool
- Address employee privacy with employee housing
- Small lot single-family/employee duplex south of McCollister, east of condos and within Granite Loop
- No development west and north of Bowman Rd—reduced sightings
- Move parking or put it underground
- The town advertises free parking—TV is an unfortunate exception
- Recognize that Ellen Creek is functionally part of TV
- Do not include Ellen Creek, large lots, septic, only about 2 year-round residents
- Teton Village, Wilson and T.O.J. are the appropriate places for future development.

- No idling – don't fog it up with exhaust especially on inversion days
- Colorful mountain modern like Terra, no Bavarian, not Park City pastel Victorian
- Design guidelines should encourage consistency of style without resulting in cookie cutter development
- Commons has been done well: heated sidewalks, summer programs are good
- Address issues related to late-night music
- TVA, JHMR, SRA need flexibility to make resort competitive
- Enhance the attractiveness of the ski resort

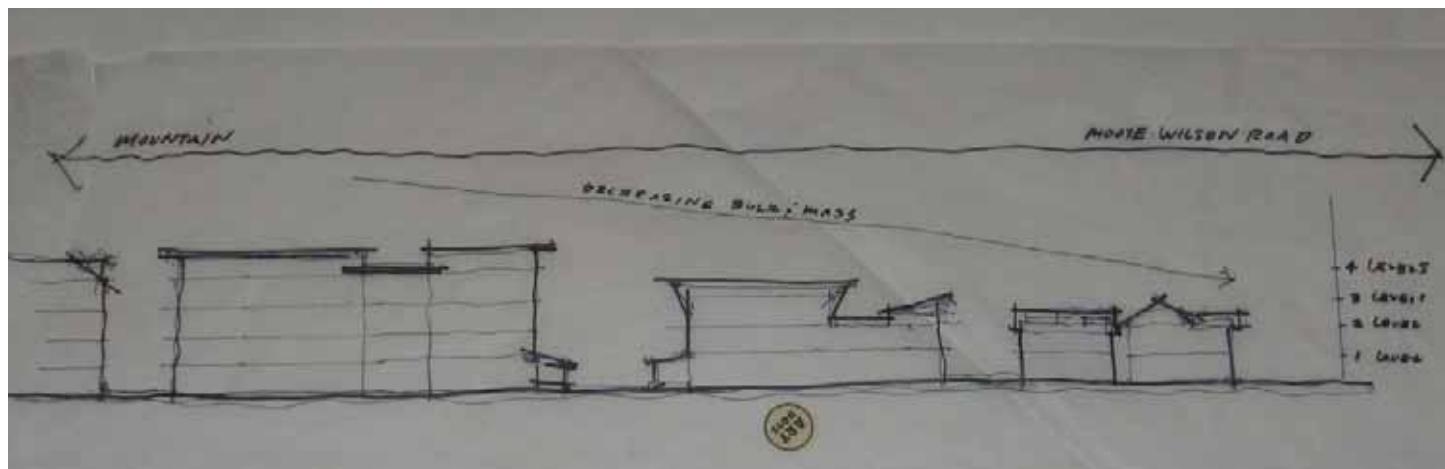
### Bulk/Scale/Massing

- 1st floor shops, 2nd floor business, 3rd floor res along new pedestrian main street
- 1st floor commercial, 2nd floor office in expansion – 2 to 3 stories total, hide third story like Bridger Center
- P16 in core expansion area, but less industrial
- 2 to 3 stories at eastern edge building into core, maintain mountains at the visual entrance
- Dimensional limitations in the existing master plan already deal with scale and seem to encourage the transition from dense core out to rural

- Area between Bowman and existing Shooting Star should be limited to 1 and 2 stories— affecting views from lower elevations of old village (e.g. Eagle's Rest)—limit these to 1 story if any at all

### Street Amenities

- Public transit—maintain access both within the Village and from outside
- Limited public transportation to and from the residential area; START bus at tram—can't walk to it or the commercial area or post office
- Extend public transit to/from the airport, NMWA, and into residential areas of TV
- Internal circulation—not sure if there should be one hub or several
- Improve connectivity
- System of loops is confusing, a grid would be nice
- Roadway redundancies away from arterial
- Pedestrian main street from tram to intersection with Crystal Springs/Granite Loop connection accommodates the realities of snow, anchored by tramdock (W) and a rec center (E) connected to parking lot
- Walkable core/walking corridor or pedestrian mall that mixes high end retail and local service



Building Massing Trace Concept: Workshop Sketch

- Improve pedestrian accommodation
- Highway 390 should handle the volume; once you arrive at the Village you should park and walk
- Better winter walkability, currently skiable not walkable
- P3, P11, P13, P19, P20
- Complete streets are a good idea in principle but can result in too much impervious—keep streets narrow and multimodal
- Real streets with on-street parking, get rid of the highway entrance feel
- Need a good road to GTNP with a pathway that integrates the two areas much better; could circumvent wildlife closures by running a small bus
- Need alternate access to the east side of the valley—pave Moose-Wilson or the snake river bridge—to alleviate traffic on the village road
- Decrease the speed on Hwy 22 and 390 year round
- Don't widen Hwy 390
- Lighting along Moose-Wilson Road to help reduce road kill

## Public Spaces

- Town squares or village greens are appropriate in many locations depending on how streets and sidewalks are laid out in the future
- Multiple centers or small public space nodes
- Lack indoor public space for activities—particularly in winter
- Open space buffer off highway between entrance roads important
- Central locker room for bus passengers

## Location of Objectives

- Objective 6.2.c is appropriate in the dense village core
- 8.1.d – Satellite Sheriff's Office
- 6.2.a – focus on tourism
- 6.2.b – offices
- 3.2.b – housing in vertical mixed use
- 6.2.c – café/transportation center/carry-out (less expensive) restaurants





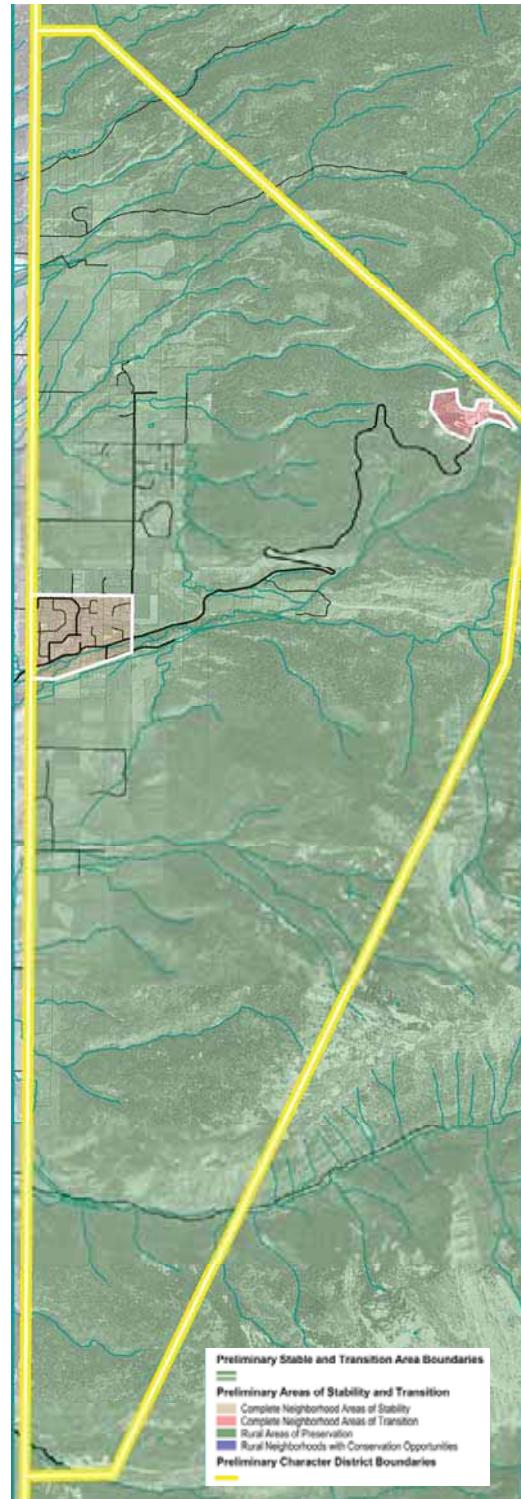
## DISTRICT 14: ALTA

### Needed Amenities

- South Leigh Creek/Stateline Road good
- Teton Area Advisory Forum
- Wildlife permeability and movement
- Limited Commercial – low impact parking/traffic
- Cottage Industry – no Wrecker Boys (junk lots); Low intensity
- Bus service to N. Alta neighborhoods
- Open space
- Require landscaping around completed homes
- Complete the Alta Community Park
- Recreation amenities like ski trails are good but more are needed
- Code enforcement is needed—particularly for regulating short-term rentals
- Consider the water supply and capacity as development increases

### Future Character

- Preserve trails and wilderness character
- Keep Alta as rural as possible
- Low population adds to sense of character
- Want to see large agricultural parcels remain intact and in agricultural use
- Community unanimously values ag lands: creates scenic vistas, creates wildlife habitat, basis of Alta Economy
- Defining aspect of Alta is NO COMMERCIAL!
- Limited commercial
- Office isn't needed
- Office/Light Industrial—important to distinguish from local convenience commercial; DON'T want local convenience but do want a small area with zoning that permits light industry or office uses
- If office is allowed, concern is that it will result in MORE and MORE!
- Some willingness to allow office uses (perhaps 12-15 offices) for Alta residents – how can Alta prevent Idaho business from out competing for the limited space.



Alta: Areas of Stability, Transition, Preservation + Conservation

- If office space looks like a larger home, it is more in keeping with community character.
- Need to carefully define what a commercial, office or non-res use is for Alta.
- Most appropriate office/light industry location is near the intersection of Stateline Road and Alta Ski Hill Road, particularly across from some office development that has gone in just across Stateline in Idaho or near the school/library/park where services and non-residential are already clustered
- Two-locations for possibly office/commercial: State line and Ski Hill.
- Teepee Area—an appropriate place for some office use if ever redeveloped
- Teepee needs some consideration – perhaps some limited office or limited commercial is appropriate for this location.
- If Lost Horizon is non-conforming, what should be done with it?
- Would like to see design guidelines or architectural review in place for all non-residential development in Alta
- If non-res. uses cannot be carefully limited then don't allow.
- Light industrial uses/contractor uses are occurring in Alta (possibly illegally) – how can we acknowledge and regulate those which may be appropriate?
- Light industry should have no community impacts in terms of noise, smell, etc and is also appropriate in the areas discussed for office use above
- Open space
- Want to see conservation and clustering of development
- Allow property owners to collaborate(join together) to meet clustering and open space objectives
- Dense clustering (1/4 ac lots) benefits sense of community and is efficient for amenities (walk to school, library, park, church, etc.).

- If smaller lots need to go somewhere, they should go adjacent to Targhee Town subdivision or other already developed areas
- Quality residential design – CCRs; variety, no cookie/cutter or clones
- Riparian areas are important for wildlife habitat and buildings in riparian areas should be avoided
- Would like to see 100 yards or more on either side of Teton, Spring, Darby and North and South Leigh Creeks protected as a wildlife corridor
- View corridors should be preserved and protected
- Foreclosures and empty homes in disrepair are a problem

### Bulk/Scale/Massing

- Single family home and Ag buildings.



Public Images for District 14: Alta



## Street Amenities

- Bridge/easements area needed for connections- Right now a private drive is used. Easement issues must be addressed first
- Stateline road is shown as connected on County road maps
- The lack of a bridge is a safety issue for emergency access
- Private residents pay for road maintenance
- Forest Edge School is a 20 mile drive
- If the private drive becomes a prescriptive easement it becomes a liability for the County
- One-lane bridge at a minimum
- Stateline Road needs stop signs for safety
- Connection from S. Leigh Creek to Stateline
- Stateline Road needs to be connected across South Leigh Creek
- Infrastructure improvements (i.e. bridge over S Leigh) need to happen first
- Connect State Line Road to connect community, consider adding parallel pathway to leverage funds to complete road.
- Beard Road is a forest service access road- easement to not allow public access- maintenance needed
- Pathway parallel to Ski Hill Road when Targhee buildout generates traffic
- Need sidewalks/more walkable streets; "Even a dog won't walk in the road. Kids can't walk to school during mud season."

## Public Spaces

- Finish Alta Park!
- Create parallel trail connections to the East from a North/South trail to enhance trail access to Forest Service – community split on this issue.
- Don't create more parallel connections to Forest Service. Community split on this issue.

## Location of Objectives

- Commercial at Teepee, Teepee-adjacent lands; B&B at Lost Horizon; other neighborhood commercial places
- Location of open space preservation areas – Wilson property, Teton Canyon Meadow – EXTREMELY IMPORTANT!
- Preserve as many regulatory options as possible to allow large land owners to continue farming indefinitely.
- Cottage Industry in low intensity/rural areas
- Provide dense clustering of non-contiguous transferred development rights close to school, park, library and church.
  - \* Consider re platting of Targhee Town and Altamont for accepting density transfers.
  - \* Consider upzoning the two 40-50 acre parcels contiguous to Targhee Town (on the North Side) for accepting density transfers.
- Create incentives to keep the larger parcels in agriculture:
  - \* Call all of Alta a conservation district and float a bond or tax to buy development rights
  - \* Permit clustering of some small lots on large parcels either for family or for sale
  - \* Create a County fund for open space acquisition
  - \* PRD and non-contiguous PRD need to stay in place to preserve agriculture





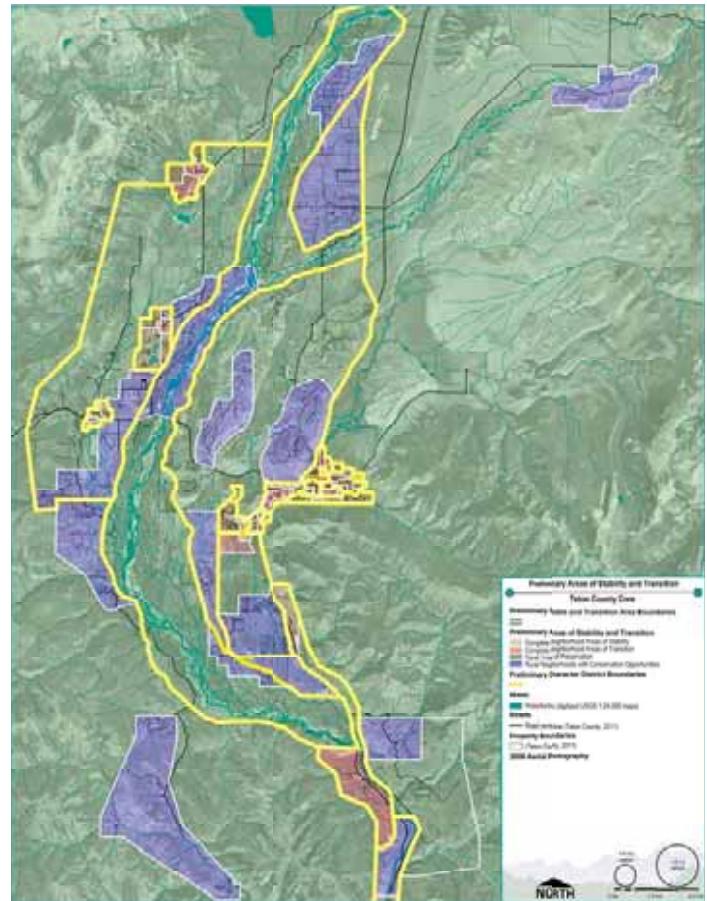
## DISTRICT 15: COUNTY PERIPHERY

### Needed Amenities

- Buffalo Valley:
  - \* Minimal commercial
  - \* Need a better commercial market with gas in the Hatchet Lodge area
- Kelly:
  - \* In terms of convenience store, just need basics and after-hours. Store should be minimal.
  - \* START bus service needed or at least a hub in the area.

### Future Character

- Gros Ventre inholdings need to be preserved. There are cascading effects outside of these developed areas with park/forest areas.
- Trail's End Ranch should be developed into single family housing
- Buffalo Valley
  - \* The conservation opportunities and preservation designations are correct as shown on the maps
  - \* Currently a good blend of resort/local commercial/dude ranch
  - \* Few opportunities for additional development
  - \* Conservation opportunities
  - \* Focus on scenic quality, improved built character not additional, redevelopment not development
  - \* Stable – gateway to valley from Togwotee, is currently what you would expect to see
- Crescent H
  - \* Maintain scenic rural vistas, low density, many moose in backyard



County Periphery: Areas of Preservation + Conservation

### Bulk/Scale/Massing

- Incentivize in terms of more FAR with open space easements.
- Buffalo Valley:
  - \* Western architecture, no more than 2 stories
  - \* Buildings should blend in rather than overtake the environment/landscape

### Street Amenities

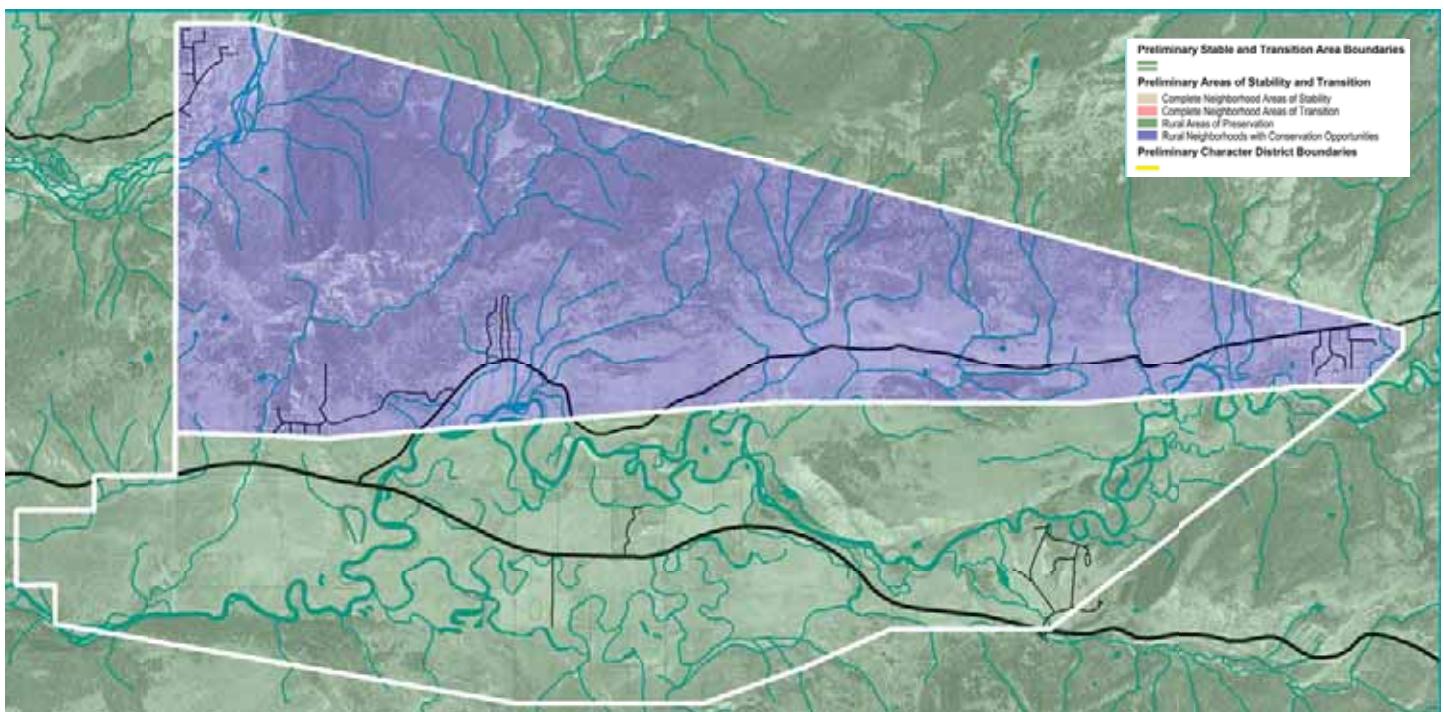
- Want wildlife crossings up the pass
- Kelly-no speed bumps.

## Public Spaces

- Kelly-maintain major animal corridor.
- Buffalo Valley
  - \* Preserve open space.
  - \* Needs to be preserved as it is another “home run” in terms of JHTL objectives.

## Location of Objectives

- Southern portion of Elk Refuge is a good place for “temporary workforce/employee housing.” Could place temporary structures like the schools use in this area then remove them when demand dictates.



Buffalo Valley: Areas of Preservation + Conservation



## GENERAL COMMENTS

- Open space tax
- Increase lodging tax
- Only use ¼ mile radius for Complete Neighborhood definition not ½ mile
- Local Convenience Commercial actually increases trips by drawing outside traffic into an area not just the ¼ mile radius; not all trips are walking, most are not; benefits are really not true
- 70 year demand of residential already exists – show how the transfer of development will work for no additive growth
- What's wrong with the '94 plan?
- Love the district summaries
- Transect map not very helpful
- Transfer of Development Rights concept needs to be defined
- Plan for all races and demographics in the community; elitist plan ignores Latinos and other minorities completely, where are they going to live, how are they going to be part of our community?
- Include “nature mapping” in the mapping process
- Don't focus on doing less bad, focus on doing more good.
- The requirement to house a percentage of the workforce in Teton County should apply to all character districts. Each character district should house a certain percentage of the workforce.

## Needed Amenities

- Neighborhood schools/learning centers need to be allowed in complete neighborhoods and rural; up to 40 kids/two class rooms; similar in bulk/scale of existing structures; benefits existing neighborhoods by reducing traffic out; proximity to transit and other complete street amenities a benefit
- Wildlife crossing structures – form a study group to determine locations

- Neighborhood schools will allow for higher quality educational experience to benefit the overall economic vitality of the community
- Locate jobs and schools where people live, to concentrate traffic and impacts
- Mail delivery in Town and mail boxes in County
- Mail delivery – success in Melody
- Need unique solutions for the unique parcels the community wants to preserve – leave all options/tools available
- Permanent downzone to go with any upzone
- Transfer of Development Rights
- Need to develop Transfer tools immediately.
- Focus on intersection improvements not complete roadways
- Street improvements for START and alternative modes not vehicles
- No road widening
- Toll booths for single occupancy vehicles
- Put money toward plowing, sidewalks, public transportation
- Winter plowing of town pathways
- Tourism needs to be addressed and strengthened as the future of the economy
- START Bus service:
  - \* More user-friendly and completely dispersed through the County, especially between Town of Jackson and Teton Village
  - \* Allow bus to stop and pick up and drop off people anywhere along a route.
  - \* Needs to be free.
  - \* Needs to serve Wilson.
  - \* Provide bus service to the Pass
- We have plenty of golf courses but they lack public access
- Recreational access to conservation easements
- Flat Creek corridor conservation with recreation easement with pathway from Elk Refuge to confluence with Snake
- Construct gondola over pass

- Gondola System (or other creative method): airport to Village, Village to Aspens, Aspens to Town, Aspens to Wilson
- Need better resource data to inform development locations in rural areas/ periphery
- Need light industry provided somewhere
- Additional industrial in areas that are already industrial

## Future Character

- Make Flat Creek connected through Town
- Connect the Town and Teton Village as complimentary economic drivers of the economy; currently us versus them; Village winning, Town loosing
- No additive growth just to justify Local Convenience Commercial and other Complete Neighborhoods amenities
- No additive growth needs to be maintained plan wide
- Community of 40,000 people is too much.
- Look for opportunities to reduce development potential
- More specificity in densities in transition areas
- Don't increase density in areas that will increase Hwy 22 traffic
- Eliminate high density options on 35 acre parcels
- In town increase landscape and decrease density as you move from core
- Town sprawl from core to West Jackson caused by bad regulations and cheap land
- There are positive community and neighborhood benefits to density
- Balance property rights with public good
- Consider public benefit not just property owner benefits
- Infill Town first over South Park and County at all
- Brownfield over Greenfield, redevelopment of Town first

- Centralize development in town – not Wilson, Aspens, South of town, etc. – no sprawl
- All employee housing should be required to be on site
- Predictable zoning/land use vision for EVERYONE then stick to it
- No variances and up zones need predictability
- Allow transfer of development out of South Park and other areas; direct linkage by district
- Define local convenience commercial must reduce traffic not add to it; careful balance needed
- Build/size government facilities e.g. Schools, library, the hospital, CCA, for residents only not commuters, seasonal workforce
- Enforce property maintenance
- County fencing regulations need to be improved and ENFORCED
- Nodes will never work with our reliance on the automobile in our winter climate; traffic growth grew exponentially in relation to population growth
- Non-residential and lodging spread too thin in Town need to concentrate to benefit from redevelopment and transfer land to residential
- Town should be equal in beauty to the natural environment
- Build up not out
- Put everything within 3 blocks of the square, going as high as needed and knock down all the houses in the riparian areas
- Rural Preservation Areas (all green and purple areas on map)
  - \* Keep the PRD. If eliminate it then we will get unplanned 35-acre sprawling, hillside development and no open space (e.g.: Hillwood BarBC)
  - \* PRD should require true clustering with a small development area and a large contiguous open space area that protects the most important habitat/vegetation on a property

- \* All green areas on the map: eliminate PRD or lower multiplier to 3 per 35 to account for an increase in density in the northern South Park pink (transitional) area

- Be judicious with PRD multiplier.
- Reduce PRD to a maximum of 3du per 35 ac
- Update all mapping for wildlife and open space including data from the Science school and try to develop based on wildlife protection
- Make workforce housing in town a priority
- Grow slow – referenced development rates/ numbers in 1994 Plan
- Smaller homes make for more locals
- Big ideas don't always translate to small towns
- Reduce traffic
- Encourage ride share, bike, walk
- Ensure process double checks Comp Plan conformity with underlying zoning

### Location of Objectives

- Workforce housing at job centers to reduce traffic
- "workforce housing" not defined
- Use SPET to purchase conservation easements
- Like the ability to fight project by project
- Better enforce lighting regulations
- Taxing for conservation easement purchase
- Unleashed dogs are a large impact to wildlife on public land

### Bulk/Scale/Massing

- Government buildings need to be part of the neighborhood in scale and form, parking garage, Heritage Arena, START, etc. all bad
- Reduce max building from 10K to something less

### Street Amenities

- Sidewalks throughout Town
- Public Transit only works when there is no place to park (NYC, San Francisco)
- Bike paths effect elk behavior – Teton Pass trail system is evidence
- Improve bike lanes on streets
- On street bike racks are major nuisance

### Public Spaces

- Better access to Snake River, especially BLM parcels – parks/paths/etc.

