

Illustration of Our Vision



Why Illustrate Our Vision?

Realizing our vision requires proactively planning for what we want - rural open spaces and high quality complete neighborhoods - by identifying where we want them and what we want them to look like. Our Vision is to direct development toward suitable areas in order to preserve and protect the ecosystem; and design development to enhance our quality of life. The Illustration of Our Vision defines the type of preservation or development in each area of the community that will allow us to realize our Vision. In areas suitable for development, the Illustration of Our Vision describes how we will protect the character we love while ensuring that development contributes to achieving the goals of the Comprehensive Plan. In all other areas, the Illustration of Our Vision describes how we will preserve and enhance wildlife habitat, wildlife connectivity, scenic vistas, and open space.

Defining desired character for all areas of the community provides predictability in planning and development, which has been absent in the past. Incremental, site-specific determinations of the applicable policies that are emotionally, politically and legally tied to a specific development plan are no longer the community's growth management principle. The Illustration of Our Vision bridges the gap between our communitywide Vision and the development of an individual site so that all community members can understand how an individual preservation or development project should contribute to the achievement of our Vision. The Illustration of Our Vision will inform land development regulations that ensure no policy of this Plan is forgotten and that all policies are implemented within the proper context.

The Illustration of Our Vision also provides accountability and measurability. By defining the existing and desired character of each area of the community, we can quantify our progress toward achieving the rural open spaces and high quality complete neighborhoods we desire. With this data we can determine what strategies work in which locations and improve our understanding of why certain strategies are more or less appropriate in certain situations. The Illustration of Our Vision will enable the rigorous analysis needed to continually adapt our implementation strategies to ensure that preservation and development occur in the desired amount, location and type.

How is the Vision Illustrated?

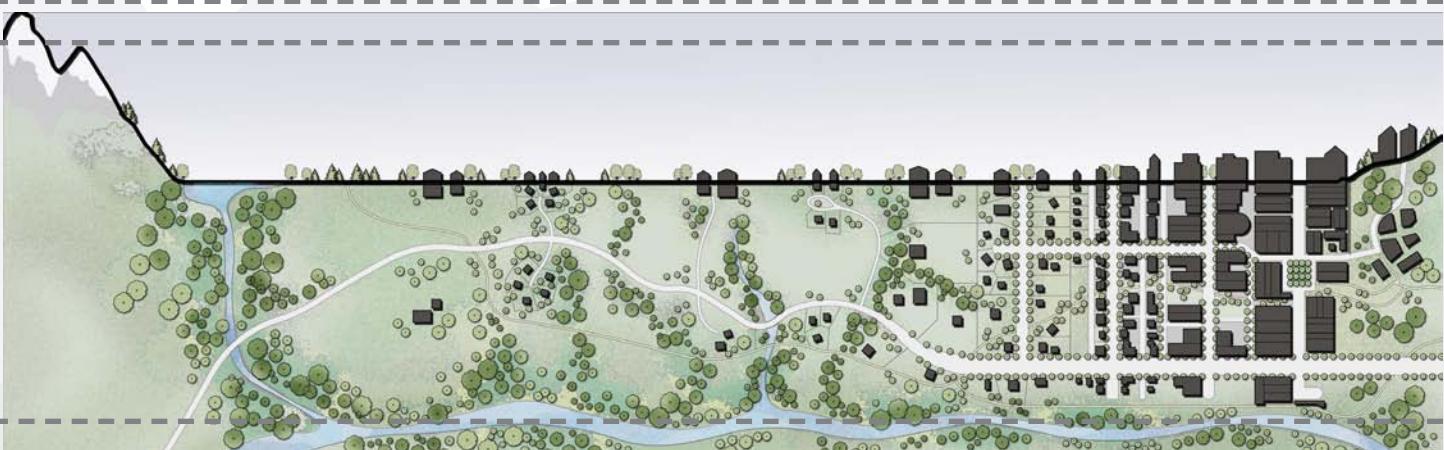
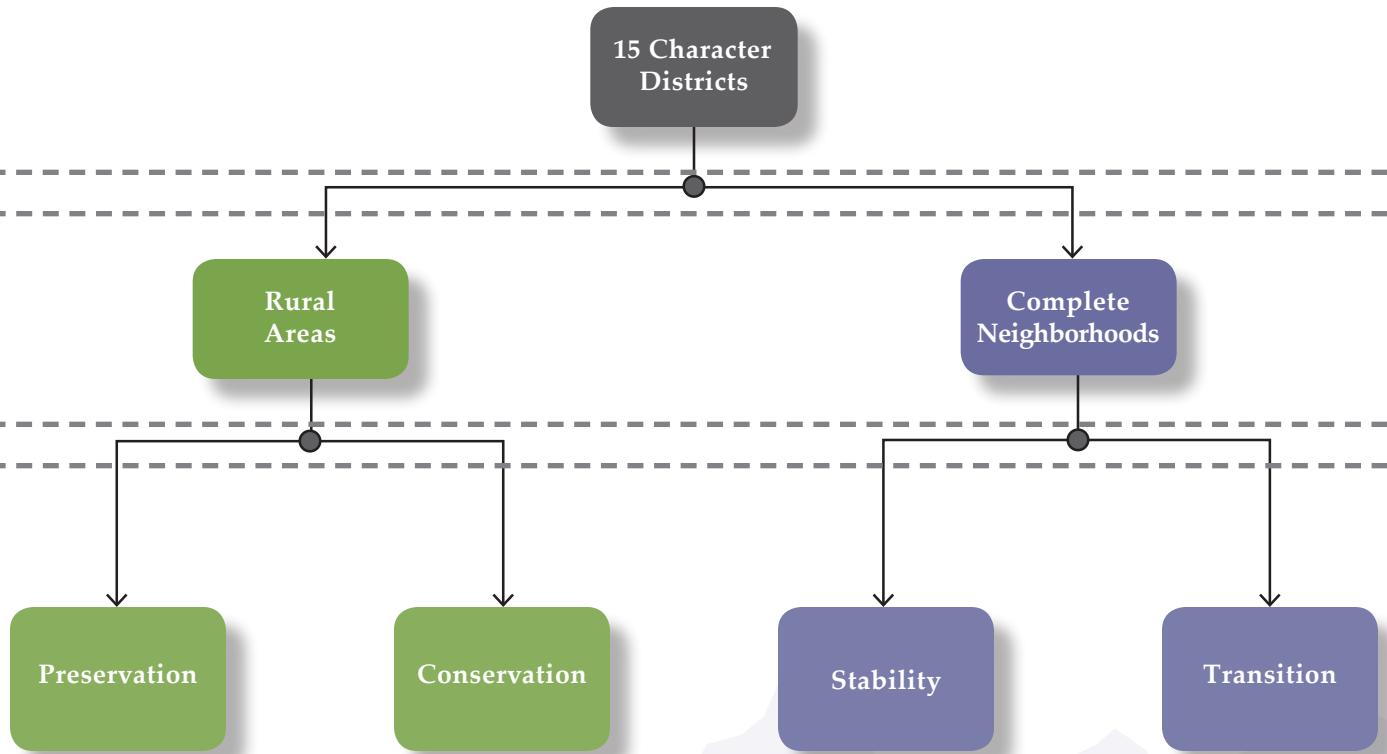
The Illustration of Our Vision depicts the policies of the community's three Common Values on the ground through four levels of character classification.

At the highest level, the private lands of the community are divided into Character Districts – areas with common natural, visual, cultural and physical attributes, shared values and social interaction. Character District boundaries are based on a layering of the best available quantitative and qualitative data for each of the three Common Values (Ecosystem Stewardship, Managed Growth, Community Character) in order to identify areas that share similar characteristics.

While our community's 15 Character Districts share common values, each has a unique identity. Based upon the presence or absence of specific characteristics, each Character District is classified as either a Rural Area focused on ecosystem stewardship or a Complete Neighborhood focused on protecting and enhancing great neighborhoods. The map on pages IV-4 and IV-5 shows the Character District boundaries, specific Complete Neighborhood and Rural Area characteristics and the classification of each district.

At the next level, each Character District is divided into subareas. Each subarea is categorized as Stable, Transitional, Preservation or Conservation based upon the existing character of the subarea and the desired future character for the entire district. Stable and Transitional subareas are the most suitable locations for people to live, work and play. Subareas focused on ecosystem stewardship are designated as Preservation or Conservation. Because our Vision is to preserve and protect the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations, the community has committed to locating less than 40% of future development in the Preservation and Conservation subareas that make up roughly 93% of the private land in the community. At least 60% of future development will be directed into Stable and Transitional subareas, which make up only about 7% of the private land in the community. The map on pages IV-6 and IV-7 shows the subareas and defines the subarea classifications.

Finally, for each subarea, Character Defining Features are described to ensure the desired character is illustrated. The Character Defining Features provide the greatest level of site specific detail; however the characteristics are still conceptual and will inform specific regulations, incentives and programs. The characteristics valued by the community within a subarea are mapped, described and illustrated. On pages IV-8 and IV-9 is a legend that describes the symbols and graphics used on the Character Defining Features maps. An appropriate Neighborhood Form(s) is also identified for each subarea. A Neighborhood Form identifies the general pattern and intensity of development that meets the desired character. On pages IV-10 and IV-11 is a transect that depicts the continuum of Neighborhood Forms that make up our community and shows the relationship between the various patterns and intensities.



Complete Neighborhoods + Rural Areas

		Character Districts														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Defined character and high-quality design		●														
Public utilities (water, sewer, and storm sewer)		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Quality public spaces																
A variety of housing types																
Schools, childcare, commercial, recreation, and other amenities within walking distance (1/4 to 1/2 mile) of residences		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Connection by complete streets that are safe for all modes of travel		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Viable wildlife habitat and connections between wildlife habitat																
Natural scenic vistas																
Agricultural and undeveloped open space																
Abundance of landscape over built form																
Limited, detached single family residential development																
Minimal additional nonresidential development																

Complete neighborhoods provide:
Rural areas provide:

Defined character and high-quality design
Public utilities (water, sewer, and storm sewer)

Quality public spaces

A variety of housing types

Schools, childcare, commercial, recreation, and other amenities within walking distance (1/4 to 1/2 mile) of residences

Connection by complete streets that are safe for all modes of travel

Viable wildlife habitat and connections between wildlife habitat

Natural scenic vistas

Agricultural and undeveloped open space

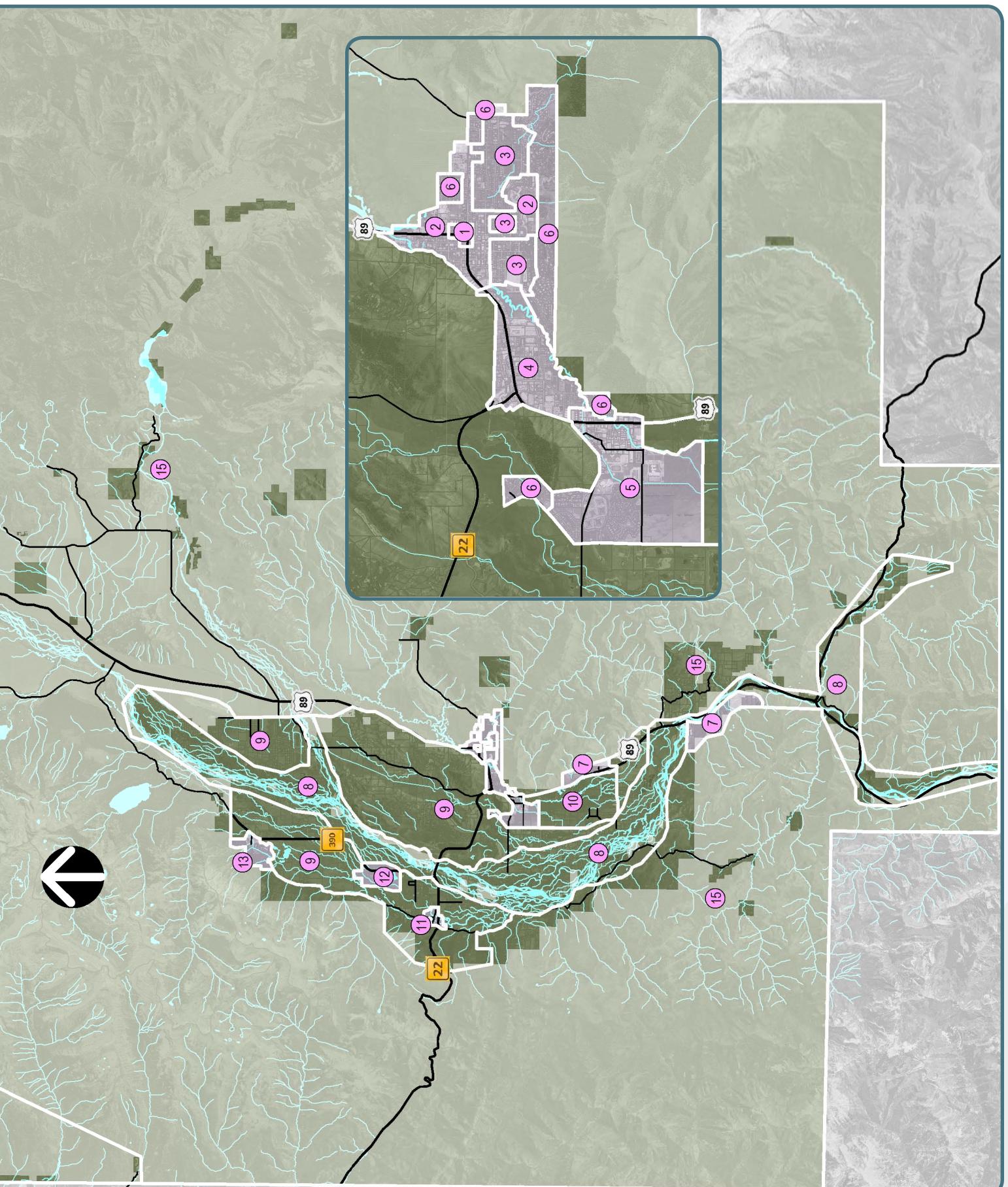
Abundance of landscape over built form

Limited, detached single family residential development

Minimal additional nonresidential development

● Generally present; ○ Partially present; ○ Generally absent



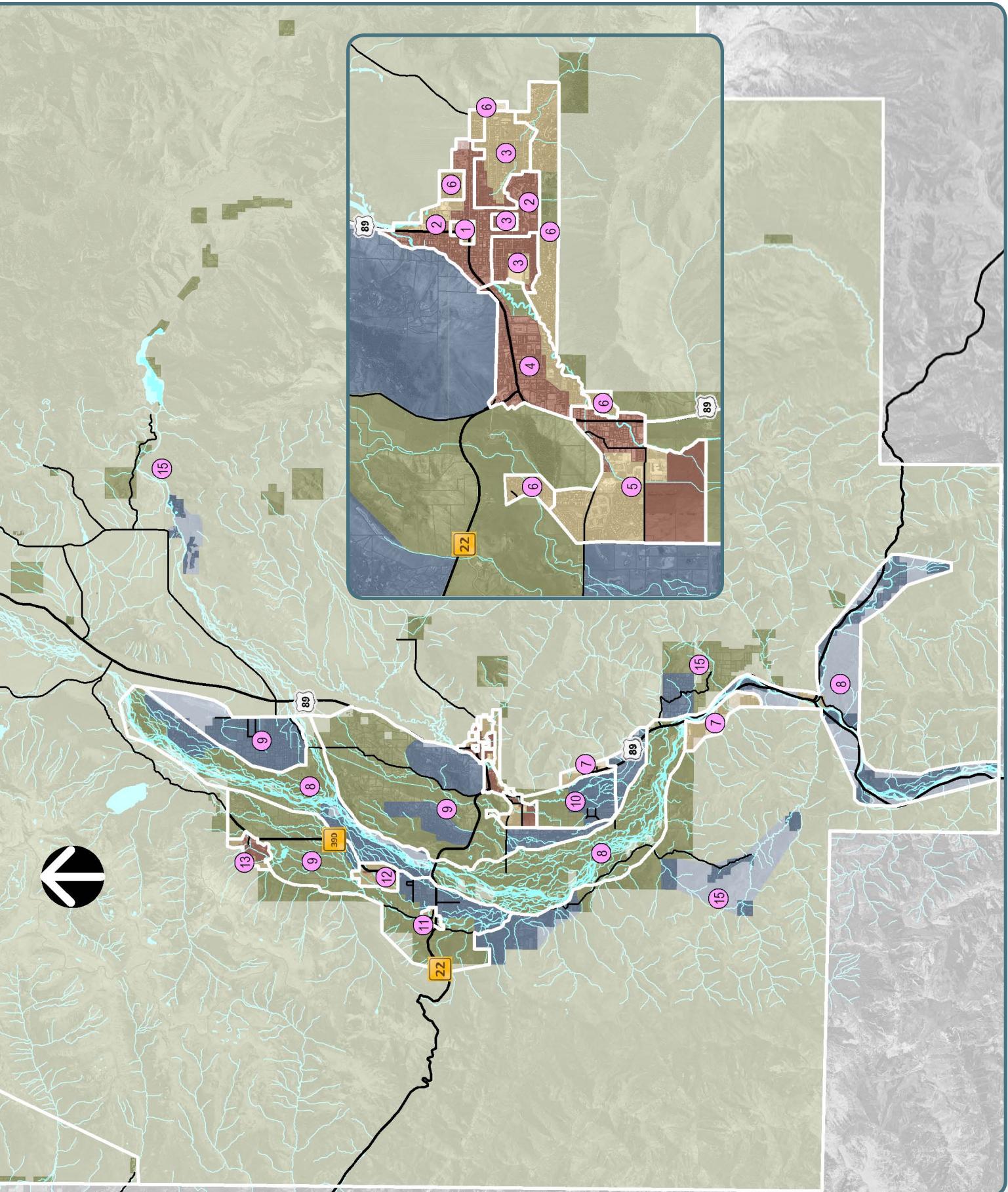


Areas of Stability, Transition, Preservation + Conservation

IV-6

Complete Neighborhood Areas of Stability	Rural Neighborhoods with Conservation Opportunities
<ul style="list-style-type: none">Subareas in which no change to the existing character is necessaryDevelopment will be infill that maintains the existing identity or vitalityThe subarea may benefit from strategic infill or development of non-existing Complete Neighborhood amenities	<ul style="list-style-type: none">Subareas in which no change to the existing undeveloped character of the scenic resources and wildlife habitat is necessarySubareas that would benefit from reinvestment and revitalizationGoals for development include improving access to jobs, housing and services and reducing reliance on single-occupancy trips
Complete Neighborhood Areas of Transition	Rural Areas of Preservation
<ul style="list-style-type: none">Subareas where most of the community would agree that development/redevelopment or a change in character would be beneficial	<ul style="list-style-type: none">Subareas in which no change to the existing undeveloped character of the scenic resources and wildlife habitat is necessaryAdditional amenities and infrastructure are inappropriateMay benefit from some clustered residential development that improves the overall preservation of open space
Rural Neighborhoods with Conservation Opportunities	Rural Areas of Preservation
<ul style="list-style-type: none">Areas of existing development and platted neighborhoods with high wildlife values, where development/redevelopment should focus on improved conservationAreas that benefit from an increase in open space, scenic resources, and habitat enhancementGoals include balancing existing development with improved wildlife permeability and scenic enhancements.	<ul style="list-style-type: none">Subareas in which no change to the existing undeveloped character of the scenic resources and wildlife habitat is necessaryAdditional amenities and infrastructure are inappropriateMay benefit from some clustered residential development that improves the overall preservation of open space





Character Defining Features - Map Symbols

The Character Defining Features Maps depict the characteristics that define each district and subarea. Below is a list of symbols and map attributes that are used on the maps. Characteristics that are locational are shown on the map using color symbols or map attributes. Other characteristics, depicted using black symbols, apply generally to a subarea, but are not location specific. All mapped features are illustrative of the character of an area and do not imply regulatory boundaries or specific locations.

Common Value 1 – Ecosystem Stewardship

- Wildlife Permeability: Design for wildlife permeability should be a characteristic of the subarea.
- Agriculture: Agricultural use should be characteristic of the subarea.
- Wildlife Highway Crossing: Wildlife-vehicle collision mitigation emphasis site as identified by the Western Transportation Institute and Montana State University College of Engineering in 2012.
- Crucial Habitat: Bald eagle, trumpeter swan, mule deer, elk, and/or moose crucial winter habitat; mule deer and/or elk migration corridor; and/or bald eagle and trumpeter swan nesting area; and/or cutthroat trout spawning area as identified by the Conservation Research Center of Teton Science Schools in 2008.
- Scenic Corridor/Vista: Scenic highway corridors and vistas as identified on 1994 Community Issues Maps.

Common Value 2 – Growth Management

- Gateway: A gateway into the community.
- Public Parking: Existing parking provided by the Town of Jackson.
- Road Corridor Enhancement: A roadway corridor that will be characterized in the future by enhanced pedestrian and commercial vitality.
- Creek Corridor Enhancement: A creek within a complete neighborhood that will be characterized in the future by enhanced recreational opportunities and ecological value.

Common Value 3 – Community Character

-  Workforce Housing: Housing occupied by the workforce should be a characteristic of the subarea.
-  START Service: START service should be a characteristic of the subarea.
-  Local Convenience Commercial: Local convenience commercial should be located within the subarea.
-  Industrial: Light industrial and heavy retail use should occur in the subarea.
-  Parks and Recreation: Existing parks and recreation facilities.
-  School: Existing schools.
-  Key Transportation Network Project: Transportation network projects identified in Policy 7.2.d.
-  Existing/Proposed Pathways: Existing and proposed pathways identified in the Pathways Master Plan (2007).
-  Improved Interconnectivity: An area that will be characterized in the future by increased interconnectivity.

Character Defining Features - Neighborhood Form Continuum

A Neighborhood Form identifies the general pattern and intensity of development representative of a certain character. One or more neighborhood forms are associated with each subarea. Below is a transect that depicts the continuum of Neighborhood Forms that make up our community and shows the relationship between the various patterns and intensities that define our character.



	Preservation	Agriculture	Clustering
Acres	n/a	70+	35+
Height	n/a	n/a	2 story
Use	Preservation	Residential, Conservation	Residential, Conservation

Special Considerations Preserved open space, wildlife habitat

Agricultural exemptions + incentives, scale of historic agricultural compounds

Improved wildlife habitat, open space and scenic protection with respect for private property rights, integrated transportation planning, scale of historic agricultural compounds



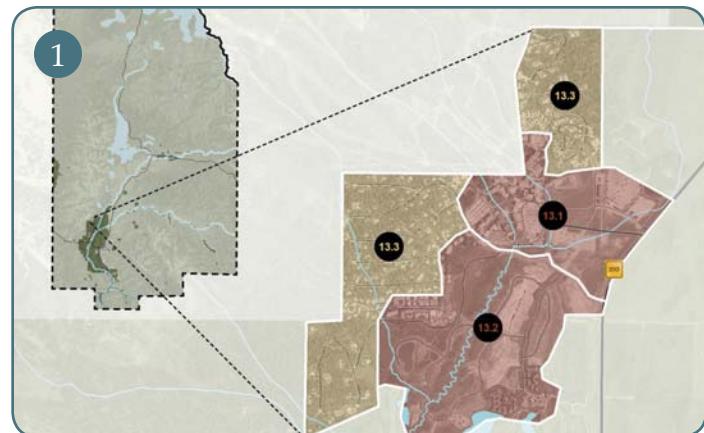
Habitat/Scenic	Conservation	Residential	Village	Village Center	Town	Resort/Civic
+/- 35	1-5	± 1	n/a	n/a	n/a	n/a
2 story	2 story	2 story	2 story	2-3 story	2-3 story	n/a
Residential, Conservation	Residential	Residential	Residential, Local Convenience	Residential, Commercial, Industrial, Civic	Residential, Commercial, Civic	Resort, Civic
Design for wildlife and/or scenery, scale of historic agricultural compounds	Design for wildlife and/or scenery, scale of historic agricultural compounds	Design for wildlife and/or scenery, scale of historic agricultural compounds	Variety of housing types, complete streets, workforce housing	Mixed use, pedestrian oriented, complete streets, workforce housing	Pedestrian oriented, public spaces, complete streets, workforce housing, employment center	Master Planned, more intense development, public, semi-public facilities

What Does the Illustration of the Vision Address?

Our community's Vision is illustrated in 15 Character Districts. Each Character District has unique issues, opportunities and objectives. Each Character District guides the overall implementation of the Comprehensive Plan and will ensure that preservation and development occur in the desired amount, location and type throughout the community.

Each Character District is composed of 6 parts:

1. The Vicinity Map identifies the district boundaries and the size of the district in relation to the entire community. It also depicts the boundaries of the district subareas and their Stable, Transitional, Preservation, or Conservation classification.



2. The Character Defining Features Map depicts the characteristics that define each district and subarea. Characteristics best described through mapping are shown on the map, while other characteristics are shown symbolically. Mapped features are illustrative of the character of an area and do not imply regulatory boundaries or specific locations of infrastructure. A complete list symbols used on the maps can be found on pages IV-8 and IV-9.



3. The Complete Neighborhood/Rural Area Table indicates whether the district currently has the characteristics of a Complete Neighborhoods or a Rural Area. It also indicates whether those characteristics will be maintained or enhanced in the future. This table serves to explain the classification of the district and identify the district's broad focus, basic issues and opportunities.

3 Complete Neighborhood + Rural Area Chart			
	DEFINITION	EXIST.	FUTURE
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design		Defined character for subareas
	Public Utilities		Sewer
	Quality Public Space		Enhance parks, pathways, Fish Creek
	Variety of Housing Types		Single family with some ARU/duplex
	Walkable Schools, Commercial + Recreation		Maintain local oriented core and amenities
	Connection by Complete Streets		Improved pedestrian connectivity
RURAL	Viable Wildlife Habitat + Connectivity		Maintain/enhance permeability
	Natural Scenic Vista		
	Agricultural + Undeveloped Open Space		
	Abundance of Landscape over Built Form		
	Limited, Detached, Single Family Res. Development		Maintain existing ratio
	Minimal Nonresidential Development		

Legend: Generally Present; Partially Present; Generally absent

4. Existing + Future Characteristics describe in words the existing and future character of the district, focusing on the elements of character that should be preserved or enhanced. This section provides the overall goals and vision for the district.
5. The Policy Objectives are policies from the Common Value chapters of the Comprehensive Plan that are particularly relevant and should be implemented in the district. There may be other policies that apply to the district, but these are the key objectives to be met in the district in order for the community to achieve our overall vision.
6. The Character Defining Features describe each subarea through text, neighborhood forms, and photos and/or drawings. The focus of the description is the character priorities that will allow for the desired character of the district, and consequently the community Vision, to be achieved. The neighborhood form(s) depict the general pattern and intensity of development that meets the desired character; while the illustrations and/or photos provide a more detailed illustration of the desired built form. The entire continuum of built forms can be found on pages IV-8 and IV-9.

4

Existing + Future Desired Characteristics

Wilson is a small complete neighborhood with a broad reach. While relatively few residents live within the district, many more outside the district rely on it for services and consider it their home. In addition, Wilson is the western gateway into the community for those travelling over Teton Pass. Wilson is characterized by quality social, economic, and natural amenities. It has parks, a community center, an elementary school, a childcare center, a general store, a hardware store, offices, medical services, restaurants, and bars all within walking distance. Fish Creek and the riparian areas of Wilson provide crucial wildlife habitat and wildlife migration corridors. Surrounding the district is permanently conserved agricultural open space.

Protecting Wilson's existing character while enhancing the district and meeting the community's growth management goals is the primary issue in Wilson. Wilson's future character should be consistent with the character that endears it to so many community members today. The district's residential subareas should maintain their character and Wilson should continue to provide locally-oriented commercial and neighborhood areas that limit the need for trips from the west bank into Town. The provided services should be supportive of the residents of the district and those otherwise passing through the district without relying on development potential or attracting trips from elsewhere in the community. Pedestrian connectivity in the district should be enhanced by improved pedestrian access from the residential subareas into the commercial core, a more pedestrian-oriented design of the commercial core, and safe and convenient pedestrian access to Highway 22 in the commercial core and at the school. In addition, START should become a more viable option for residents of Wilson and surrounding areas. Wildlife should continue to inhabit through the periphery and riparian corridors of Wilson.

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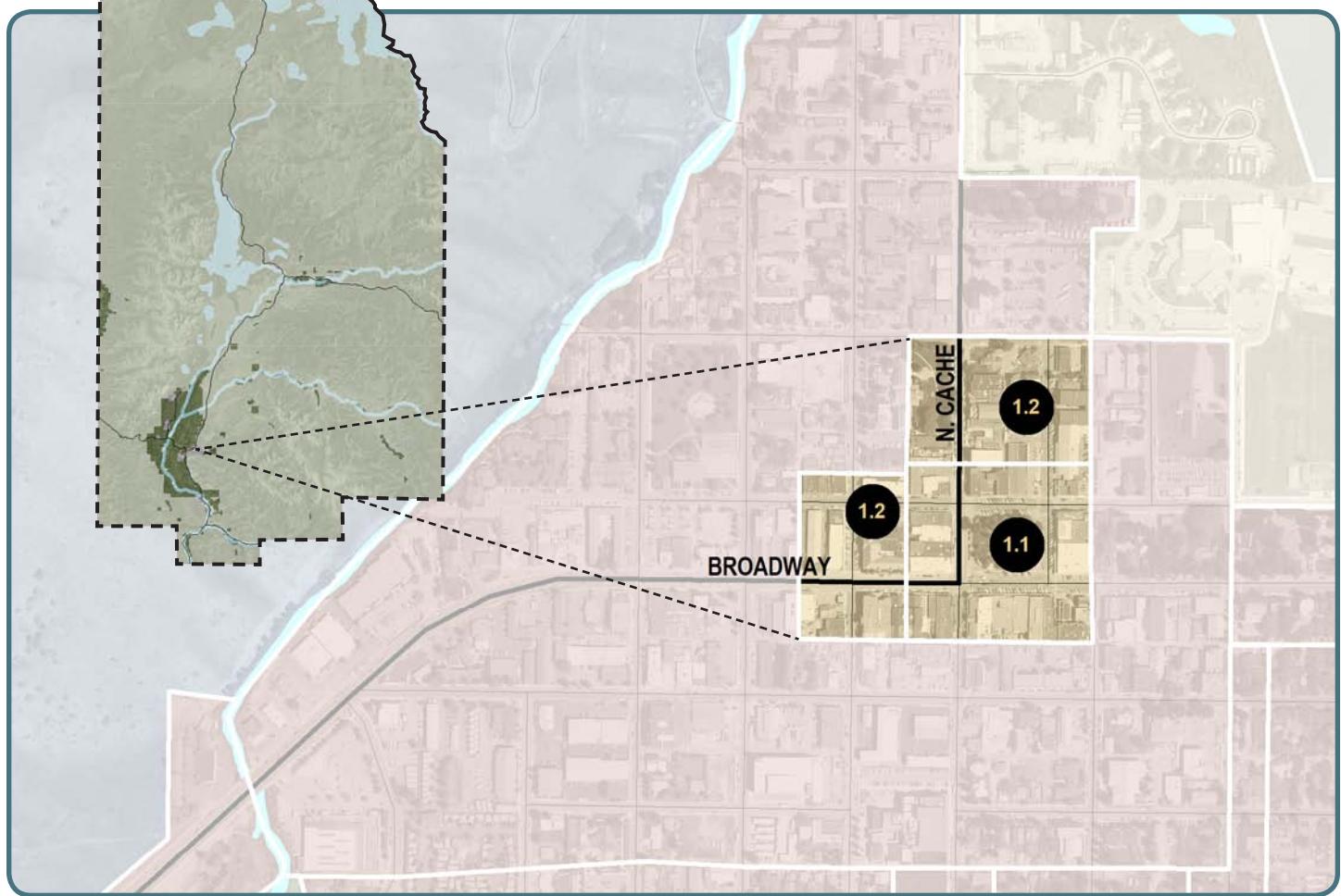
Policy Objectives

Common Value 1: Ecosystem Stewardship	1.1.c: Design for wildlife permeability 1.2.a: Buffer water bodies, wetlands, and riparian areas from development
Common Value 2: Growth Management	3.2.b: Locate nonresidential development to Complete Neighborhood Areas 3.2.d: Emphasize a variety of housing types 3.2.f: Enhance natural features in the built environment
Common Value 3: Community Character	5.3.b: Preserve existing workforce housing stock 6.2.c: Encourage local entrepreneurial opportunities 7.1.c: Increase the capacity for use of alternative transportation modes

6



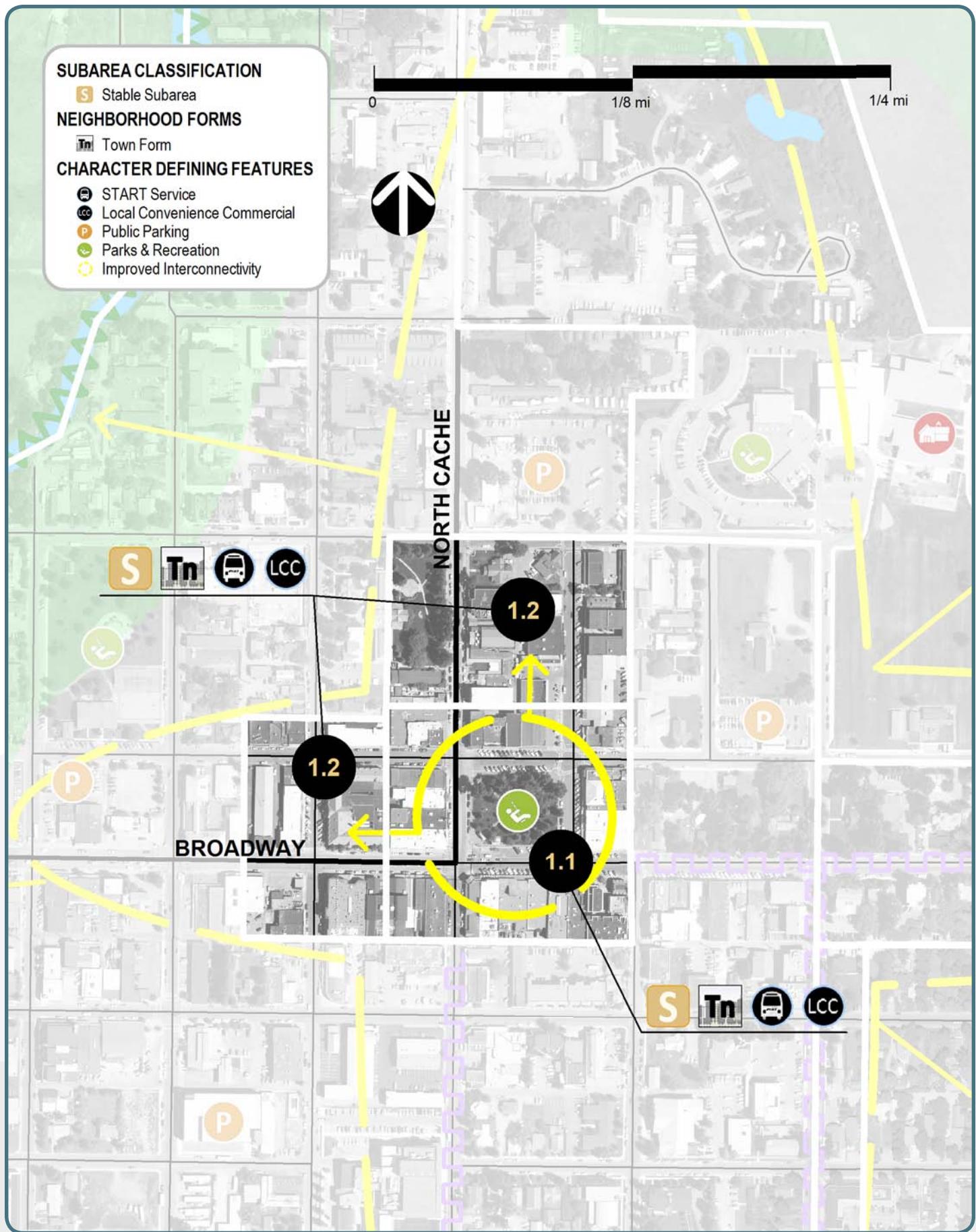
District 1: Town Square



Complete Neighborhood + Rural Area Chart

DEFINITION	EXISTING	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	●	●
	Public Utilities	●	●
	Quality Public Space	●	●
	Variety of Housing Types	○	●
	Walkable Schools, Commercial + Recreation	●	●
	Connection by Complete Streets	●○	●
RURAL	Viable Wildlife Habitat + Connectivity	○	○
	Natural Scenic Vistas	○	○
	Agricultural + Undeveloped Open Space	○	○
	Abundance of Landscape over Built Form	○	○
	Limited, Detached, Single Family Res. Development	○	○
	Minimal Nonresidential Development	○	○

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

The Town Square District is the historic center of Jackson Hole and the central gathering space for residents and visitors alike. The district is home to iconic buildings and public spaces, including the Cowboy Bar, George Washington Memorial Park (the “Town Square”), and the sawtooth building profiles surrounding the Town Square. Preserving the existing western character and heritage found in the buildings and public spaces in this district will be key to maintaining the existing character. The district is the center of the visitor experience in town and plays an important role in defining our community’s western heritage and overall community identity.

A future goal of the district is to have visitors and residents visit the area more often and stay longer, increasing the vitality of the area and supporting the local economy. To support this goal, commercial uses that create an active and engaging pedestrian experience, will be located on the first and second floors of buildings. Examples of these uses include restaurants, bars, a variety of retail shops and commercial amusement. In the future, the district will be the center of a Downtown Retail Shopping District, and as such office, residential and lodging uses will be predominantly located on upper floors.

Future community reinvestment in the district will create great public spaces and amenities for residents and visitors alike. This investment will not only create a positive visitor experience that supports our local economy, but will also continue the tradition of the Town Square as the gathering place for our community. The district will continue to be the center of community life, hosting a variety of events and community celebrations for residents and visitors. The temporary closure of streets, parking lots, parks and other public spaces will be encouraged to support such events. In addition, the community should consider the temporary and permanent closure of some streets to vehicles in order to create a vibrant pedestrian environment. Moving forward, the community will take great care and consideration in all future planning and redevelopment in the district.

Policy Objectives

Common Value 1: N/A

Ecosystem Stewardship

Common Value 2: 4.1.d: Maintain Jackson as the economic center of the region

Growth Management 4.2.c: Create vibrant walkable mixed-use districts

4.2.d: Create a Downtown Retail Shopping District

4.2.e: Protect the image and function of Town Square

4.2.f: Maintain lodging as a key component in the downtown

4.4.a: Maintain and improve public spaces

4.4.c Continue traditions and community events

4.5.a: Identify and preserve historically significant structures and sites

Common Value 3: 6.2.a: Enhance tourism as the basis of the economy

Community Character 6.3.a: Ensure year-round economic viability

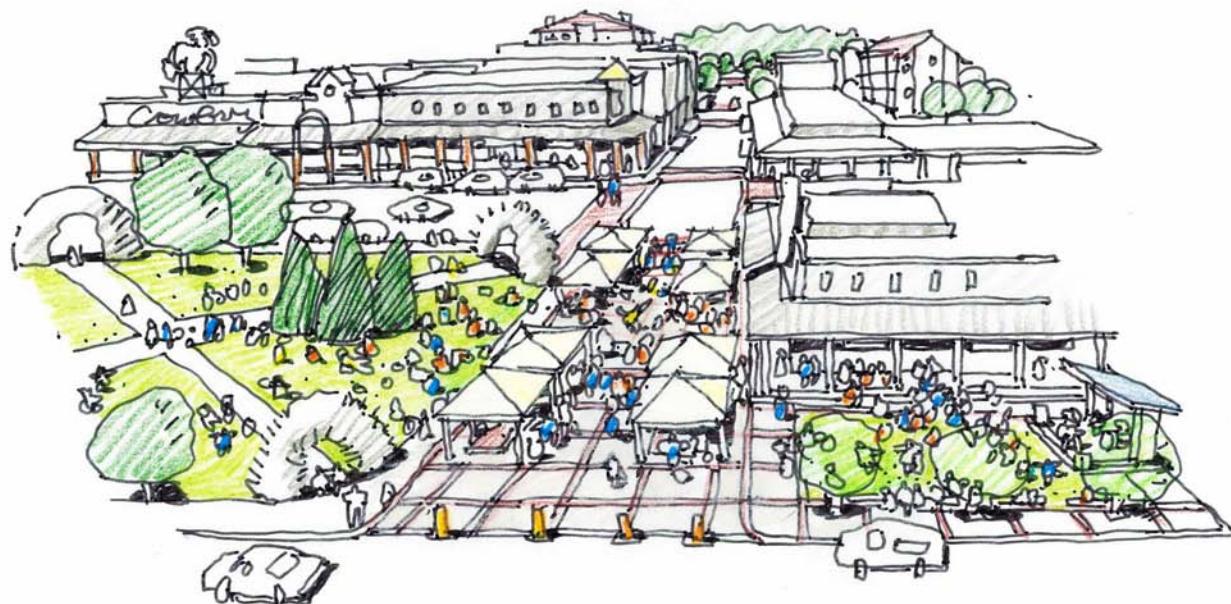
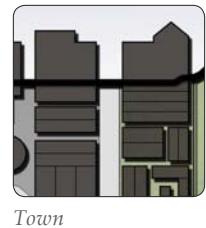
7.1.c: Increase the capacity for use of alternative transportation modes



Character Defining Features

1.1: Frontage Area

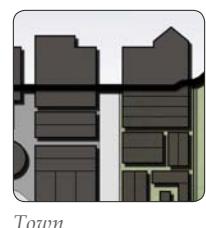
This STABLE subarea will focus on maintaining western character by retaining or replicating the existing built environment. Building heights directly fronting the Town Square should not exceed two stories. Buildings should be located near the street to create an attractive street front. A desired western architectural style and approach will be defined. The continuation of covered wooden boardwalks is vital to maintaining the desired western character. Parking will be provided predominately in public lots, underground, and on street to create a vibrant, walkable area oriented to pedestrians.



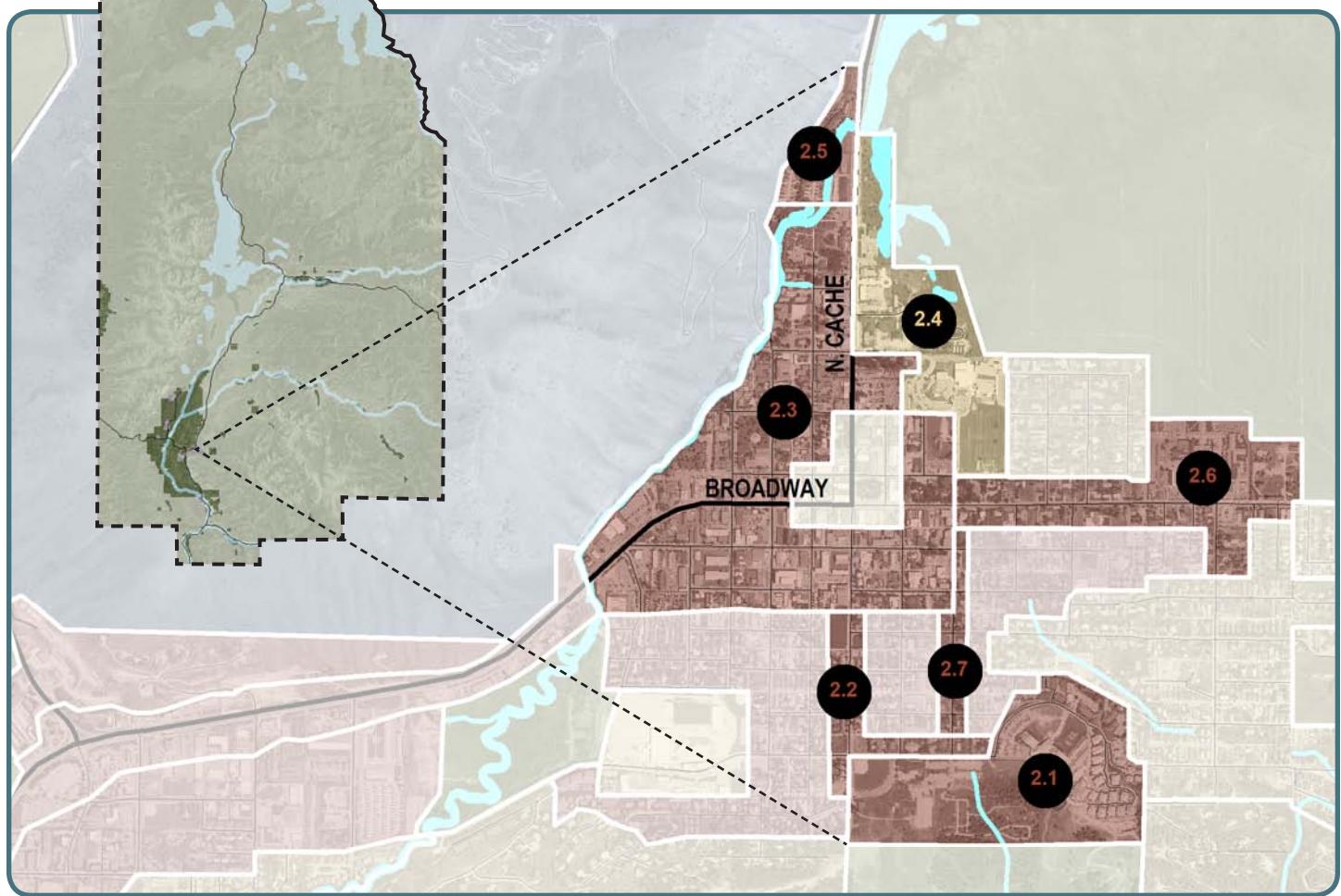
1.2: Western Character Area

This STABLE subarea will focus on maintaining western character consistent with the existing character within this subarea and subarea 1.1. Building heights will be allowed up to three stories, in order to provide lodging, residential and other non-residential uses on upper floors supporting our tourist economy and growth management goals. Buildings should be located near the street to create an attractive street front. A desired western architectural style and approach will be defined in coordination with subarea 1.1.

The continuation of covered wooden boardwalks is vital to maintaining the desired western character. Parking will be provided predominately in public lots, underground, and on street to create a vibrant, walkable area oriented to pedestrians.



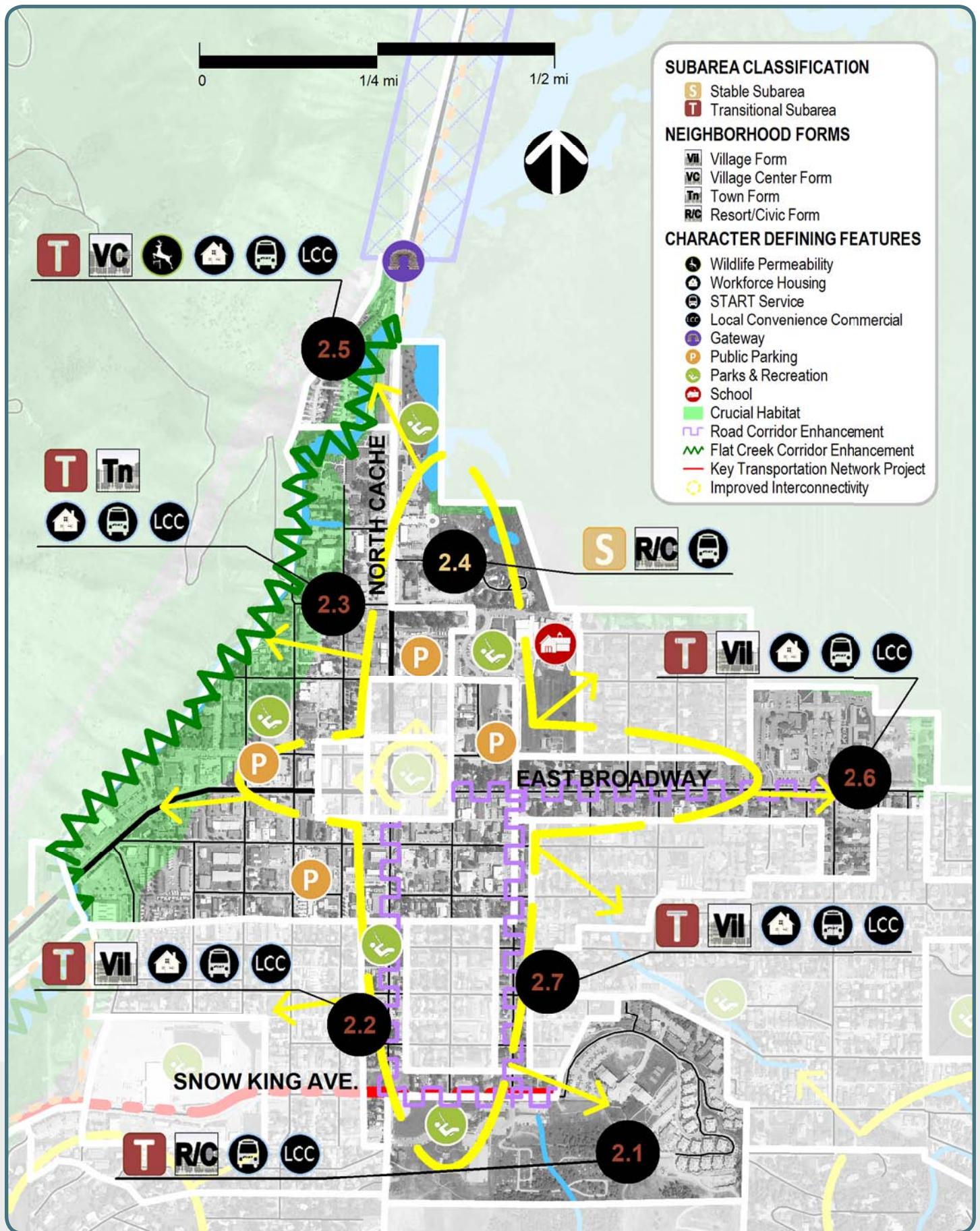
District 2: Town Commercial Core



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE		
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="radio"/>	<input checked="" type="radio"/>	Two- to three-story buildings, street wall creating a vibrant pedestrian mixed use area
	Public Utilities	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Water, sewer, storm sewer
	Quality Public Space	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Miller Park, Phil Baux Park, Snow King, Center for the Arts
	Variety of Housing Types	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Duplex, condominiums, apartments, multi-family
	Walkable Schools, Commercial + Recreation	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Post Office, START, Limited convenience commercial, school, parks, pathways
	Connection by Complete Streets	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Accommodations for alternative transportation modes a priority
RURAL	Viable Wildlife Habitat + Connectivity	<input type="radio"/>	<input checked="" type="radio"/>	Flat Creek enhancements
	Natural Scenic Vistas	<input type="radio"/>	<input type="radio"/>	
	Agricultural + Undeveloped Open Space	<input type="radio"/>	<input type="radio"/>	
	Abundance of Landscape over Built Form	<input type="radio"/>	<input type="radio"/>	
	Limited, Detached, Single Family Res. Development	<input type="radio"/>	<input type="radio"/>	
	Minimal Nonresidential Development	<input type="radio"/>	<input type="radio"/>	

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

The Town Commercial Core is the economic hub of Teton County. The district contains a significant amount of the community's commercial uses, employment opportunities and lodging capacity. The future goal of the district will be to create a vibrant pedestrian-oriented mixed-use area with a variety of non-residential and residential uses. A key component of achieving this goal will be to have visitors and residents visit the area more often and stay longer by increasing the availability of lodging and residential units and creating a vibrant Retail Shopping District.

Our community will strive to find creative solutions to develop the district into a year-round economic hub, by maintaining high lodging occupancy and sales tax collections during the shoulder seasons (April-May and October-November). Finding the correct balance of non-residential, non-profit and residential uses will be key to ensuring that the district remains economically and socially viable. In addition, it will be important to provide opportunities for local entrepreneurs and businesses that choose to locate in the community for our lifestyle within the district.

The district can easily be divided into two primary economic and community centers, each with their own unique identity and role - subareas 2.1 Snow King Resort and 2.3 Downtown. A key goal of the district will be to better connect these subareas in order to benefit from each other's vitality, complementary uses, and activities while supporting the overall success of the district as the center for our tourist based economy.

Historically, buildings have been one, two or three stories, oriented both to the street and to large parking areas provided onsite. New buildings should be pulled to the street, creating an attractive street wall with parking located predominantly underground or out of sight. In the future the district should be defined by strategically located public parking lots and on street parking. This will create a welcoming pedestrian experience where visitors and residents park once and enjoy a variety of uses and community events on foot. Flat Creek is the significant natural feature of this district. Future enhancements and redevelopment should seek to incorporate Flat Creek as a recreational and ecological amenity for the entire community.

The existing gridded network of streets and alleys create connectivity and redundancy for both pedestrians and the automobile and should be maintained. Future improvements to the district's streetscape to create inviting public spaces and accommodate a wide array of complete street amenities will be essential to achieving a vibrant mixed-use district. Public reinvestment in this district will be encouraged in order to create great public spaces and amenities for residents and visitors alike.



Policy Objectives

Common Value 1: N/A

Ecosystem Stewardship

Common Value 2: 4.1.b: Emphasize a variety of housing types, including deed-restricted housing

Growth Management 4.1.d: Maintain Jackson as the economic center of the region

4.2.c: Create vibrant walkable mixed-use districts

4.2.d: Create a Downtown Retail Shopping District

4.2.f: Maintain lodging as a key component in the downtown

4.4.b: Enhance Jackson gateways

4.4.d: Enhance natural features in the built environment

Common Value 3: 5.2.d: Encourage deed-restricted rental units

Community Character 6.2.b: Support businesses located in the community because of our lifestyle

6.2.c: Encourage local entrepreneurial opportunities

6.3.a: Ensure year-round economic viability

7.1.c: Increase the capacity for use of alternative transportation modes

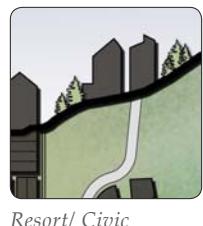
Character Defining Features

2.1: Snow King Resort

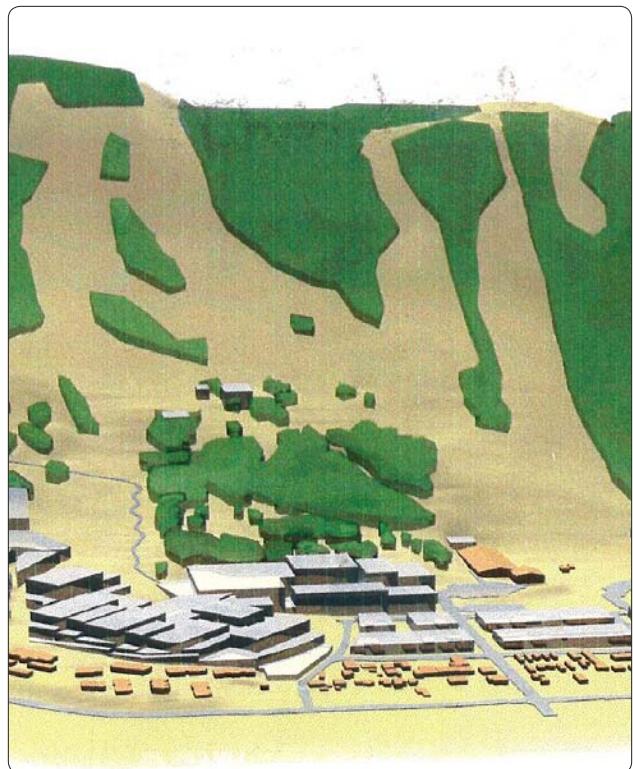
This TRANSITIONAL subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed-use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the "Town Hill", providing a host of winter and summer recreational amenities.

In the future the subarea will act as a complementary subarea to the downtown for lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures in the subarea will often be larger than those typically allowed in other areas of town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space to the built environment key to a successful resort experience.

Consistent with the master plan, Snow King Avenue will be developed into a mixed-use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there.



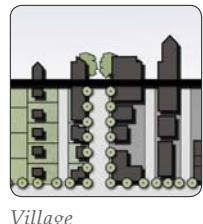
Resort/ Civic



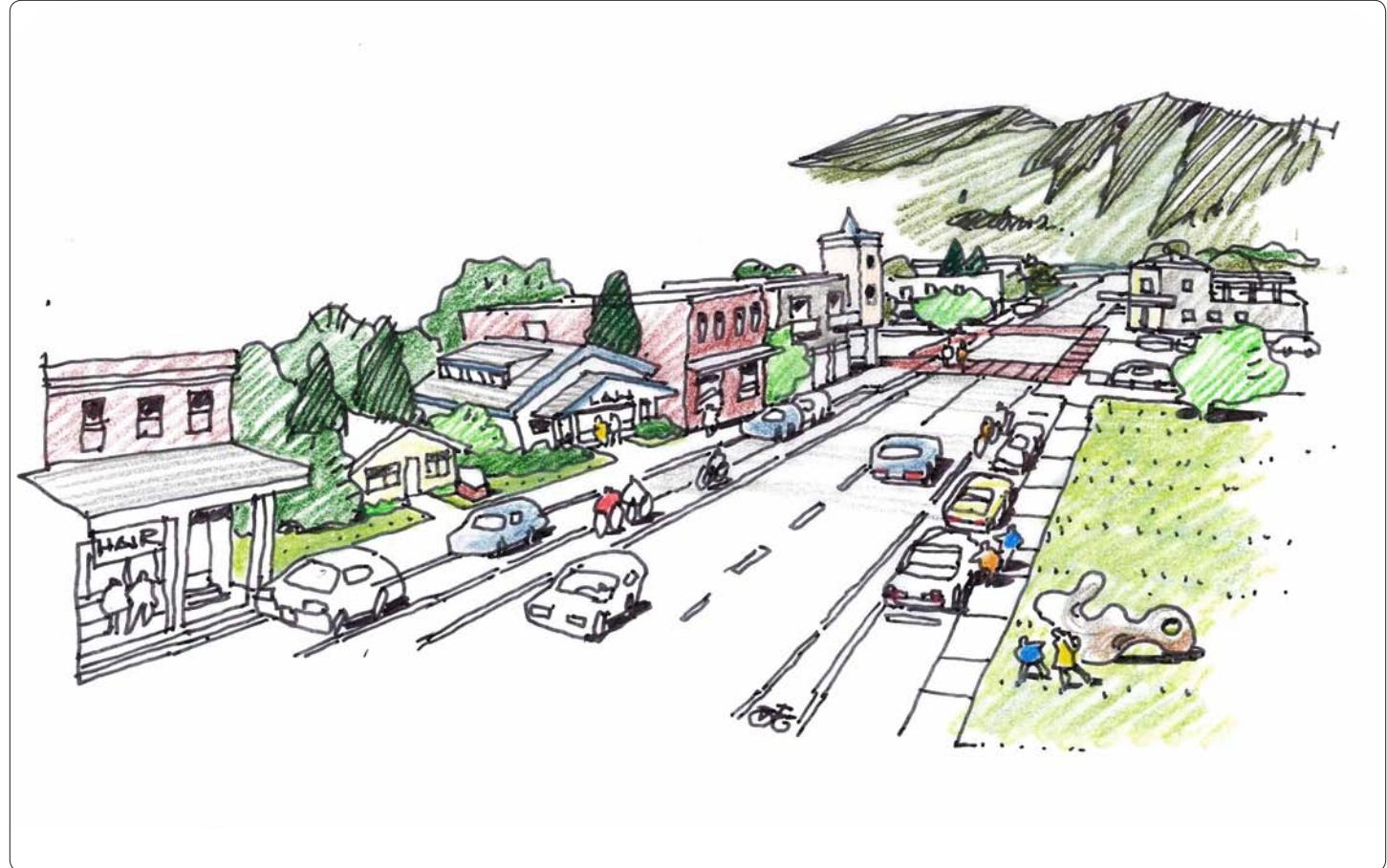
2.2: Snow King and South Cache Corridors

This TRANSITIONAL subarea is envisioned as a pedestrian-oriented mixed-use corridor. The goal of the corridor will be to provide an attractive pedestrian link between the Snow King (2.2) and Downtown (2.3) subareas. The corridor is anchored by the Center for the Arts, the community hub for cultural events and activities and other public spaces, including the Center for the Arts Park, Phil Baux Park and the Snow King base area.

The goal of this subarea will be to provide an attractive pedestrian link between Downtown, Snow King and the many under-utilized public spaces in the area. In order to achieve this, ground-level uses should add vitality and street life that support the Center for the Arts and attract residents and visitors to the subarea. Upper floors should provide residential uses, designed to promote workforce housing. Buildings should be two (2) stories in height and front the street. Particular care and attention will be necessary to ensure a successful integration between this mixed-use subarea and the adjacent residential subarea 3.2. Particular attention will need to be given to the location of buildings, parking, types of uses, and intensity of uses to ensure a successful transition.



Village

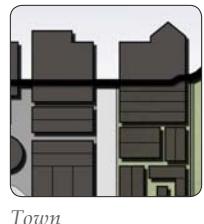


2.3: Downtown

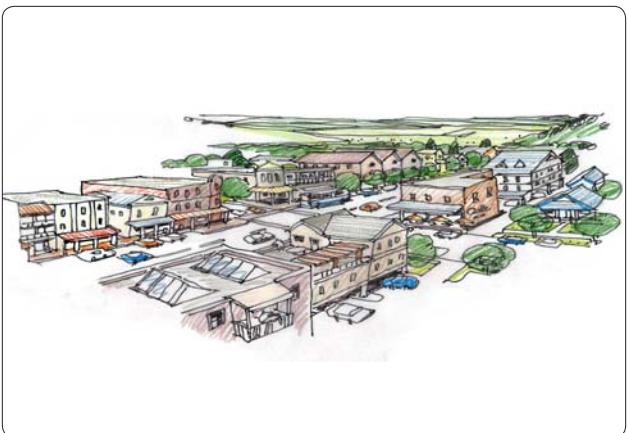
This large TRANSITIONAL subarea currently consists of a variety of retail, restaurant, office and other commercial activities, along with long-term residences and lodging in a variety of building sizes and forms. Downtown is the center of civic, cultural, economic and social activity for our community as well as the center of the visitor experience, as a significant amount of lodging is located here. The existing character and built form is varied and inconsistent.

The goal of this subarea is to create a vibrant mixed-use area by accommodating a variety of uses and amenities. The subarea will be the starting point for the development of a refined Lodging Overlay boundary and future discussion of the type and size of lodging desired. A key challenge will be to provide a balance between lodging and long-term residential housing. Commercial uses that create an active and engaging pedestrian experience will be predominantly located on the first and second floors of buildings. Examples of these uses include restaurants, bars, a variety of retail shops and commercial amusement. Furthermore, as portions of the subarea will be located within a future Downtown Retail Shopping District, uses such as office, residential and lodging will be predominantly located on upper floors.

A goal of this subarea will be to create a consistent building size and form. In the future, a variety of two to three story buildings are desired. Buildings should be located to create an attractive street wall and take advantage of good urban design principles including massing, articulation and the provision of public space. The pedestrian realm will be of great importance in this subarea, and emphasis should be placed on adding improvements focusing on the pedestrian experience. Parking should continue to be provided predominately in public lots and on street to create a vibrant, walkable area that is oriented to the pedestrian. On-site parking should be predominantly underground or screened from view. Future redevelopment should enhance the Flat Creek corridor for recreational and ecological purposes. Buildings should front onto the creek to provide opportunities for interaction and enjoyment of this community resource.

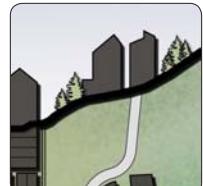


Town



2.4: Public/Civic

This STABLE subarea is defined by institutional facilities such as the Davey Jackson Elementary School, the Teton County/Jackson Recreation Center, and the various State and Federal Agencies along North Cache Street. This area will continue to provide these essential public services in a central location consistent with the sustainability and community service policies of the Plan. In the event that lands within this subarea are conveyed into private ownership, any development of non-public uses could require this subarea to be amended.

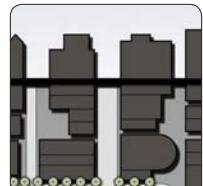


Resort/ Civic



2.5: North Cache Gateway

This TRANSITIONAL subarea will be characterized as a key gateway into the town from the National Parks and the airport to the north. Flat Creek enhancement is of great importance here, and redevelopment should seek to promote Flat Creek as a recreational and ecological amenity. The existing mix of non-residential and residential uses, including workforce housing, are appropriate. The redevelopment of these uses should take the form of two (2) and three (3) story buildings that address North Cache and the Flat Creek corridor, with an emphasis on providing workforce housing. Building designs should incorporate techniques to mitigate height such as stepping back upper floors from the streetscape.

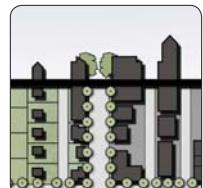


Village Center



2.6: East Broadway Mixed-use

This TRANSITIONAL subarea currently contains a variety of single-family residential, multi-family residential, office and large institutional uses such as St. John's Hospital and the National Elk Refuge Headquarters. The future use of the private property along Redmond Street and East Broadway Avenue will be mixed-use office or multi-family residential. The development pattern should locate buildings toward the street predominantly two-stories in height. Parking should be minimized and screened from the view of the public right of way. Office, residential and local convenience commercial should be located on the first level with residential above and behind. Some limited local convenience commercial is desirable to serve the surrounding residential areas with the goal of reducing trips outside the neighborhood. The existing institutional uses shall remain as anchors to the local economy by providing many jobs and services to the community. The bulk, scale and intensity of the St. John's campus has always been and will continue to be of a higher intensity than the surrounding mixed-use and residential neighborhoods.

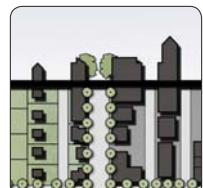


Village

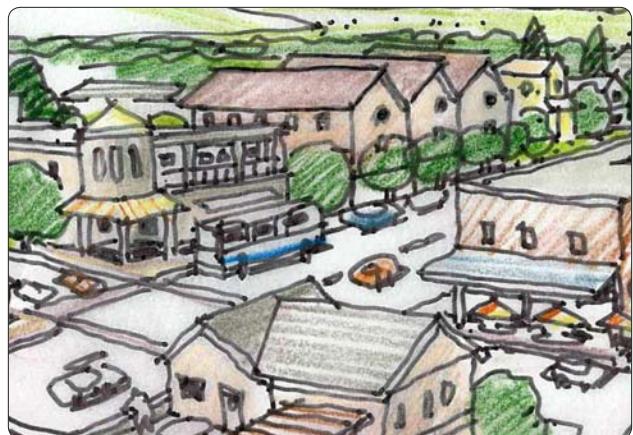


2.7: Willow Street Corridor

This TRANSITIONAL subarea is envisioned to be a pedestrian-oriented mixed-use corridor. The goal of the corridor will be to provide an attractive pedestrian link between the Snow King (2.2) and Downtown (2.3) subareas. In order to achieve this, ground-level uses should add vitality and street life to the corridor to attract residents and visitors to the area. Upper floors will be used to provide residential uses, including workforce housing. Buildings should be two (2) stories and front the street. Particular care and attention will be necessary to ensure a successful integration between this mixed-use subarea and the adjacent residential subarea 3.2. Particular attention will need to be given to the location of buildings, parking, types of uses, and intensity of uses to ensure a successful transition.

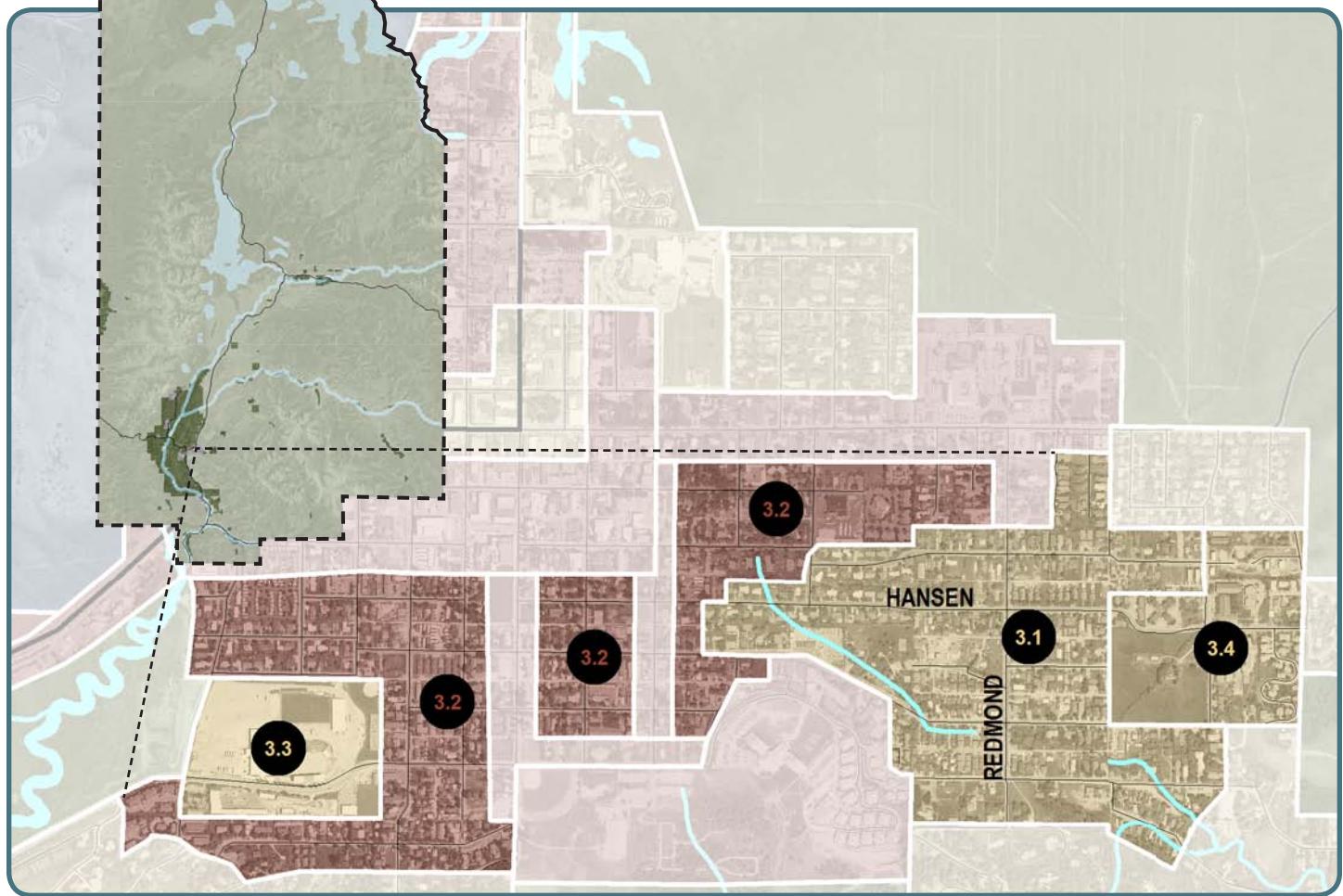


Village



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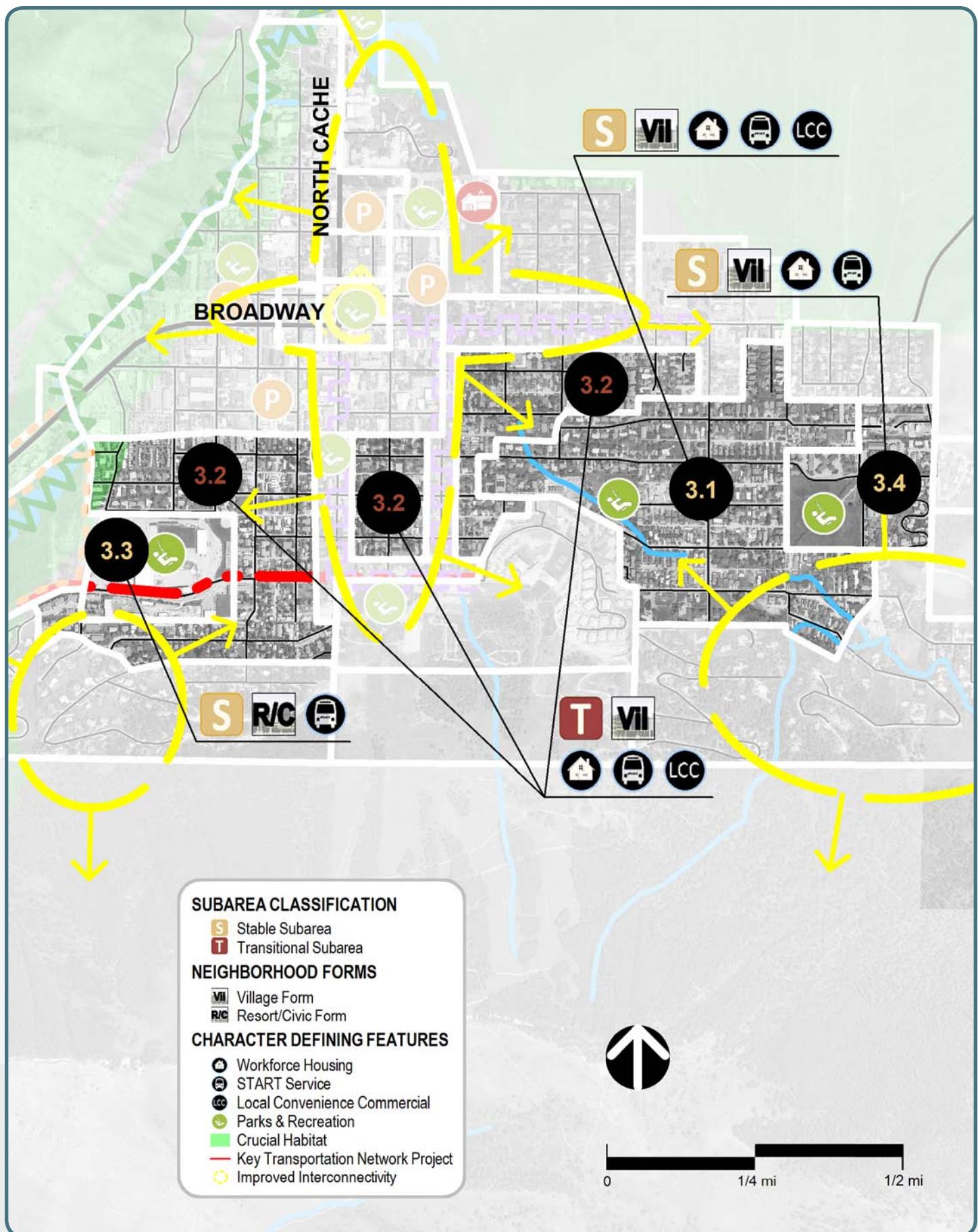
District 3: Town Residential Core



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	○	● Variety of residential building sizes and forms; two to three story buildings
	Public Utilities	●	Water, sewer, storm sewer
	Quality Public Space	●	Mike Yokel Park, May Park, Rodeo Grounds
	Variety of Housing Types	●	Single-family, duplex, tri-plex and multi-family
	Walkable Schools, Commercial + Recreation	●	START, limited convenience commercial, schools, parks, pathways
	Connection by Complete Streets	●	Accommodations for alternative transportation modes a priority
RURAL	Viable Wildlife Habitat + Connectivity	●	Flat Creek and Cache Creek enhancement
	Natural Scenic Vistas	○	
	Agricultural + Undeveloped Open Space	○	
	Abundance of Landscape over Built Form	○	
	Limited, Detached, Single Family Res. Development	○	
	Minimal Nonresidential Development	●	Limited convenience commercial

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

The Town Residential Core is comprised of a variety of housing types and forms, including single family, duplex, tri-plex and multi-family occupied primarily by the local workforce. Some of the district's key characteristics are its proximity to District 2 Commercial Core (including employment and complete neighborhood amenities), an existing gridded transportation network and a mix of low to high density residential development.

The district is envisioned to contain a variety of residential densities, a variety of residential types (such as single family, duplex, tri-plex and multi-family), and a variety of building sizes in order to maintain and meet our community's growth management and workforce housing goals. The consolidation of multiple lots to create larger single-family homes is inconsistent with the district's existing character and with our growth management goals. An important goal within the district will be to reestablish a neighborhood feel with a strong sense of ownership by all residents.

The existing gridded transportation system, including areas with and without alleys, provides great connectivity for all modes and should be maintained and enhanced whenever possible. Complete street amenities, including continued and expanded START service, are appropriate and should be added with every opportunity in keeping with the existing residential character. These amenities should be developed to link residents to key community features found in the district, including parks, schools, and local convenience commercial. It is also important to recognize Snow King Avenue as a primary transportation corridor that will need to be maintained and improved in order to support regional transportation goals.

The district is well-served by a majority of complete neighborhood amenities that should be maintained and enhanced in the future. Limited local convenience commercial and mixed-use office development is currently found in the district and should continue in the future in order to achieve the complete neighborhood and economic sustainability goals of the plan. The district is in need of redevelopment and reinvestment in order to ensure it is a desirable residential neighborhood with a strong sense of community ownership into the future.

Policy Objectives

Common Value 1: N/A

Ecosystem Stewardship

Common Value 2: 4.1.b: Emphasize a variety of housing types, including deed-restricted housing

Growth Management 4.3.a: Preserve and enhance stable neighborhoods

4.3.b: Create and develop transitional neighborhoods

4.4.d: Enhance natural features in the built environment

Common Value 3: 5.2.d: Encourage deed-restricted rental units

Community Character 5.3.b: Preserve existing workforce housing stock

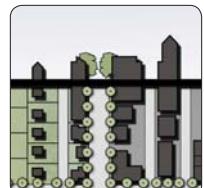
7.1.c: Increase the capacity for use of alternative transportation modes



Character Defining Features

3.1: East Jackson

This STABLE subarea will continue to provide a variety of housing types, including single family, duplex and tri-plex with up to three units per lot when both a street and alley frontage is provided and up to two units per lot when only street or alley access is provided. Multi-family development is not currently found in this area and is not desirable in the future. Being a stable subarea, the size and scale of future buildings will be compatible with the existing character of the area, which includes a wide variety of building sizes and scales. Structures should be pulled toward the street where possible and building footprints should be minimized in order to allow for adequate yards and landscaping. Structures will be of comparable bulk and scale regardless of the number of units provided therein. Up to two stories will be allowed and may be configured in a variety of layouts, with both attached and detached units. Some areas with an existing single family character will maintain this characteristic in the future with only one dwelling unit per lot.



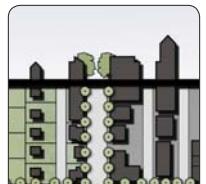
Village



3.2: Core Residential

This TRANSITIONAL subarea is currently made up of a variety of single family and multi-family residential types, with some existing larger residential developments and non-conforming commercial uses. Redevelopment, revitalization and reinvestment are highly desired in this subarea. Due to its central location in the core of town near employment and complete neighborhood amenities, the future character of this subarea will include some increased density and larger buildings than subarea 3.1.

In addition, to the development pattern described in subarea 3.1 multi-family residential uses will be encouraged in order to replace existing commercial uses and to blend the borders of the Commercial Core (District 2) with the Residential Core (District 3) districts. Multi-family structures will be predominantly found on larger residential lots and along mixed-use corridors. The size and scale of multi-family structures will be predominantly two stories with three stories considered in specific cases with proper design. The density and intensity found in areas containing multi-family structures may be greater than what is generally allowable in other areas. For these larger structures, the dominant building mass should be located near the street and be broken into multiple smaller buildings when possible. Parking should be minimized and screened from view as much as possible. In areas where office uses currently exist, consideration should be given to allow a mix of office and residential uses. Future mixed-use office development should be of the same bulk, scale and intensity of the residential uses in this subarea.



Village



3.3: Institutional Area

This STABLE subarea is characterized by its two existing institutional land uses - the rodeo grounds and the Town Public Works facility. The Town Public Works facility is an essential facility that should be maintained in its current, central location consistent with the sustainability and community services policies of the plan. Similarly, the location and use of the Rodeo Grounds supports the Town as Heart policies of this plan and should be allowed to remain its current location. The subarea will maintain similar uses and characteristics into the future, although the actual users may change.

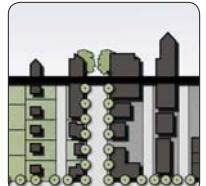


Resort/ Civic



3.4: Multi-family Area

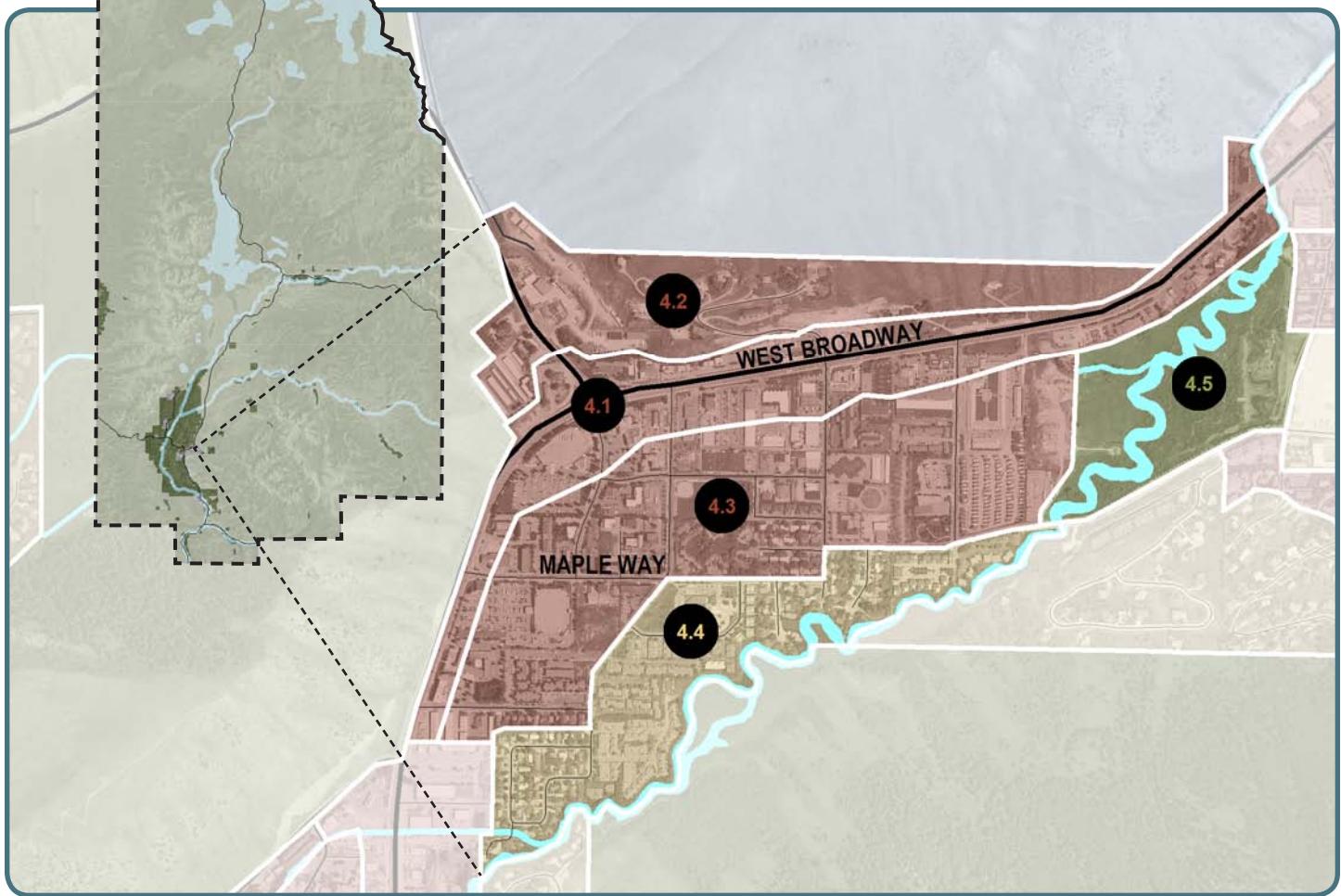
This STABLE subarea currently provides a variety of housing types in a variety of building forms with a mix of rental and ownership units. Existing multi-family structures such as the Pioneer Homestead contain a significant number of units and serve a critical housing need in the community, which should be maintained and supported. The future character of this area will maintain the existing medium to high density development pattern with a mix of small lot single family, duplex, tri-plex, and multi-family structures. For all structures, the dominant building mass should be located near the street, with parking predominantly to the rear and screened from the view of the public right of way. The size and scale of multi-family structures should be up to two stories at a density and intensity consistent with what exists today. These structures should be broken into multiple smaller buildings when possible. Any opportunity to extend the adjacent gridded street network through this area would be beneficial. The primary feature of this area is the currently undeveloped May Park. The future use and development of this park will increase the livability of the area and support the existing and future medium to high density residential development.



Village



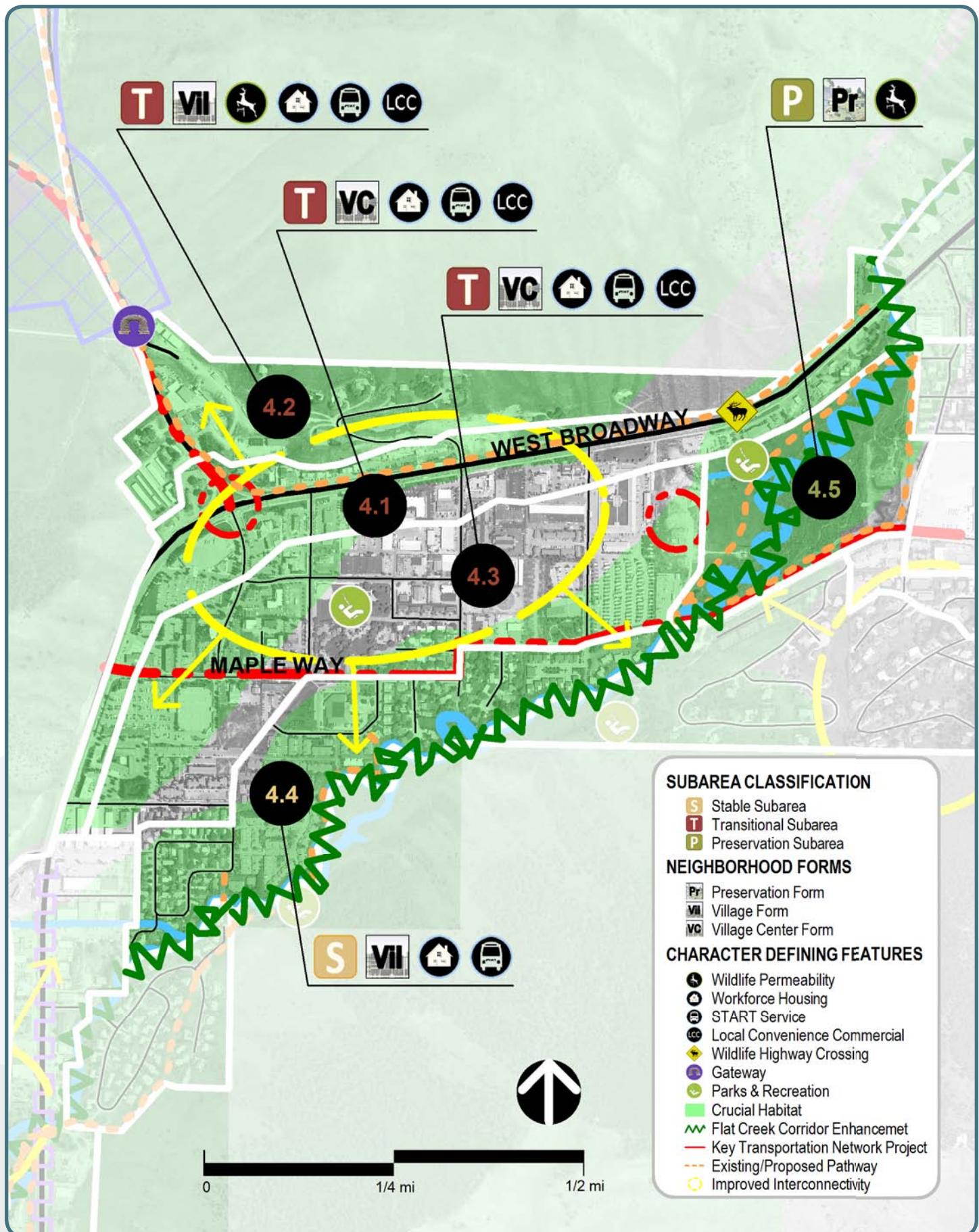
District 4: Mid Town



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	○	●
	Public Utilities	●	●
	Quality Public Space	●	●
	Variety of Housing Types	●	●
	Walkable Schools, Commercial + Recreation	●	●
	Connection by Complete Streets	●	●
RURAL	Viable Wildlife Habitat + Connectivity	●	●
	Natural Scenic Vistas	●	●
	Agricultural + Undeveloped Open Space	●	●
	Abundance of Landscape over Built Form	○	○
	Limited, Detached, Single Family Res. Development	○	○
	Minimal Nonresidential Development	○	○

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

Midtown is one of the most complete neighborhoods in the community. It contains many of the service, office and retail establishments that meet Teton County residents' daily needs. It also contains a significant amount of workforce housing in a variety of housing types, including single family, duplex and multi-family structures. Another important characteristic of the district is the "Y", the intersection of the community's two main highways, U.S. 89 and Wyoming 22. Midtown is a highly visible District that is experienced on a daily basis by most residents. Today, the land use pattern is automobile-oriented and made up of large blocks containing low intensity single-use structures (both residential and non-residential) surrounded by significant surface parking, with little connectivity between blocks and lots. It is also the location of a significant amount of existing lodging uses developed prior to the 1994 plan that will be allowed to continue in the future. Flat Creek is the significant natural feature of the district.

The future vision is to create a walkable mixed-use district with improved connectivity and increased residential population. Key to achieving this vision will be the creation of a concentrated and connected land use pattern. To support this goal, future land uses will continue to include a variety of non-residential uses serving the needs of the local community and a variety of residential types focusing on workforce housing in multi-family and mixed-use structures, specifically including deed-restricted rental units.

Mixed-use, non-residential and multi-family residential buildings should be two to three stories in height and oriented to the street. Some limited four story structures will be considered when adjacent to a natural land form. In the future, a landscape buffer between buildings and the street with well-designed green space and/or hardscape will be important to create an attractive pedestrian environment becoming of a desirable, walkable, mixed-use district. Parking areas should be predominantly located behind buildings or screened from view. The creation of complete streets will be critical to increase connectivity between uses and between blocks and lots by all modes of travel. It is also important to recognize Snow King Avenue as a primary transportation corridor that will need to be maintained and improved in order to support regional transportation goals.

Despite the intensity of human activity within the district, Midtown contains or is adjacent to prominent natural resource lands such as the Karns Meadow, Flat Creek, East Gros Ventre Butte, High School Butte and the northwestern foot of Snow King Mountain. A key characteristic of this area is the mule deer movement corridor between East Gros Ventre Butte and Karns Meadow, and consequently, the high rate of wildlife vehicle collisions along West Broadway Avenue. The natural resources found in or adjacent to this district should be considered in the course of future planning, with development being located in a way that protects wildlife habitat and facilitates wildlife movement through the district. Future enhancements and redevelopment should seek to incorporate Flat Creek as a recreational and ecological amenity for the entire community.

Whether it is enhancing the gateway to Town at the Y intersection, redeveloping under-utilized properties with mixed-use structures, improving alternative transportation infrastructure and connectivity, or enhancements to Flat Creek - change in this district is desirable.

Policy Objectives

<i>Common Value 1: Ecosystem Stewardship</i>	1.1.c: Design for wildlife permeability
<i>Common Value 2: Growth Management</i>	4.1.b: Emphasize a variety of housing types, including deed-restricted housing 4.1.d: Maintain Jackson as the economic center of the region 4.2.c: Create vibrant walkable mixed-use districts 4.3.a: Preserve and enhance stable neighborhoods 4.3.b: Create and develop transitional neighborhoods 4.4.b Enhance Jackson gateways 4.4.d: Enhance natural features in the built environment
<i>Common Value 3: Community Character</i>	5.2.d: Encourage deed-restricted rental units 5.3.b: Preserve existing workforce housing stock 6.2.b: Support businesses located in the community because of our lifestyle 6.2.c: Encourage local entrepreneurial opportunities 7.1.c: Increase the capacity for use of alternative transportation modes 7.2.d: Complete key Transportation Network Projects to improve connectivity 7.3.b: Reduce wildlife and natural and scenic resource transportation impacts

Character Defining Features

4.1: Highway Corridor

This TRANSITIONAL subarea is dominated by West Broadway Avenue, Highway 22 and the Y intersection. Development intensity should be oriented towards these roadways and configured in two to three story mixed-use buildings with adequate setbacks and screening proportional to these busy highway corridors and intersections. Along the north side of West Broadway four stories buildings will be allowed when they are built into and used to screen the adjacent hillside. All building designs should incorporate techniques to mitigate height such as stepping back upper floors from the streetscape. Parking areas should be predominantly in the rear or screened from view. The lower levels of buildings should contain a variety of non-residential uses including retail, service and office uses catering to locals, while residential uses should be located predominantly on the upper levels of mixed-use buildings or to the rear of a site and away from the highway. It will be important to successfully integrate the land uses and patterns in this area with the adjacent sub-area 4.1.

A goal of the subarea will be to implement complete street amenities, balancing the needs of vehicle and alternative transportation users. Pedestrian connectivity across West Broadway will be needed to ensure access to the neighborhood amenities located in the southern portion of the district. Some single use and auto-oriented uses (e.g. gas stations and auto dealers) will still be needed in the future. These uses should follow the desired building form and pattern as much as possible, including providing connectivity by all travel modes to adjacent lots. A key challenge in this area will be to identify a solution to accommodate a wildlife crossing along West Broadway Avenue.

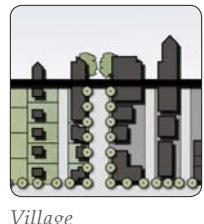


Village Center



4.2: Northern Hillside

This TRANSITIONAL subarea must strike a delicate balance between allowing some mixed-use and residential development while maintaining wildlife permeability and the natural form of the undeveloped hillsides. A key to successful future development will be to sensitively place development in harmony with the existing terrain in order to minimize land disturbance. Development intensity in this area should be less than that found within the adjacent subarea 4.1. Structures will be allowed up to two stories and may be configured in a variety of layouts with attached and detached units blending into the natural surroundings. Smaller building footprints will be encouraged in order to provide adequate open and/or landscaped areas. A variety of residential types, including live/work, multi-family, and duplexes, may be appropriate in this area depending on the specific characteristics of a site and its existing topography. Low density single-family housing may continue to be appropriate at the edges of this area, particularly when adjacent to existing undisturbed hillsides. Future development should address wildlife permeability and assist in guiding wildlife movement to future roadway crossings.

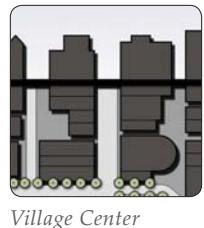


Village



4.3: Central

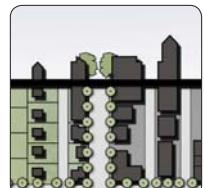
This TRANSITIONAL subarea in the core of the district will be critical in achieving the overall goal of transforming the area into a walkable mixed-use district. Opportunities should be taken to expand the currently limited street network in order to break up large existing blocks and increase connectivity for all transportation modes. Key to this transition will be the addition of increased residential intensity in a variety of types and forms to take advantage of the complete neighborhood amenities in the area. Mixed-use structures will be encouraged with non-residential uses located predominantly on the street level and residential units on upper levels. Multi-family structures in a variety of forms will also be desirable. Mixed-use and multi-family residential buildings should be a combination of two and three story structures oriented to the street, though a buffer should be placed between buildings and the street with green space and/or hardscaping. Parking areas should be predominantly located behind buildings or screened from view. Live-work housing opportunities will be encouraged, as well as any other opportunities to promote local entrepreneurship. Single family residential units are not envisioned for this area. Particular care and attention will need to be given to ensure a successful transition from this mixed-use subarea to the adjacent stable residential subarea. The location of buildings and parking, types of uses and overall intensity of use should be considered to ensure a successful blend of these two subareas.



4.4: Residential

This STABLE subarea should continue as a single family and multi-family residential neighborhood with a mix of ownership and rental units in close proximity to complete neighborhood amenities. Pedestrian and bicycle connections should be enhanced, both in terms of internal destinations and those beyond, particularly to schools in other districts.

Portions of this subarea also function as a wildlife movement corridor. In the future, wildlife permeability to and from Flat Creek will be maintained and enhanced. Development should also occur in a manner that is sensitive to hillsides, and smaller building footprints should be encouraged in order to provide open and/or landscaped areas. Future improvements to Flat Creek and the adjacent pathway and park system will be needed to support the health of this natural feature for wildlife and residents.

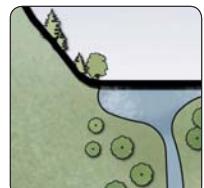


Village



4.5: Karns Meadow

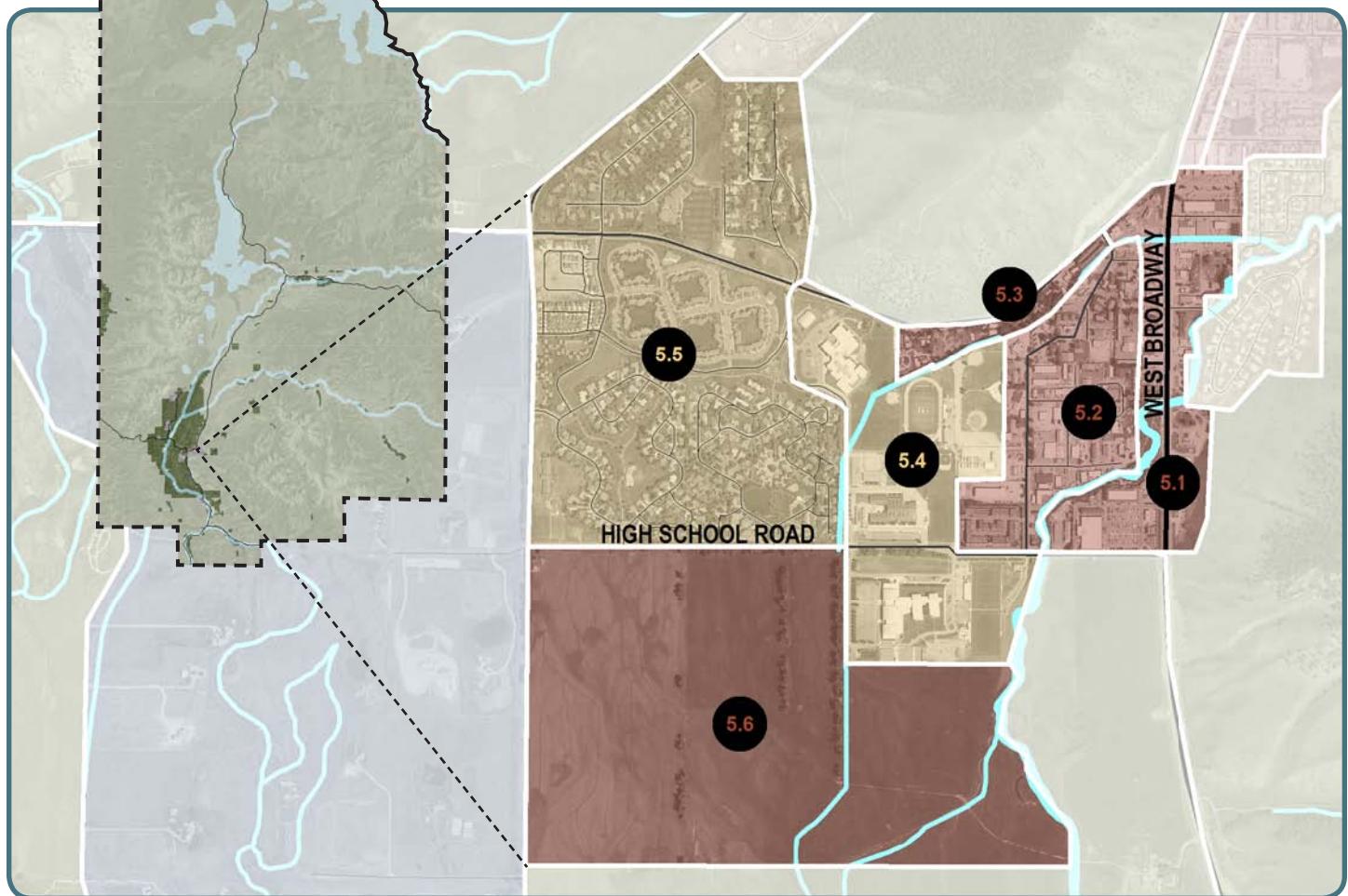
This PRESERVATION subarea should continue to serve as wildlife habitat and a key wildlife movement corridor in the future. The needs of wildlife will be prioritized over the provision of recreational amenities. The future addition of a street connection through this district will improve connectivity for all modes of transportation and create a separation between the developed and undeveloped portions of the subarea.



Preservation



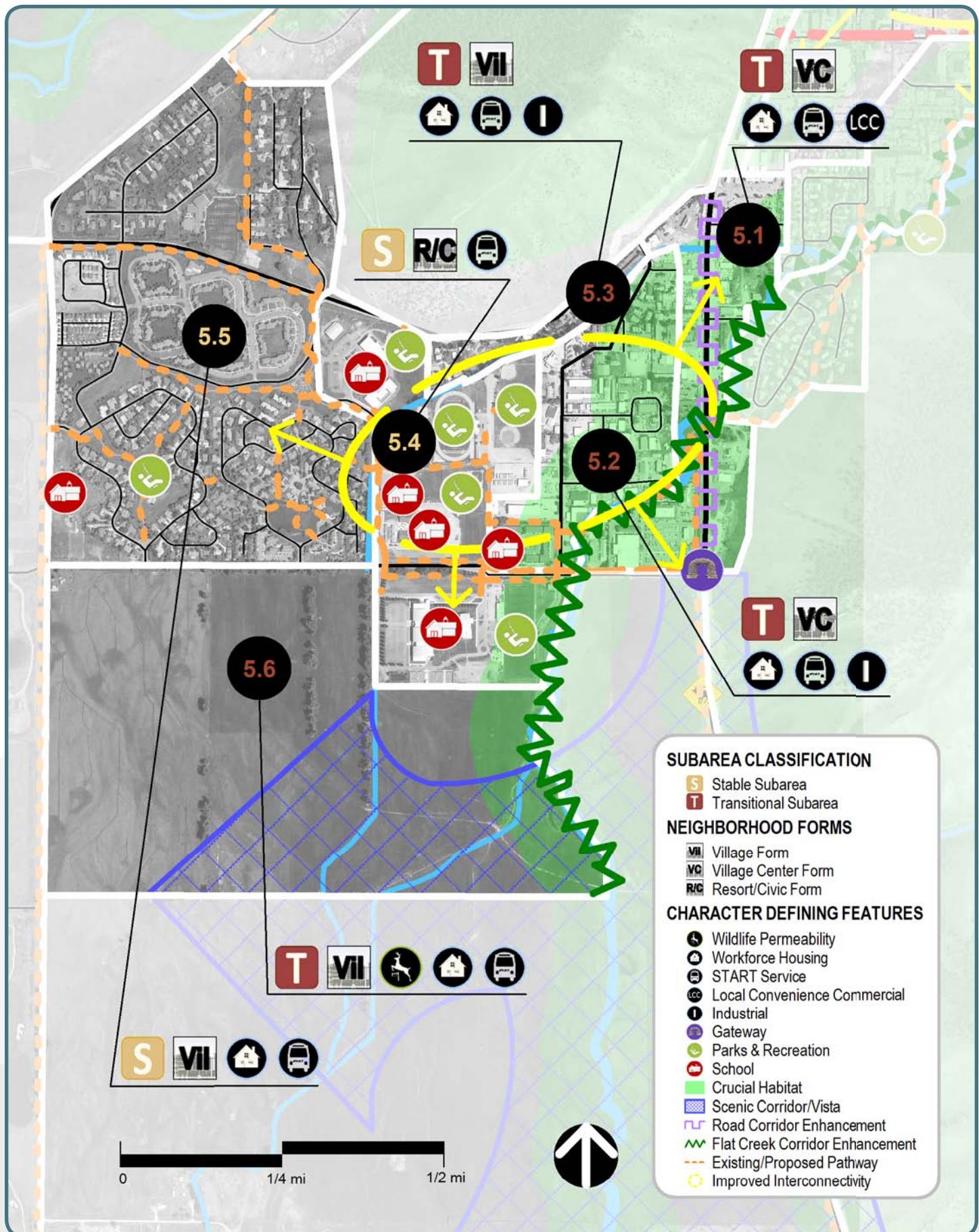
District 5: West Jackson



Complete Neighborhood + Rural Area Chart

	DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="circle"/>	<input checked="" type="circle"/>	Variety of residential, non-residential and industrial buildings and land use patterns
	Public Utilities	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Water, sewer, storm sewer
	Quality Public Space	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Rangeview Park, school playgrounds and fields, pathways
	Variety of Housing Types	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Single family, duplex, condominiums, townhomes, apartments, multi-family, START, local convenience commercial, schools, parks, pathways
	Walkable Schools, Commercial + Recreation	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Accommodations for alternative transportation modes a priority
	Connection by Complete Streets	<input checked="" type="circle"/>	<input checked="" type="circle"/>	
RURAL	Viable Wildlife Habitat + Connectivity	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Flat Creek enhancement
	Natural Scenic Vistas	<input type="circle"/>	<input type="circle"/>	
	Agricultural + Undeveloped Open Space	<input type="circle"/>	<input type="circle"/>	
	Abundance of Landscape over Built Form	<input type="circle"/>	<input type="circle"/>	
	Limited, Detached, Single Family Res. Development	<input type="circle"/>	<input type="circle"/>	
	Minimal Nonresidential Development	<input type="circle"/>	<input type="circle"/>	

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

West Jackson currently exists as one of the most complete neighborhoods within the community, with its most significant characteristic being its wide variety of land uses. This diverse district is highly automobile-oriented and contains a variety of non-residential uses, a variety of residential types and sizes, light industrial and the majority of the community's public schools. It also contains a large undeveloped agricultural area south of High School Road, and Flat Creek as a prominent natural feature.

The future goal of the district will be to take advantage of the existing variety of land uses and complete neighborhood amenities and develop them into a more attractive and well connected district. The continuation of light industrial uses is necessary to support the local economy. The preservation of existing residential areas that provide workforce housing, will be essential in meeting the growth management and workforce housing goals of the community. Enhancement of the southern gateway into Town into a mixed-use corridor with improved connectivity and visual appearance will also be important. A key challenge of the district will be to address transportation congestion, safety and connectivity issues. Possible solutions may come in many forms, including consideration of an east/west connector south of High School Road and/or the Tribal Trails connector, complete street improvements to collector roads including High School, Middle School, Gregory Lane and South Park Loop and improved alternative mode connectivity throughout the district.

Policy Objectives

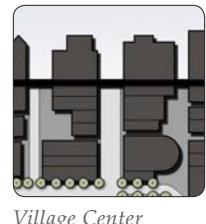
<i>Common Value 1: Ecosystem Stewardship</i>	N/A
<i>Common Value 2: Growth Management</i>	<ul style="list-style-type: none">4.1.b: Emphasize a variety of housing types, including deed-restricted housing4.1.d: Maintain Jackson as the economic center of the region4.2.c: Create vibrant walkable mixed-use districts4.3.a: Preserve and enhance stable neighborhoods4.3.b: Create and develop transitional neighborhoods4.4.b Enhance Jackson Gateways
<i>Common Value 3: Community Character</i>	<ul style="list-style-type: none">5.3.b: Preserve existing workforce housing stock6.2.b: Support businesses located in the community because of our lifestyle6.2.c: Encourage local entrepreneurial opportunities6.2.d Promote light industry7.1.c: Increase the capacity for use of alternative transportation modes7.2.d Complete key transportation network projects to improve connectivity

Character Defining Features

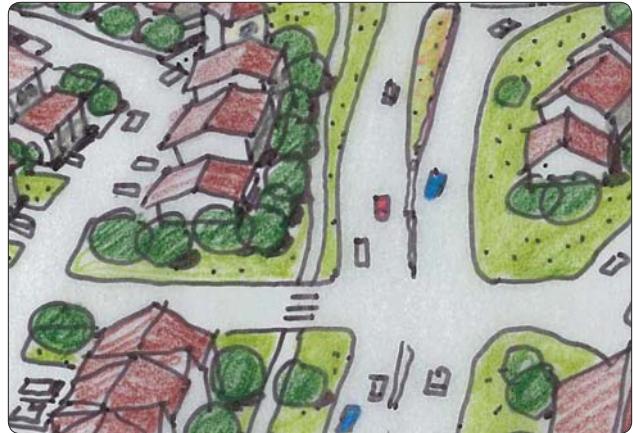
5.1: Highway Corridor

This TRANSITIONAL subarea is dominated by South Highway 89 and acts as the southern gateway to the Town. In the future, the enhancement of the Highway 89 corridor will be achieved by high quality mixed-use development with improved internal circulation between lots and adjacent residential areas. Specific attention should be given to consolidating the multiple access points to the highway in this area.

Development intensity should be oriented towards the corridor and configured in two and three story mixed-use buildings with an adequate landscape buffer from the busy highway corridor. Parking areas should be predominantly in the rear or screened from view. On lower levels of buildings, a variety of non-residential uses catering to locals will be desirable, with residential uses predominantly located on the upper levels or to the rear of lots and not adjacent to the highway. Some single use and auto-oriented uses (e.g. gas stations and auto dealers) will still be needed in the future. These uses should follow the desired building form and pattern as much as possible, including providing connectivity by all travel modes to adjacent lots.



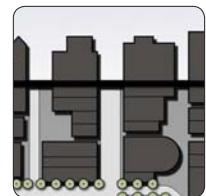
Village Center



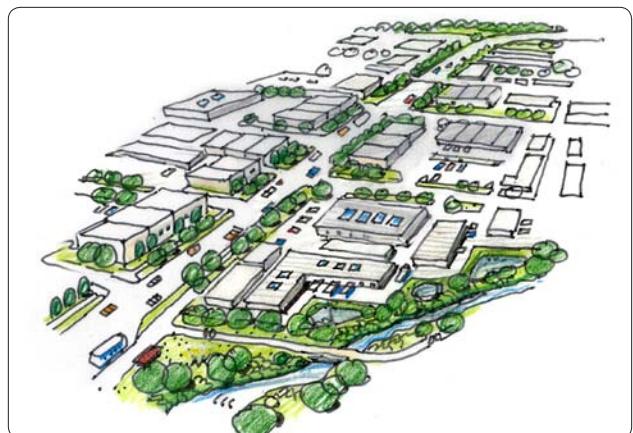
5.2: Gregory Lane Area

This TRANSITIONAL subarea will support the community goal of maintaining and promoting light industry uses to support the local economy while continuing to accommodate a significant amount of residential use. Light industrial development and redevelopment will be promoted, and bulk, scale and use allowances will first and foremost accommodate light industry and heavy retail uses.

The current development pattern will be intensified to accommodate larger structures in more creative land use patterns, including live-work development. In the future, complete street improvements are desired but will need to be balanced with the need to accommodate large vehicle traffic. Livability enhancements through improved site and building design will be a goal but secondary to promoting light industry uses. Providing improved pedestrian/bike amenities to connect the existing and future resident populations with the surrounding complete neighborhood amenities will be a focus of improved livability. A third priority will be future improvements to Flat Creek, including the establishment of an appropriate setback to support the health of this natural feature for wildlife and residents.

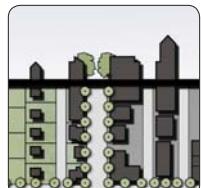


Village Center



5.3: South Park Loop Road

This TRANSITIONAL subarea will be comprised of a variety of housing types and forms including single-family, duplex, tri-plex, and multi-family occupied primarily by the local workforce. Mixed-use will also be desirable to provide additional opportunities for local entrepreneurial and industrial and service uses. The future development pattern should take advantage of the substantial grade change in this area to allow for two to three story single and mixed-use structures screened from view.

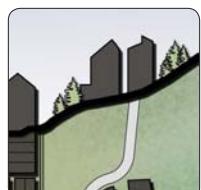


Village



5.4: School Campuses

This STABLE subarea will continue to provide the necessary land for future community schools and recreational amenities. The community will continue to support and plan for the possible expansion of the School District Campus. Particular attention needs to be given to addressing the traffic congestion in this area due to the pulse of single occupancy vehicle and school bus traffic associated with the school and recreational uses. Possible solutions will come in many forms, including a shift in current behavior away from the use of the single occupancy vehicle and complete street improvements to High School, Middle School and South Park Loop Roads, including improved pedestrian and bicycle connectivity throughout the subarea and from surrounding districts to the subarea.

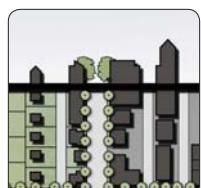


Resort/ Civic



5.5: West Jackson Residential

This STABLE subarea provides much of the community's workforce housing in a wide variety of housing types, including single family, duplex, tri-plex and multi-family. In the future, effort should be made to ensure that this neighborhood retains its vitality, cohesiveness and accessibility for the local workforce. An important goal of the subarea will be to maintain a strong sense of ownership and community in the area.

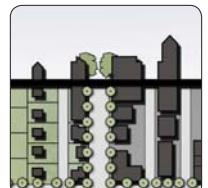


Village

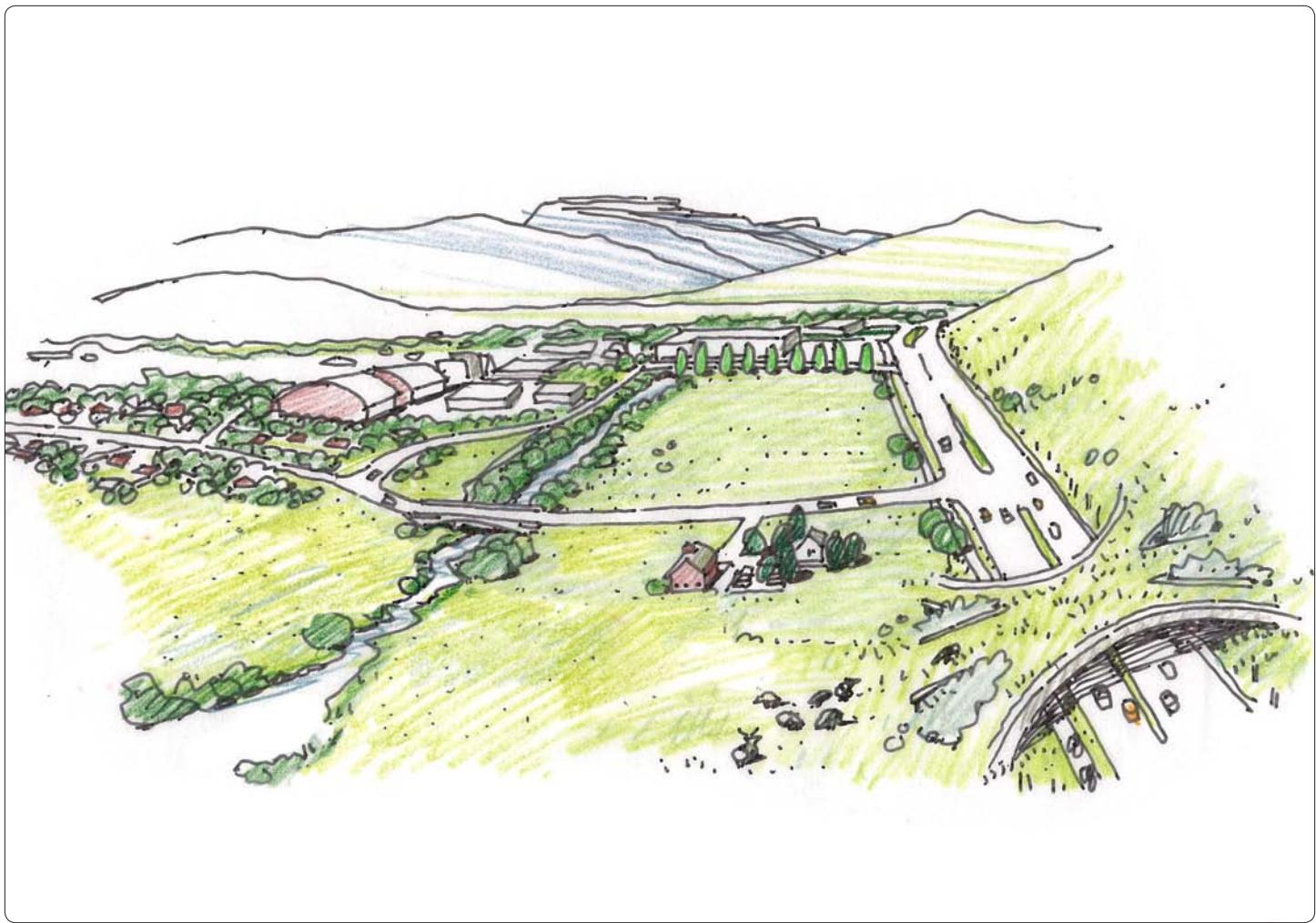


5.6: Northwest South Park

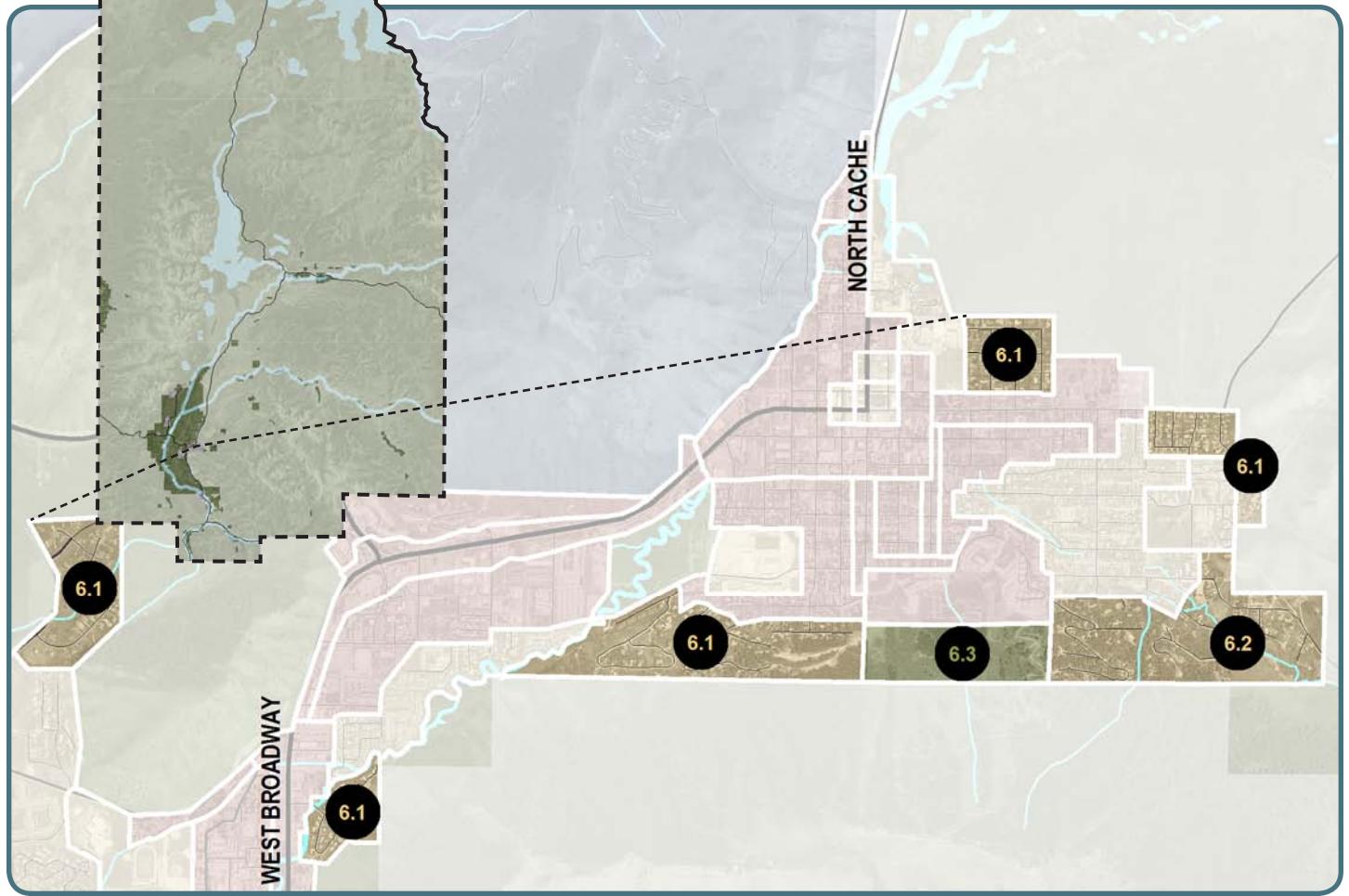
This TRANSITIONAL subarea is identified as a possible location for future residential development at a similar density to the adjacent West Jackson neighborhoods. The priority of the community is to first infill and redevelop other already developed stable/transitional subareas in order to meet the growth management goals of the plan. If necessary, this area is a suitable location to meet these goals due to its close proximity to many existing complete neighborhood amenities. The subarea would not be developed in this manner until determined necessary by the community during a Growth Management Program review. An exception to this requirement would be the allowance for development when associated with an opportunity to provide meaningful permanent open space by clustering development into the subarea from a conservation or preservation area. Should development of the area be needed in the future, it should be the subject of a neighborhood planning effort that addresses traffic congestion along High School Road. One possible option to be considered is a future east-west connector road between South Park Loop Road and Highway 89.



Village



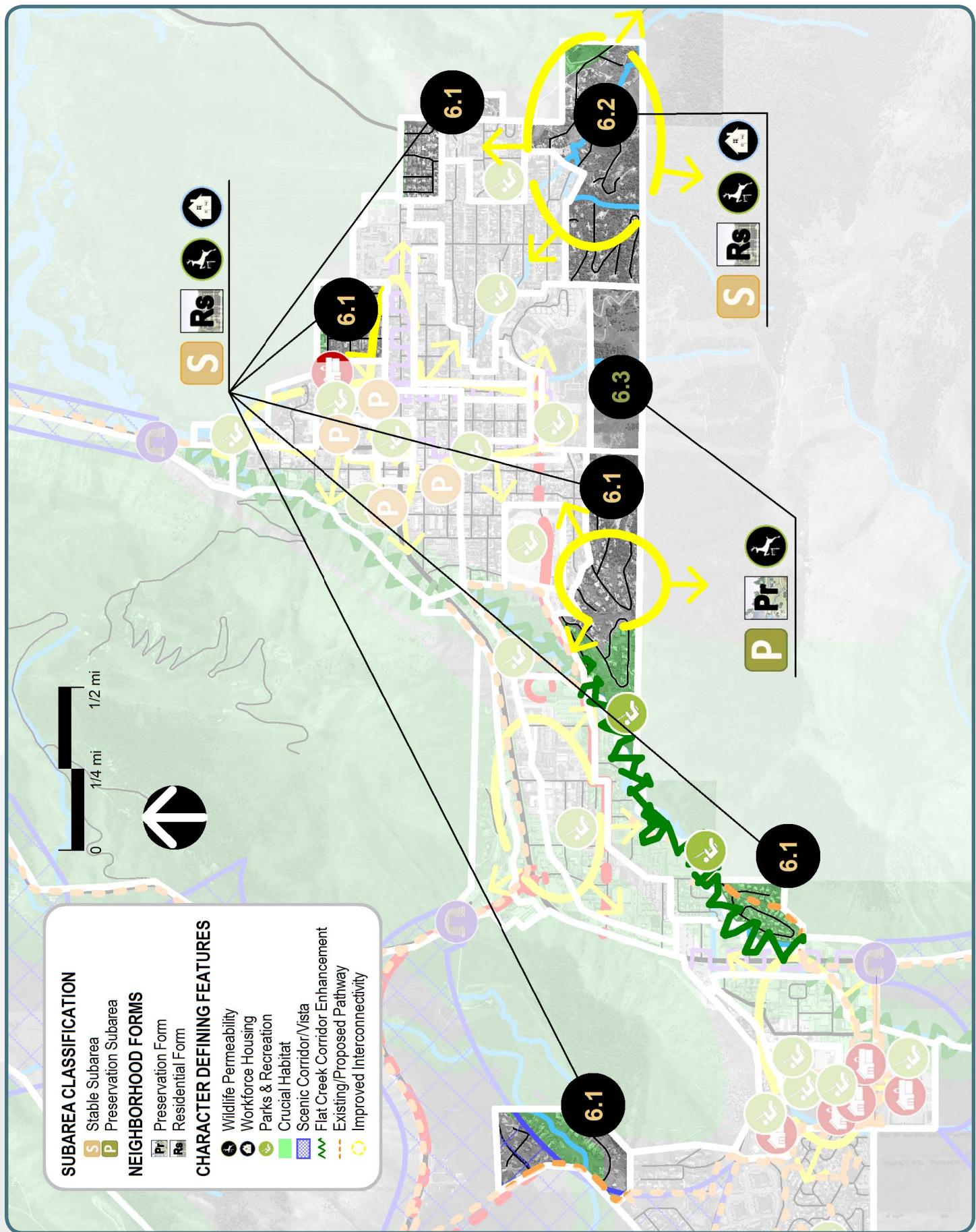
District 6: Town Periphery



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	○	●
	Public Utilities	●	●
	Quality Public Space	●	●
	Variety of Housing Types	○	○
	Walkable Schools, Commercial + Recreation	○	○
	Connection by Complete Streets	○	●
RURAL	Viable Wildlife Habitat + Connectivity	●	●
	Natural Scenic Vistas	○	●
	Agricultural + Undeveloped Open Space	●	●
	Abundance of Landscape over Built Form	●	●
	Limited, Detached, Single Family Res. Development	●	●
	Minimal Nonresidential Development	●	●

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

Town Periphery is located at the edges of town, acting as the interface between the rural land of the unincorporated County and the National Forest. This district is made up of predominantly low density single family residential development. Located at the periphery of the district is a wildlife presence that is part of the defining character of the district. These areas are close to many of the amenities of a complete neighborhood located in other town districts; however, they are often not within the preferred $\frac{1}{4}$ to $\frac{1}{2}$ mile walking distance. The existing street network primarily consists of low volume residential streets without any pedestrian or other alternative mode accommodations.

In the future, the desired character will remain the same, with low density single family development remaining the principal land use. While further subdivision of this complete neighborhood may be necessary to further the growth management goals of the plan it should be in keeping with existing character. The establishment of both minimum and maximum lot and house sizes should be developed to preserve the existing character. New buildings should match existing character in size and scale, even when lot combination resulting in a single larger lot would permit construction of a larger home or building. Residents in these areas do not wish to add any significant amenities to become more complete neighborhoods. Their close proximity to local convenience commercial, START bus, parks, pathways, and other amenities in adjacent districts is a desirable characteristic and should be maintained.

All future development, including improvements to existing properties, should be designed to improve wildlife permeability by providing wildlife friendly fencing, keeping development setback from riparian areas/wetlands, and implementing other solutions known to increase permeability. The existing street networks will be maintained with limited alternative mode improvements on collector roadways. Pedestrian/bike amenities such as pathways will be added to connect this district to surrounding districts with complete neighborhood amenities and to connect our community to adjacent public lands. A challenge in this district will be maintaining its workforce housing demographic in the future. Maintenance of the expansive forested hillsides is also necessary to achieve the goal of preserving its scenic value, which is enjoyed from many areas outside of the district.

Policy Objectives

<i>Common Value 1: Ecosystem Stewardship</i>	1.1.c: Design for wildlife permeability 1.3.b: Maintain expansive hillside and foreground vistas
<i>Common Value 2: Growth Management</i>	4.3.a: Preserve and enhance stable neighborhoods 4.4.d: Enhance natural features in the built environment
<i>Common Value 3: Community Character</i>	5.3.b: Preserve existing workforce housing stock

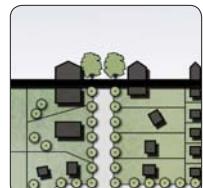


Character Defining Features

6.1: Low to Medium Density Neighborhoods

These STABLE subareas are defined by low to medium density platted single family homes with some pockets of multi-family development which should be maintained in the future. Consideration of clustered/multi-family development to preserve large portions of open space and/or wildlife habitat/movement corridors will also remain an option. In the future, building size should maintain the existing bulk and scale to avoid the construction of much larger homes than currently exist today. In the future, wildlife permeability should be maintained or improved. Development should be sensitive to the steep slopes, avalanche terrain and other natural features found in the subarea.

Portions of this subarea also function as a wildlife movement corridor between the National Forest, Karns Meadow and the Southern hillsides of East Gros Ventre Butte.



Residential



6.2: Upper Cache

This STABLE subarea is defined as low density single family with a prevalence of landscape over the built environment. Future subdivision will be in keeping with the traditional development pattern with no increase in density than what exists on the ground today. On each lot, only a single family home will be allowed. In the future, building size should maintain the existing predominance of landscape over the built environment to avoid the construction of much larger homes than currently exist today. Wildlife permeability should be maintained or improved.

Development should also occur in a manner that is sensitive to the steep slopes, avalanche terrain and other natural features found in the subarea. Commercial and recreational equestrian uses will be allowed, while other commercial uses producing large amounts of traffic and high impacts should be reduced. The addition of other Complete Neighborhood amenities is not desirable. Local residential streets will continue to be low volume with limited alternative mode improvements. Consideration of alternative mode improvements will be made on collector streets such as Cache Creek Drive.

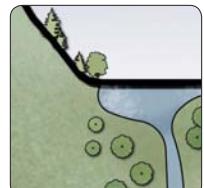


Residential



6.3: Snow King Slope

This PRESERVATION subarea will continue to serve its role as the "Town Hill", providing a variety of summer and winter recreational amenities to the community. In addition, the area has wildlife habitat and scenic values that will need to be balanced with recreational uses. Future development should be limited to recreational amenities and supporting structures allowed under the Snow King Master Plan, including but not limited to, multi-purpose pathways, terrain parks, up-hill transportation, ski terrain and amenities.

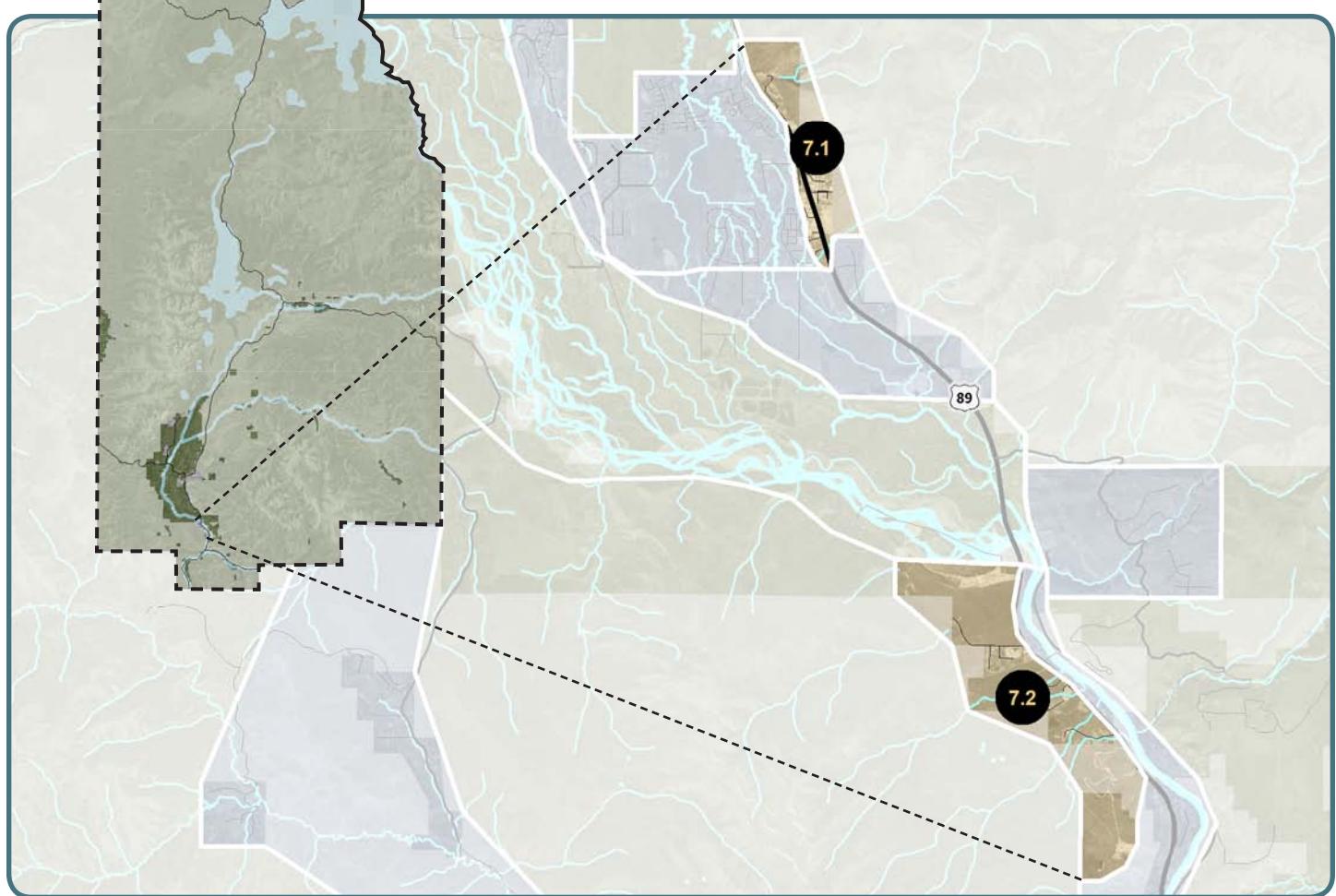


Preservation



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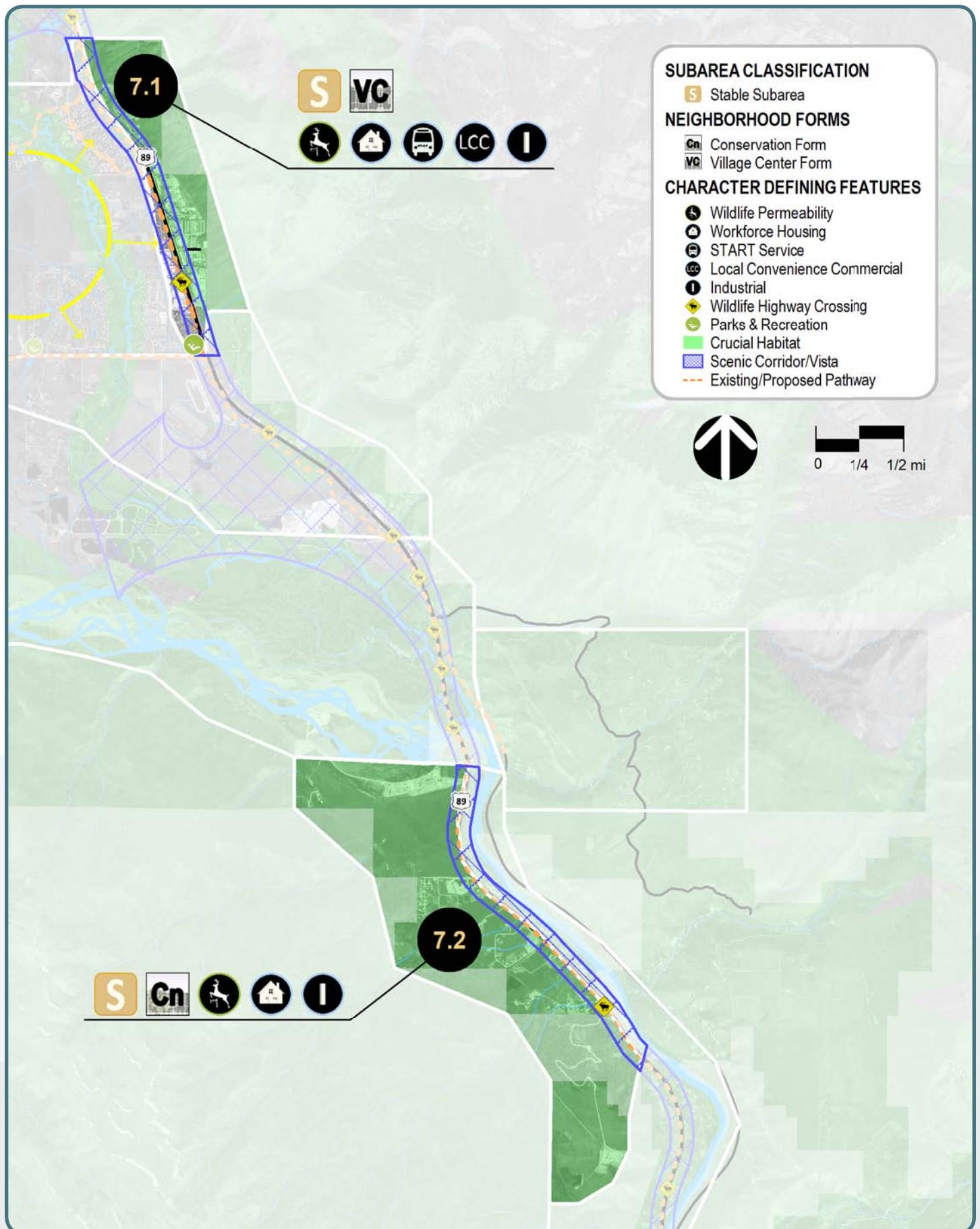
District 7: South Highway 89



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE		
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="circle"/>	<input checked="" type="circle"/>	Improve highway gateway treatment
	Public Utilities	<input checked="" type="circle"/>	<input type="circle"/>	Sewer in some areas
	Quality Public Space	<input type="circle"/>	<input checked="" type="circle"/>	Improve livability of industrial areas
	Variety of Housing Types	<input checked="" type="circle"/>	<input type="circle"/>	Encourage ARUs with industrial
	Walkable Schools, Commercial + Recreation	<input type="circle"/>	<input type="circle"/>	
	Connection by Complete Streets	<input type="circle"/>	<input checked="" type="circle"/>	Improve safety for all modes in industrial areas
RURAL	Viable Wildlife Habitat + Connectivity	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Enhance wildlife permeability and protect habitat
	Natural Scenic Vistas	<input checked="" type="circle"/>	<input type="circle"/>	Enhance foreground and corridor as gateway
	Agricultural + Undeveloped Open Space	<input type="circle"/>	<input checked="" type="circle"/>	Maintain open space through clustered development
	Abundance of Landscape over Built Form	<input checked="" type="circle"/>	<input checked="" type="circle"/>	Maintain landscape abundance in south
	Limited, Detached, Single Family Res. Development	<input checked="" type="circle"/>	<input type="circle"/>	Predominately single family in south
	Minimal Nonresidential Development	<input type="circle"/>	<input type="circle"/>	Accessory nonresidential in south

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

South Highway 89 is the most appropriate location in the community to promote light industrial uses. It is and will continue to be defined primarily by its industrial character, which decreases in intensity from north to south. The northern portion of the district provides for many of the light industry and heavy retail uses vital to the community, with workforce housing accessory to the primarily industrial character. Moving south, the abundance of landscape increases and the character transitions toward rural residential; however, light industrial continues be a prominent feature as an accessory use. Interspersed with these light industrial live/work homes are industrial government uses that require significant land.

While the varying levels of industrial use are the primary element of this district's character, and development and redevelopment of such uses is encouraged, efforts to enhance the wildlife value and scenic appearance of the district as a part of the southern gateway into Jackson will be encouraged. While light industrial development is suitable throughout the district, it should be designed and located to protect wildlife habitat, wildlife movement, and scenic open space to the extent possible. Development and redevelopment should avoid crucial wildlife habitat and movement corridors in hillside and riparian areas. Appropriate wildlife crossings or other mitigation of wildlife-vehicle collisions should also be implemented.

Policy Objectives

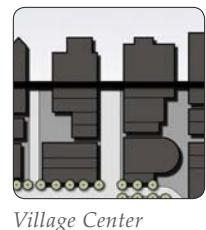
<i>Common Value 1: Ecosystem Stewardship</i>	1.1.b: Protect wildlife from the impacts of development 1.1.c: Design for wildlife permeability 1.3.b: Maintain expansive hillside and foreground vistas
<i>Common Value 2: Growth Management</i>	3.2.b: Locate nonresidential development to complete neighborhoods
<i>Common Value 3: Community Character</i>	5.3.b: Preserve existing workforce housing stock 6.2.c: Encourage local entrepreneurial opportunities 6.2.d: Promote light industry 7.3.b: Reduce wildlife and natural and scenic resource transportation impacts



Character Defining Features

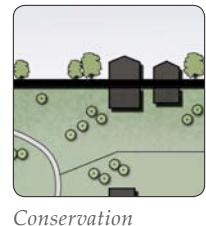
7.1: South Park Business Park

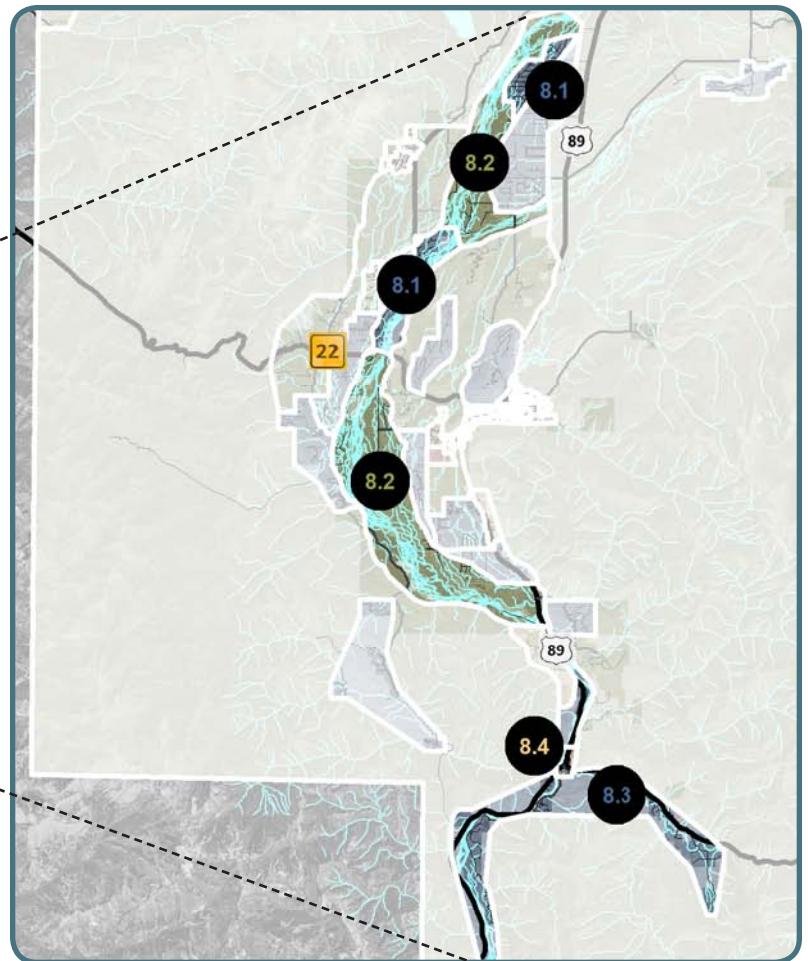
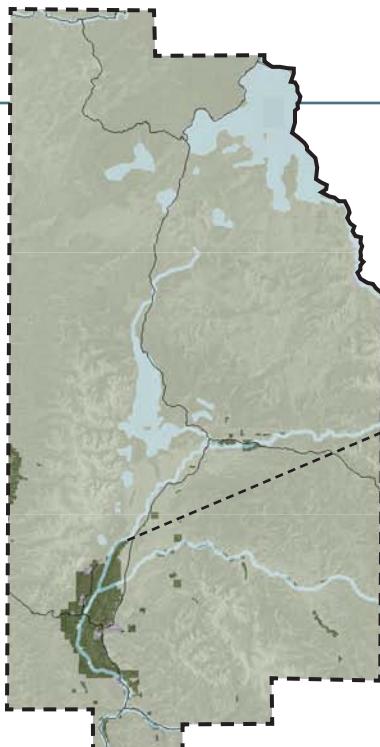
This STABLE subarea is defined by light industry, and protection of light industrial opportunities is the priority. Light industrial development and redevelopment will be promoted, and bulk, scale, and use allowances will first and foremost accommodate light industry and heavy retail. A secondary goal is to enhance the appearance of the highway corridor as a gateway. Development should be located, designed and landscaped to provide as scenic a corridor as possible, given the industrial priority. The limited local convenience commercial that exists should be maintained with enhanced connection to Southern South Park. Residential units should continue to be accessory to industrial uses or incorporated as live/work units. While these units may not be appropriate for all households because of the industrial priority of the subarea, they do provide workforce housing opportunities. Livability of these units should be maximized to the extent possible given the industrial priority through design and provision for pedestrian connections to public land, local convenience commercial and bike paths. As wildlife also depend on the hillside and move across the highway in this subarea, attention should be given to wildlife permeability through development and across the highway.



7.2: Hog Island Home Business

This STABLE subarea is defined by families living and working in residences accompanied by a shop or small contractor yard that accommodate more intense home businesses. The goal is to preserve the long-term, working family residential character of the subarea, with residents operating businesses out of their homes as an accessory use. This subarea should not transition into an industrial area like South Park Business Park, although the existing gravel and concrete and heavy government uses will continue to be appropriate. Nor should it transition into a highway commercial neighborhood like Hoback Junction. Multiple residential units per lot, industrial, office, retail or community convenience uses are not the envisioned future character of this district. Lots will be larger than in other stable subareas and contain an abundance of landscape, with shops and barns generally being larger than homes. This subarea is a part of the gateway to Jackson; therefore development should be pushed toward Munger Mountain and screened to protect a scenic foreground along the highway. Wildlife permeability through development and across the highway is an important consideration in this district and building and site design should facilitate wildlife movement.

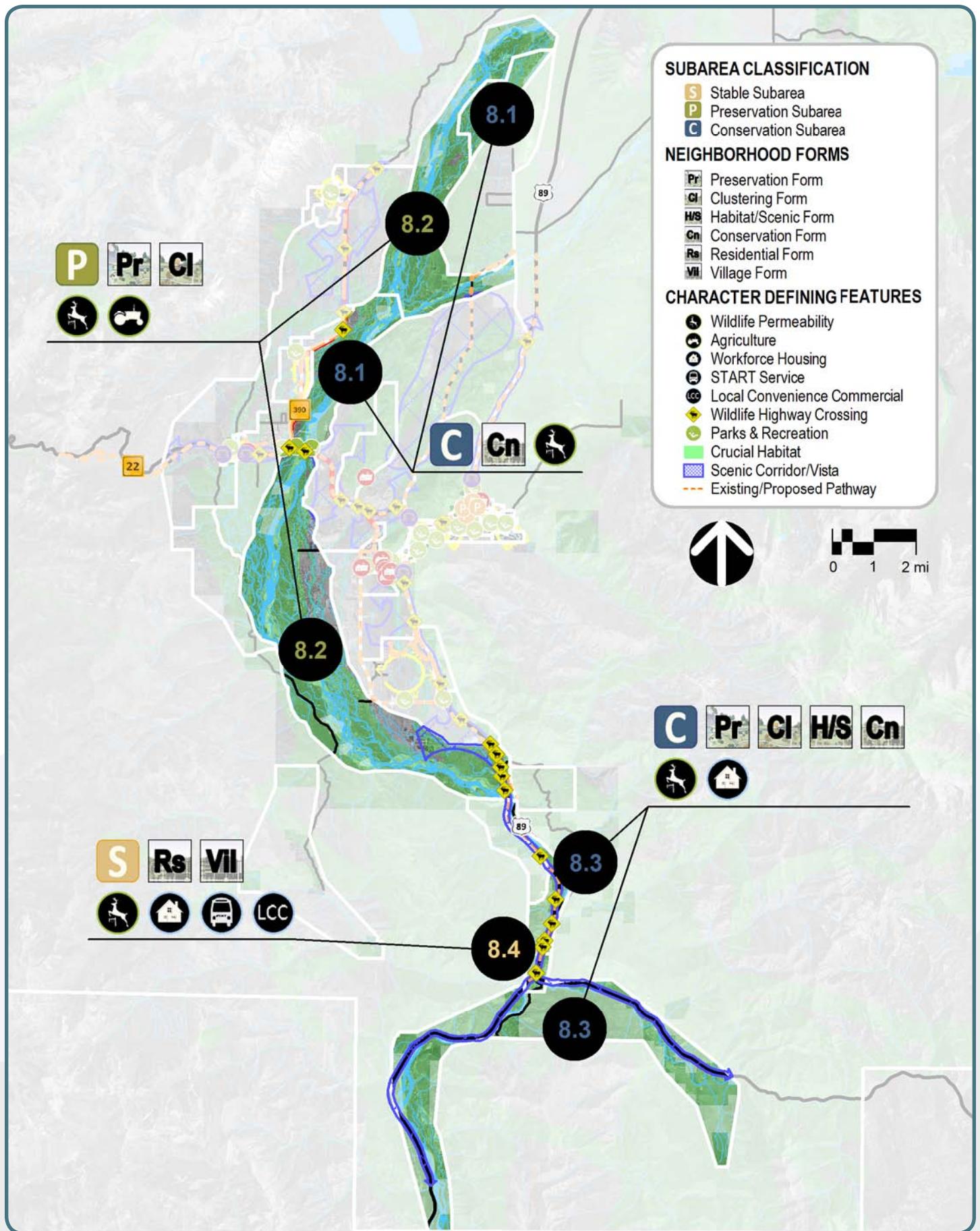




Complete Neighborhood + Rural Area Chart

	DEFINITION	EXIST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	○	○	
	Public Utilities	●	●	Water and sewer in some areas
	Quality Public Space	●	●	Responsible public use of Snake River levees
	Variety of Housing Types	○	○	
	Walkable Schools, Commercial + Recreation	○	●	Pedestrian connectivity in Hoback
	Connection by Complete Streets	○	○	
RURAL	Viable Wildlife Habitat + Connectivity	●	●	Maintain and enhance crucial habitat/connectivity
	Natural Scenic Vistas	●	●	Enhance scenic treatment where highway parallels river
	Agricultural + Undeveloped Open Space	●	●	Conservation of existing open space
	Abundance of Landscape over Built Form	●	●	Increased clustering and reduced number of buildings and building size
	Limited, Detached, Single Family Res. Development	●	●	Detached single family
	Minimal Nonresidential Development	●	●	Reduce nonresidential development

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



District 8: River Bottom

Existing + Future Desired Characteristics

The Snake, Gros Ventre, and Hoback River riparian corridors are the most important wildlife habitat and wildlife movement corridors in the community. While these areas are largely hidden from public view, preserving them in an undeveloped natural state is critical to achieving the Vision of the community. The private lands within this district are generally removed from community services, and existing residential development is mostly of a low density.

In the future, the functionality of this district's wildlife habitat and habitat connections should be maintained or enhanced. Wildlife permeability through the district should be improved, and efforts to restore degraded habitat and preserve a network of crucial habitat will be emphasized in this district. Non-development conservation of open spaces should be the focus of future efforts, while respecting existing private property rights. Development potential should be directed out of this district and into complete neighborhoods whenever possible. Efforts to reduce the impact of development on wildlife should be implemented. Redevelopment efforts should focus on reducing the amount and impact of development.

Responsible public use of the rivers and eco-tourism that maintains or enhances wildlife viability are desired. The levee system along the Snake River provides an opportunity for residents and tourists to appreciate the ecosystem and engage in stewardship. Public and commercial access to the levee and rivers will be managed with an emphasis on conservation of wildlife habitat and movement.

Policy Objectives

Common Value 1:

Ecosystem Stewardship

- 1.1.b: Protect wildlife from the impacts of development
- 1.1.c: Design for wildlife permeability
- 1.1.h: Promote responsible use of public lands
- 1.2.a: Buffer water bodies, wetlands, and riparian areas from development
- 1.3.b: Maintain expansive hillside and foreground vistas
- 1.4.a: Encourage non-development conservation of wildlife habitat
- 1.4.c: Encourage rural development to include quality open space

Common Value 2:

Growth Management

- 3.1.a: Reduce development potential in the rural County
- 3.1.b: Direct development toward suitable areas for complete neighborhoods
- 3.1.c: Maintain rural character outside of complete neighborhoods

Common Value 3:

Community Character

- 6.1.b: Promote eco-tourism



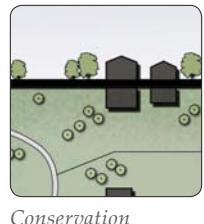
Character Defining Features

8.1: Solitude/John Dodge/Tucker/Linn

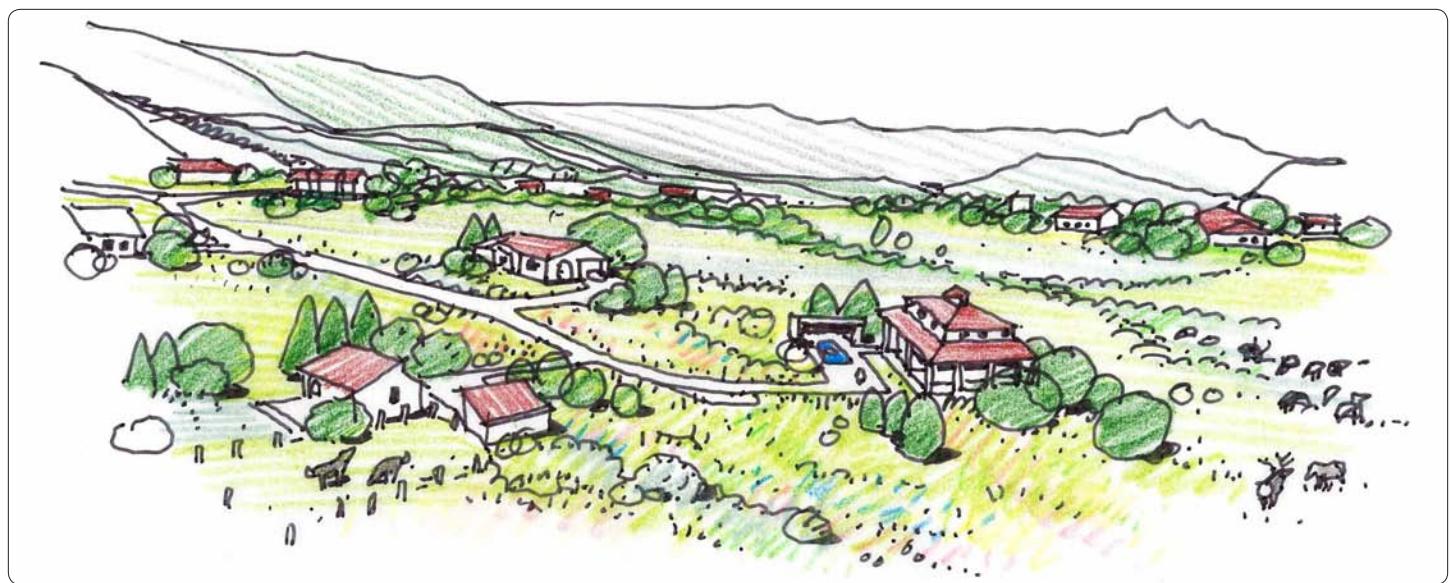
This CONSERVATION subarea is characterized by single family homes on multiple acres adjacent to the Snake River. While this subarea is largely developed, it is increasingly inhabited by wildlife. The goal of this subarea is to reclaim as much open space and natural landscape for wildlife habitat and movement as possible while respecting existing property rights.

The built form should become less impactful to wildlife in the future.

Subdivision and new development is not desired and incentives to reduce density and human impacts on wildlife habitat through redevelopment should be explored. Additional public access to the Snake River should be designed and managed to protect wildlife viability.



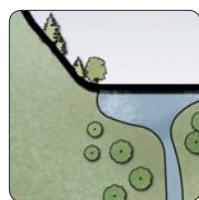
Conservation



8.2: Large Parcels

This PRESERVATION subarea is characterized by large lot development and undeveloped crucial habitat that will ideally remain in an undeveloped natural state. Non-development conservation is the preferred land use in this subarea, and efforts and incentives should focus on directing development potential out of the subarea into complete neighborhoods while respecting private property rights.

Development that does occur should be clustered near areas of existing development in a manner that improves the function of the overall network of wildlife habitat throughout the community. The scale of development should be rural in character, consistent with the historic agricultural compounds of the community. Habitat should continue to be protected and restored, and public access and commercial efforts along the Snake and Gros Ventre Rivers should be managed to respect wildlife use of the area.



Preservation

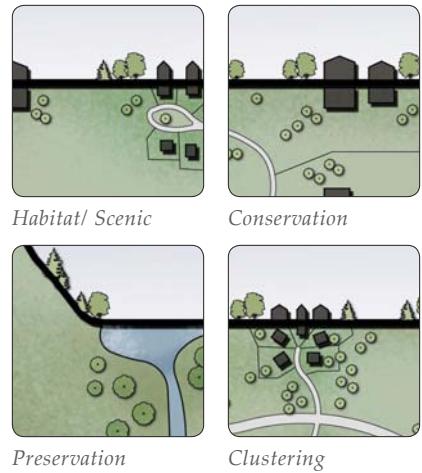


Clustering



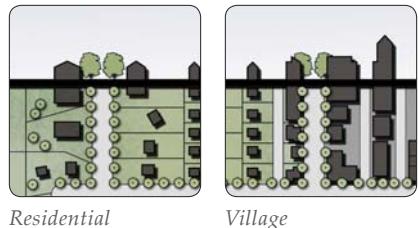
8.3: Canyon Corridor

This CONSERVATION subarea is characterized by river canyons, with highway development parallel to the rivers that is more intense than the development elsewhere in the district. The goal for the future of this subarea is to reduce impacts on wildlife and scenic resources while respecting existing property rights. Development should be moved away from the river and screened from the highway. Subdivision and new development is not desired and incentives to reduce density and the human impact on wildlife habitat through redevelopment should be explored. Redevelopment should eliminate or reduce non-residential use and better cluster residential units. Wildlife crossings of the highways should become a defining characteristic, and development should be designed to facilitate the effectiveness of the crossings. Development and redevelopment will incorporate aesthetic features to improve the scenic quality of the highway corridor. Public and commercial access to the Snake and Hoback Rivers should be preserved and managed with a focus on stewardship of the ecosystem.

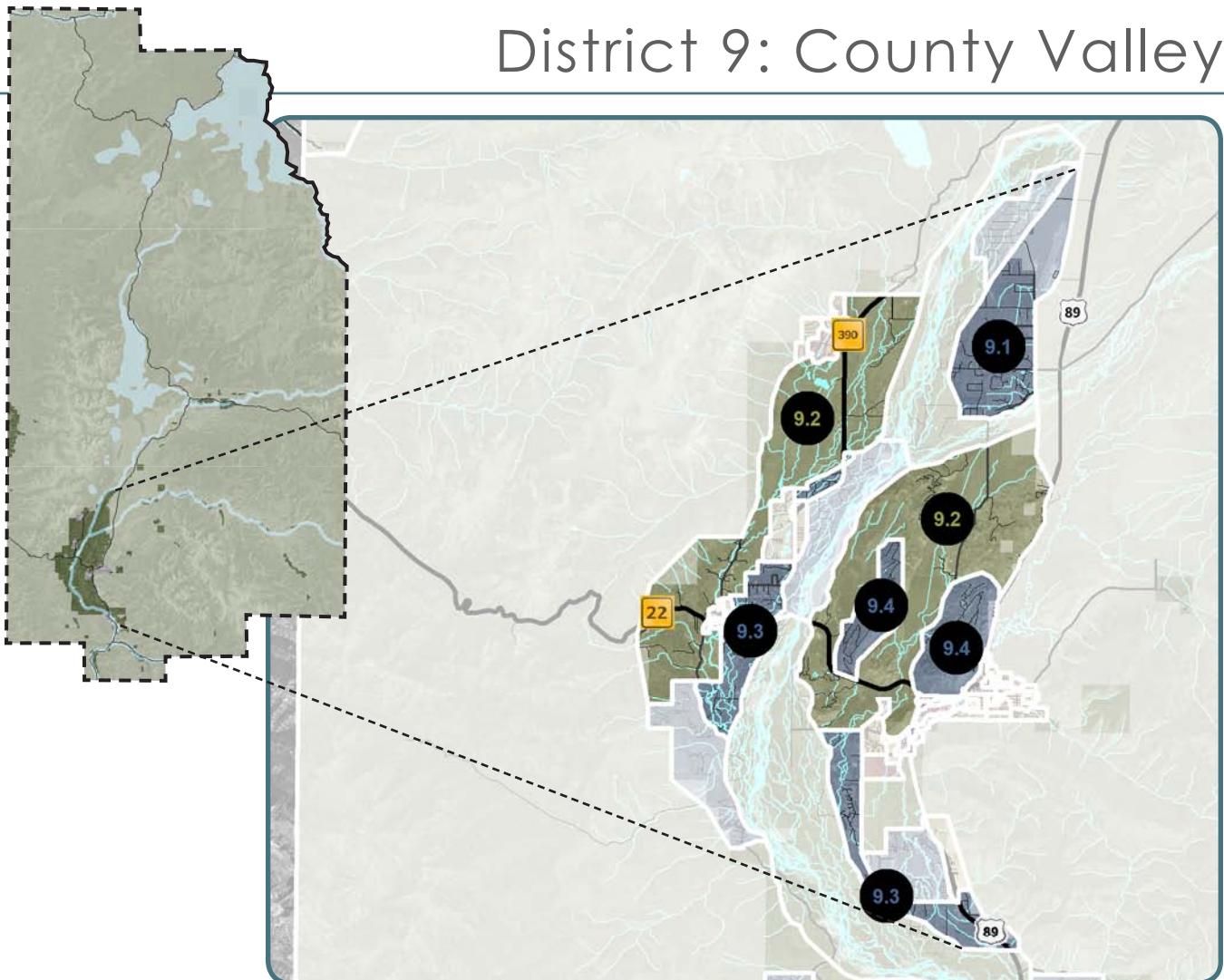


8.4: Hoback Junction

This STABLE subarea is a small highway commercial neighborhood within the Canyon Corridor subarea. Hoback Junction should continue to provide convenience commercial to the residents of the district and other areas in the southern portion of the community, as well as those traveling through the district. The subarea will also continue to support outdoor recreation businesses, especially those reliant upon the river. Within walking distance of the commercial area the residential character should continue to emphasize single family housing on town-sized, including workforce housing. Future amenities for this subarea might include increased pedestrian connection from residential areas to the commercial area and a park 'n' ride facility to increase transit viability.



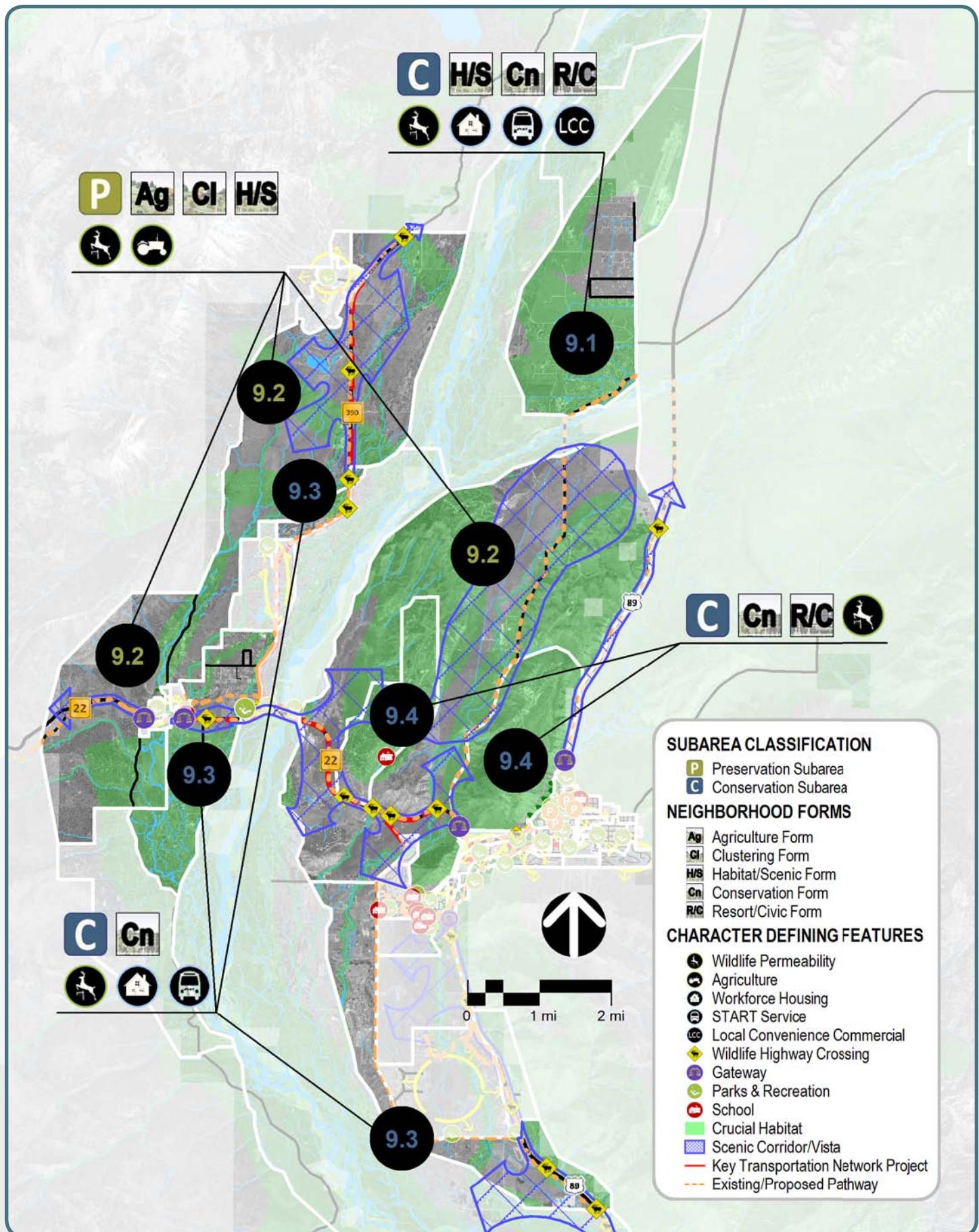
District 9: County Valley



Complete Neighborhood + Rural Area Chart

	DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="circle"/>	<input type="circle"/>	
	Public Utilities	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Water/sewer in some areas
	Quality Public Space	<input type="circle"/>	<input type="circle"/>	
	Variety of Housing Types	<input type="circle"/>	<input type="circle"/>	
	Walkable Schools, Commercial + Recreation	<input type="circle"/>	<input type="circle"/>	
	Connection by Complete Streets	<input type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Design transportation network projects for all modes
RURAL	Viable Wildlife Habitat + Connectivity	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Protect existing habitat and connectivity
	Natural Scenic Vistas	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Preserve iconic scenic vistas
	Agricultural + Undeveloped Open Space	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Conserve agricultural open space
	Abundance of Landscape over Built Form	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Cluster built form and preserve open space
	Limited, Detached, Single Family Res. Development	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	Detached single family
	Minimal Nonresidential Development	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	<input style="background-color: #336699; border: 1px solid black; width: 15px; height: 15px; vertical-align: middle;" type="circle"/>	No additional nonresidential development

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

This rural district is the location of the majority of the community's iconic scenic vistas. The agricultural open spaces of Spring Gulch, Walton, Hardeman, Poodle, Puzzle Face, Snake River and Melody ranches along with the skylines of the Gros Ventre Buttes define the character of this district. Large areas have been preserved from development by conservation easements, and much of the existing development is well clustered around Spring Creek Ranch and three golf courses. However, there are also older developments adjacent to the river bottom that have historically provided workforce housing.

Scenic open space should continue to be the primary characteristic of the district. Through agriculture or other means, development should be avoided. Development potential that is realized would ideally be directed into a complete neighborhood. Development that does occur should be clustered adjacent to existing development and designed to protect the scenic open spaces that define the district. Additional non-residential development is inappropriate; however, provision of convenience commercial within existing resort development may provide an amenity for surrounding residents. Both residential and non-residential redevelopment should encourage additional clustering and otherwise reduce scenic and wildlife impacts while preserving workforce housing opportunities.

The other primary characteristic of this district is its transportation role. State Highways 22 and 390, North Highway 89 and Spring Gulch Road traverse this district. These scenic arterial roads serve as our transportation backbone to the north and west. The future character of these roadways should include additional capacity for alternate modes as well as wildlife-vehicle collision mitigation, such as wildlife crossings, and scenic enhancement.

Policy Objectives

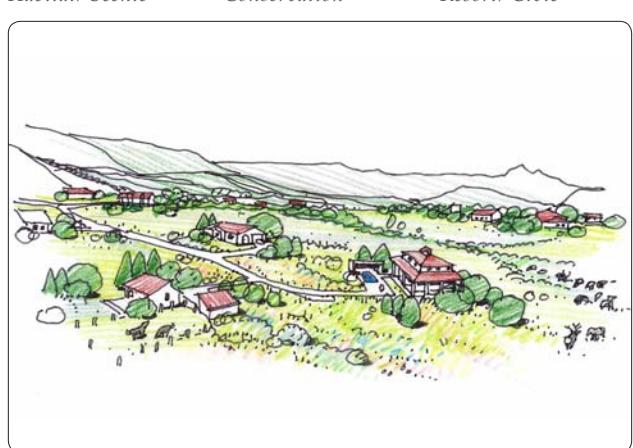
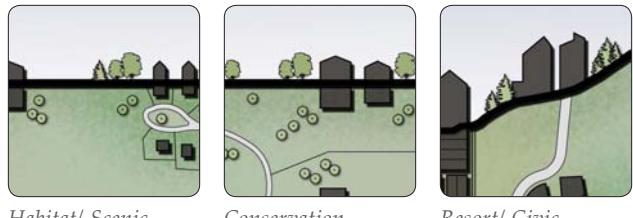
<i>Common Value 1:</i> <i>Ecosystem Stewardship</i>	1.1.c: Design for wildlife permeability 1.3.a: Maintain natural skylines 1.3.b: Maintain expansive hillside and foreground vistas 1.3.c: Maintain natural landforms 1.4.b: Conserve agricultural lands and agriculture 1.4.c: Encourage rural development to include quality open space
<i>Common Value 2:</i> <i>Growth Management</i>	3.1.a: Reduce development potential in the Rural County 3.1.b: Direct development toward suitable areas for complete neighborhoods 3.1.c: Maintain rural character outside of complete neighborhoods
<i>Common Value 3:</i> <i>Community Character</i>	5.3.b: Preserve existing workforce housing stock 7.2.d: Complete key Transportation Network Projects to improve connectivity 7.3.b: Reduce wildlife and natural and scenic resource transportation impacts



Character Defining Features

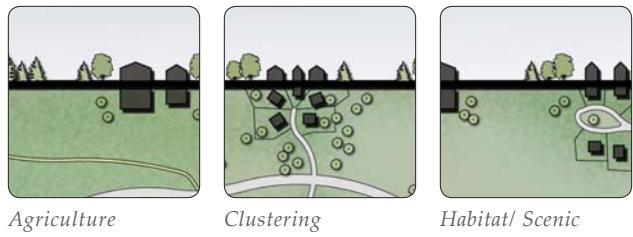
9.1: Jackson Hole Golf & Tennis

This CONSERVATION subarea in the elbow between the Snake and Gros Ventre Rivers is characterized by medium to low density resort development and housing historically occupied by the workforce. The existing development is visually buffered from North Highway 89 by Grand Teton National Park, but is very important for wildlife movement between the two rivers. The future character of this subarea should be more natural than it is today, while respecting existing property rights. Subdivision and new development is not desired, and incentives to reduce overall development and the human impact on wildlife habitat through redevelopment should be explored. Redevelopment projects should be encouraged to restore natural landforms and vegetation and should be designed to increase wildlife permeability. The workforce housing character in the areas of older development should be preserved to the extent possible. The Jackson Hole Golf and Tennis Resort should not expand in footprint or entitlements, but provision of locally oriented services within the existing allowed floor area would benefit the residents of the area and is encouraged. An additional amenity to the subarea could be START service as part of a route from Town to the airport.



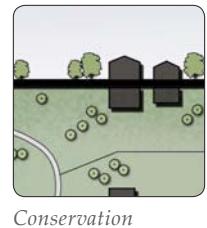
9.2: Agricultural Foreground

This PRESERVATION subarea should remain characterized by agricultural open space. Agriculture and other non-development methods of preserving the existing open space, while respecting private property rights, are the priority. Agriculture will be encouraged through regulatory exemptions and allowances. Accessory uses that do not detract from the agricultural character of the subarea but facilitate the continued viability of agriculture may be appropriate. Where possible, development potential should be directed into the complete neighborhoods that border this subarea. Development that does occur should be clustered near existing development and be designed to protect wildlife habitat, increase wildlife permeability and preserve scenic foregrounds. The scale of development should be of a rural character, consistent with the historic agricultural compounds of the community. Identified road projects through this subarea should increase connectivity for all modes travel, incorporate wildlife crossings or other wildlife-vehicle collision mitigation where appropriate, and include scenic enhancements such as burying the power lines along Highway 22.



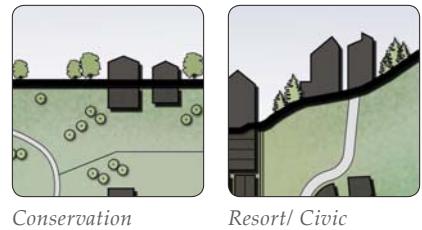
9.3: Nethercott/Wenzel/3 Creek/Lower Melody

This CONSERVATION subarea borders the River Bottom District, and while it is currently characterized by older, low density, single-family, workforce housing development, it is important for wildlife movement. Subdivision and new development is not desired, though private property rights will be respected and the workforce housing character of this subarea should be preserved to the extent possible. Redevelopment should be sited and designed to improve wildlife permeability and enhance wildlife habitat connections. It should include improved screening of development using natural vegetation and landforms that draw attention away from the development and toward the adjacent scenic foregrounds.



9.4: Gros Ventre Buttes

This CONSERVATION subarea is characterized by scenic skylines and existing residential and resort-type development, as well as slope habitat for wildlife. Subdivision and new development is not desired, though private property rights will be respected. Redevelopment of this subarea should result in a reduction of skylining by encouraging less development of lots with skylining potential and improved location, improved design, and mitigation of development that does occur. Wildlife habitat and habitat connections should be protected and enhanced through the location and design of development. Highway non-residential character should be eliminated or reduced to the extent possible.

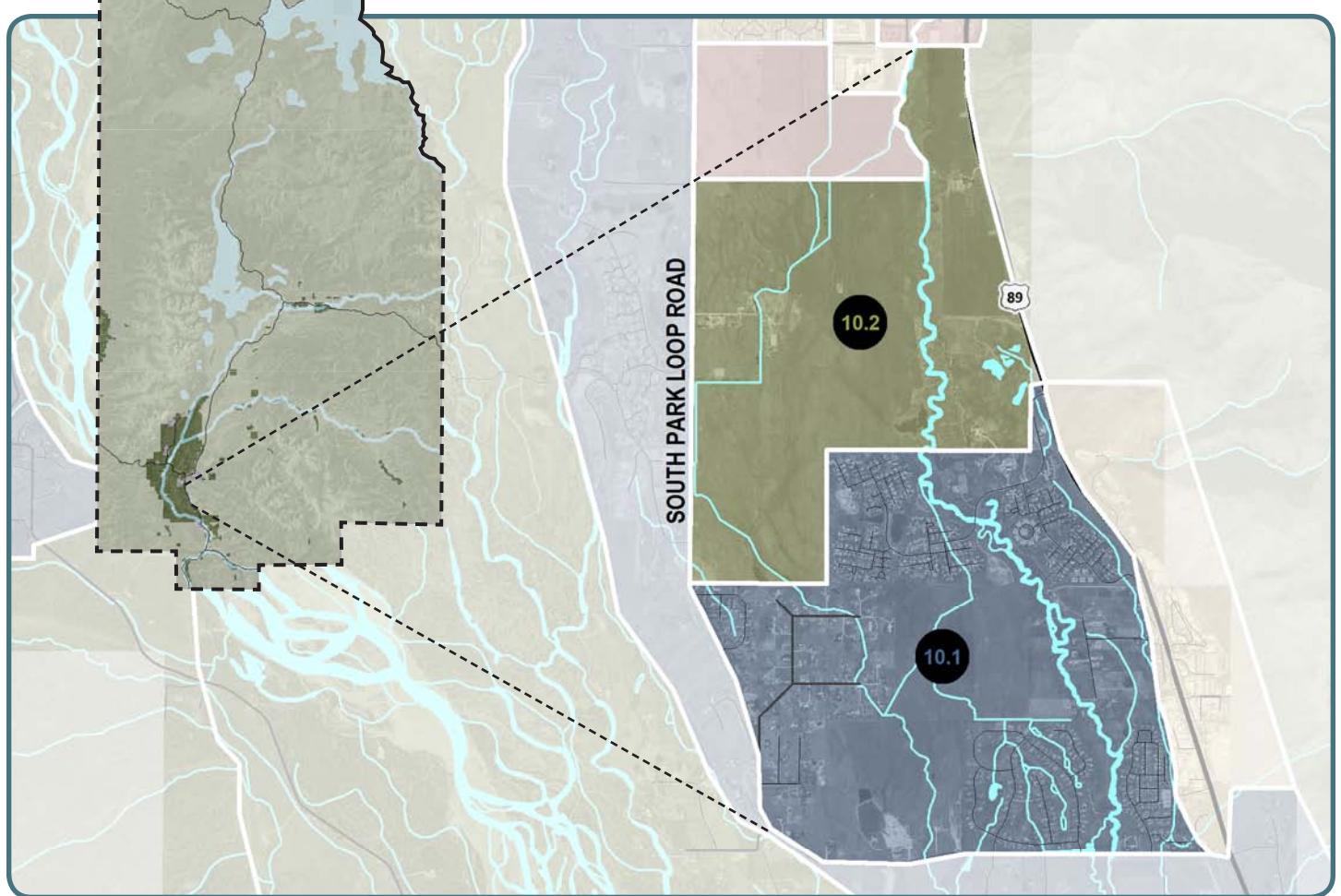


Conservation

Resort/ Civic



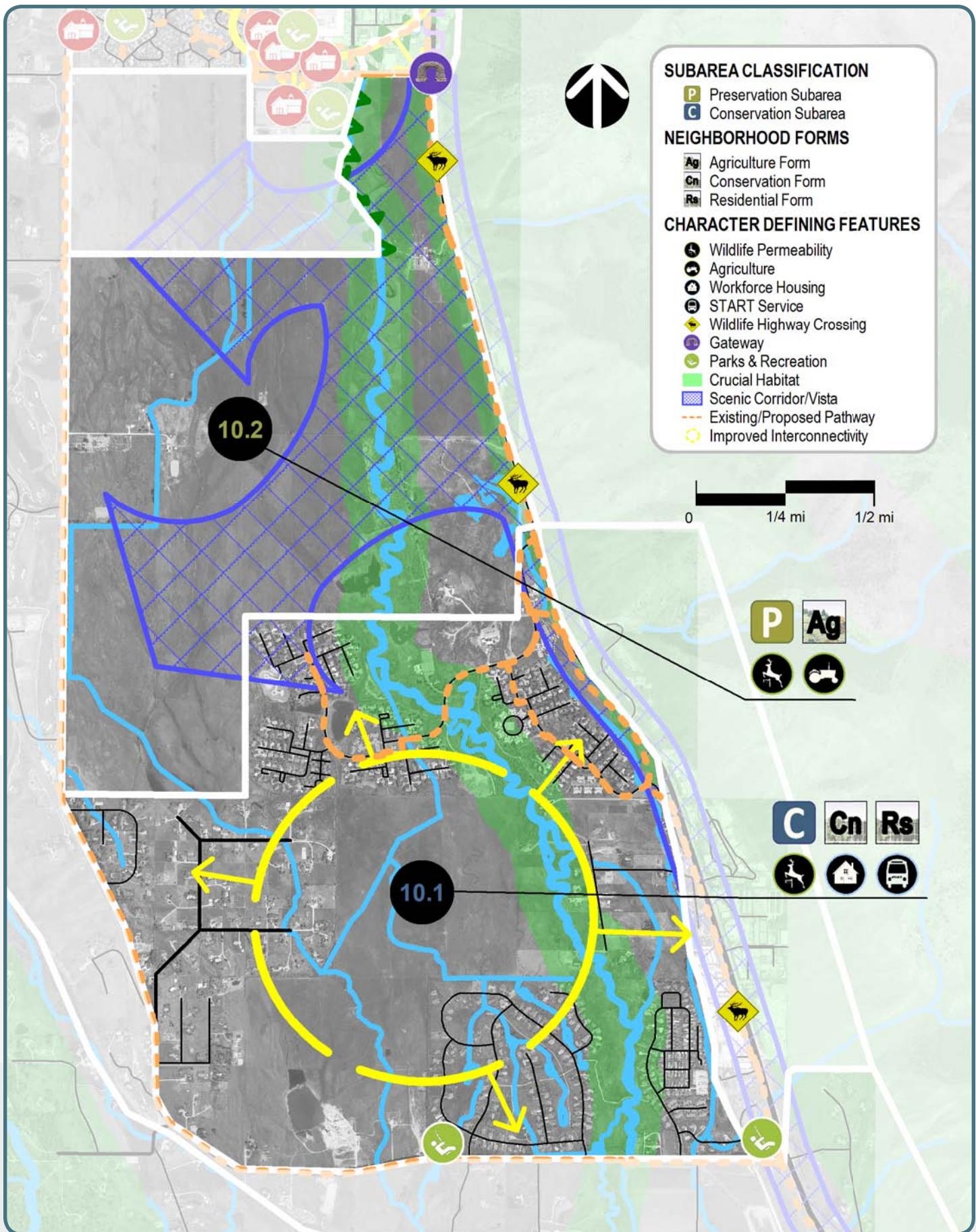
District 10: South Park



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	○	○
	Public Utilities	●	●
	Quality Public Space	●○	●○
	Variety of Housing Types	○○	○○
	Walkable Schools, Commercial + Recreation	○○	●○
	Connection by Complete Streets	○○	○○
RURAL	Viable Wildlife Habitat + Connectivity	●○	●○
	Natural Scenic Vistas	●	●
	Agricultural + Undeveloped Open Space	●	●
	Abundance of Landscape over Built Form	●○	●○
	Limited, Detached, Single Family Res. Development	●	●
	Minimal Nonresidential Development	●	●

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

The South Park District is, and should continue to be, the agricultural southern gateway into Jackson. The existing agricultural open space that defines the character of the district provides a scenic foreground for Teton views, wildlife habitat connectivity, reference to our community's heritage and stewardship ethic, and a quiet rural setting for residents. The most important habitat in the district is the Flat Creek riparian corridor; however, the intensity of wildlife vehicle collisions on South Highway 89 shows the importance of the district's open space for wildlife movement in all directions. Existing development is predominately residential and largely occupied by the workforce. It is clustered to the southeastern portion of the district, with the densest areas well screened from the highway by topography, vegetation, and other development. The existing developments are well served individually by pathways, parks, and infrastructure, but lack interconnection and require highway travel to access convenience commercial and other amenities.

The district should maintain the character that it has today. Agricultural open spaces should be preserved, and development should be directed into a complete neighborhood wherever possible. Development that does occur should be clustered adjacent to existing development. Wildlife habitat connectivity and permeability should be enhanced through existing development and across Highway 89. The Flat Creek corridor should be preserved and enhanced with a focus on wildlife habitat and movement. Provision of START service and possibly a school will be encouraged to better serve the workforce living in and around this district. Future character should also include improved interconnectivity and internal connection to the commercial amenities along South Highway 89.

Policy Objectives

Common Value 1:

Ecosystem Stewardship

- 1.1.c: Design for wildlife permeability
- 1.2.a: Buffer water bodies, wetlands, and riparian areas from development
- 1.3.b: Maintain expansive hillside and foreground vistas
- 1.4.b: Conserve agricultural lands and agriculture
- 1.4.c: Encourage rural development to include quality open space

Common Value 2:

Growth Management

- 3.1.a: Reduce development potential in the Rural County
- 3.1.b: Direct development toward suitable areas for complete neighborhoods
- 3.1.c: Maintain rural character outside of complete neighborhoods

Common Value 3:

Community Character

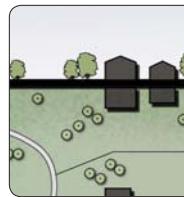
- 5.3.b: Preserve existing workforce housing stock
- 7.3.a: Develop a land use pattern based on transportation connectivity
- 7.3.b: Reduce wildlife and natural and scenic resource transportation impacts



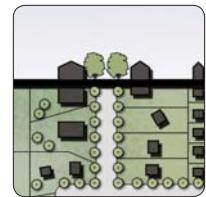
Character Defining Features

10.1: Southern South Park

This CONSERVATION subarea will continue to be defined by clustered housing including workforce housing that allows for wildlife movement. Preservation and enhancement of the wildlife habitat along the Flat Creek corridor and through the existing developed areas is essential for wildlife movement; it is this wildlife use of the Flat Creek corridor that should continue to define its character. The open space interior to this subarea is a defining feature and should be preserved to the extent possible through agriculture uses, directing development potential into a complete neighborhood, or other methods. Subdivision and new development is not desired, though private property rights will be respected and the resident workforce character of this subarea should be preserved to the extent possible. Any development of the existing open spaces should be clustered adjacent to existing development. Wildlife movement through this subarea should be further enhanced through redevelopment, and efforts to reduce density without decreasing workforce housing opportunities or increasing building size will be encouraged. In the future, residents should be able to travel between existing subdivisions and access nonresidential amenities on the highway without using the highway or South Park Loop Road. In addition, this subarea should be regularly served by START. When the School District needs additional capacity, southern South Park is an appropriate place for a new school to serve the existing population that lives south of Town.



Conservation

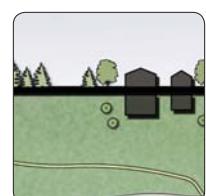


Residential



10.2: Central South Park

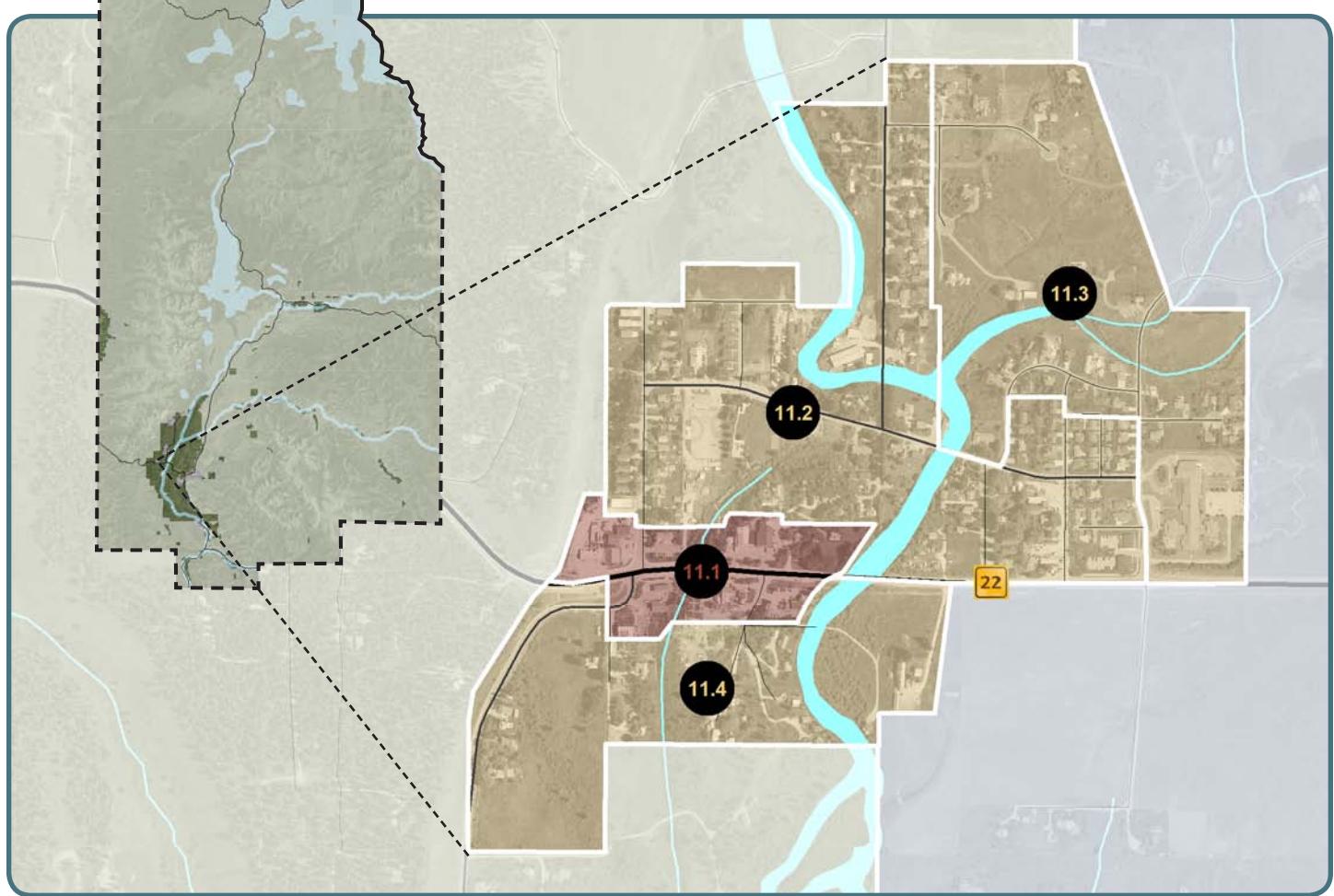
This PRESERVATION subarea is defined by agricultural open space. The most important of these open spaces is the area between Flat Creek and the highway. This area not only provides the scenic gateway into Town, but also preserves an open area for a wildlife crossing of the highway that would allow for movement of wildlife throughout the district to crucial habitat nearby. Continued agricultural use of the subarea will maintain the open space that defines the district and is the ideal use of the subarea. Agriculture will be encouraged through regulatory exemptions and allowances. Accessory uses that do not detract from the agricultural character of the subarea but facilitate the continued viability of agriculture may be appropriate. Development potential should be directed into complete neighborhoods wherever possible, while respecting private property rights. Development that does occur should be clustered near existing development and be designed for wildlife permeability and preservation of scenic, agricultural foregrounds. The scale of development should be of a rural character, consistent with the historic agricultural compounds and neighborhoods of the community.



Agriculture



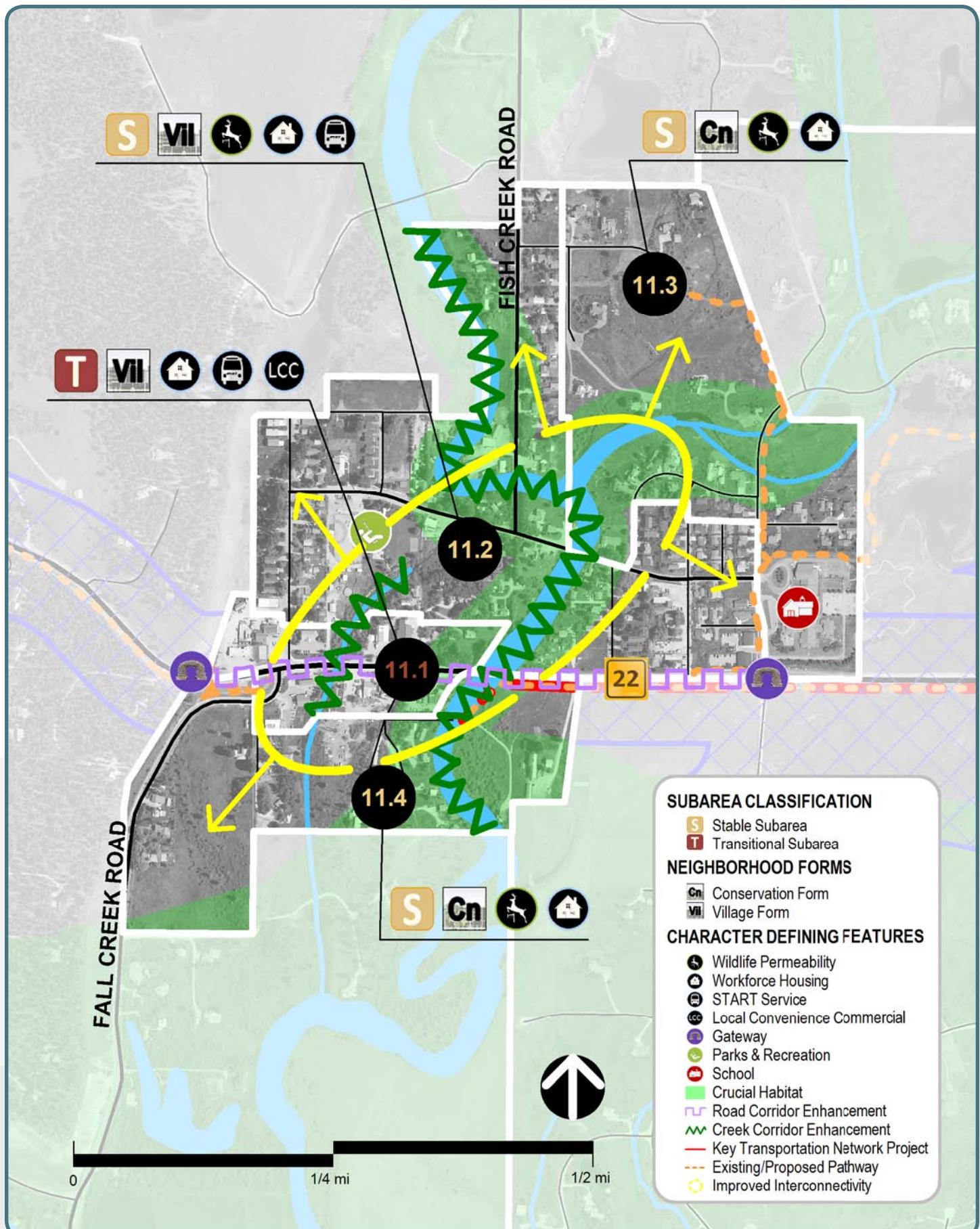
District 11: Wilson



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	●	Defined character for subareas
	Public Utilities	●	Sewer
	Quality Public Space	●	Enhance parks, pathways, Fish Creek
	Variety of Housing Types	●	Single family with some ARU/duplex
	Walkable Schools, Commercial + Recreation	●	Maintain local oriented core and amenities
	Connection by Complete Streets	●	Improve pedestrian connectivity
RURAL	Viable Wildlife Habitat + Connectivity	●	Maintain/enhance permeability
	Natural Scenic Vistas	○	
	Agricultural + Undeveloped Open Space	○	
	Abundance of Landscape over Built Form	●	Maintain existing ratio
	Limited, Detached, Single Family Res. Development	○	
	Minimal Nonresidential Development	○	

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent



Existing + Future Desired Characteristics

Wilson is a small complete neighborhood with a broad reach. While relatively few residents live within the district, many more outside the district rely on it for services and consider it their home. In addition, Wilson is the western gateway into the community for those travelling over Teton Pass. Wilson is characterized by quality social, economic, and natural amenities. It has parks, a community center, an elementary school, childcare, a general store, a hardware store, offices, medical services, restaurants, and bars all within walking distance. Fish Creek and the riparian areas of Wilson provide crucial wildlife habitat and wildlife movement corridors. Surrounding the district is permanently conserved agricultural open space.

Protecting Wilson's existing character while enhancing the district and meeting the community's growth management goals is the primary issue in Wilson. Wilson's future character should be consistent with that which endears it to so many community members today. The district's residential subareas should have stable character and Wilson should continue to provide locally-oriented commercial and neighborhood amenities that limit the need for trips from the west bank into Town. The provided services should be supported by the residents of the district and those otherwise passing through the district without relying on additional development potential or attracting trips from elsewhere in the community. Pedestrian connectivity in the district should be enhanced by improved pedestrian access from the residential subareas into the commercial core, a more pedestrian-oriented design of the commercial core, and safe and convenient pedestrian crossing of Highway 22 in the commercial core and at the school. In addition, START should become a more convenient and viable option for residents of Wilson and surrounding areas. Wildlife will continue to inhabit and move through the periphery and riparian corridors of Wilson.

Policy Objectives

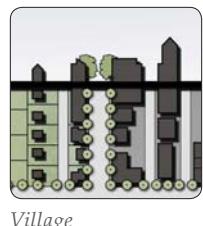
<i>Common Value 1: Ecosystem Stewardship</i>	1.1.c: Design for wildlife permeability 1.2.a: Buffer water bodies, wetlands, and riparian areas from development
<i>Common Value 2: Growth Management</i>	3.2.b: Locate nonresidential development to Complete Neighborhoods 3.2.d: Emphasize a variety of housing types 3.2.f: Enhance natural features in the built environment
<i>Common Value 3: Community Character</i>	5.3.b: Preserve existing workforce housing stock 6.2.c: Encourage local entrepreneurial opportunities 7.1.c: Increase the capacity for use of alternative transportation modes



Character Defining Features

11.1: Wilson Commercial Core

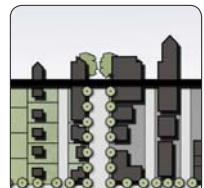
This TRANSITIONAL subarea is defined by its future character as a vibrant, mixed use, active, pedestrian core. It will retain its commercial character, providing locally-oriented commercial uses that serve the residents and visitors of Wilson without attracting additional vehicle trips. Small unit attached and detached housing, including workforce housing, should be added to enhance the residential character of the subarea. However, buildings should continue to be no more than two stories. Development should be set back from, but also oriented toward, Fish Creek and Edminston Spring Creek to preserve their ecological value while drawing attention to them as natural amenities. The design of the Highway 22 corridor is key to addressing all users of the commercial core. Calming highway traffic and improving highway crossings will enhance the pedestrian character of the subarea, inviting residents of the district to travel by foot or bike into the commercial core. Pedestrian and bicycle infrastructure should be separated from the highway, and a median should be added to the highway cross section. At the eastern and western entrances to the subarea, buildings should be pulled to the highway to create a gateway into the core. Within the core, buildings may be pushed back further from the street to allow an on street parking character without requiring parking on the highway. However, the majority of the parking should be located behind buildings or screened from view.



11.2: Wilson Townsite

This STABLE subarea is defined by its history as the original Wilson townsit. The 50 foot by 150 foot lot pattern should be preserved and creation of smaller or larger lots should be discouraged. Each lot should contain a single family home with a possible accessory residential unit. Building size should be consistent with the existing character of the subarea. Protection of this character should allow this subarea to continue to provide workforce housing opportunities.

Wildlife permeability should be maintained through the location and design of development and redevelopment. Streets should continue to be rural in character with natural drainage swales and no sidewalks, while being enhanced with off street pathways connecting the residential subareas of Wilson to the commercial core.

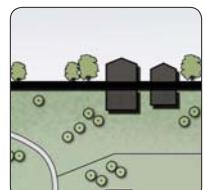


Village



11.3: Wilson Meadows

This STABLE subarea is defined by larger platted lots than the Wilson Townsite and serves to blend the townsit density into the more rural surroundings. The one to two-acre lots in this subarea should continue to be developed with detached single-family homes. Development should be located and designed for wildlife permeability. Development should be set back from Fish Creek and the adjacent riparian area in order to preserve their habitat function. Pedestrian and bike connections to the commercial core would enhance the livability of this subarea, and connections from other subareas of the district to the school would enhance the livability of the entire district. At the school, traffic should be slowed and a safe Highway 22 crossing for schoolchildren and other pedestrians is encouraged.

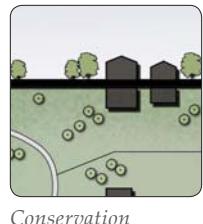


Conservation

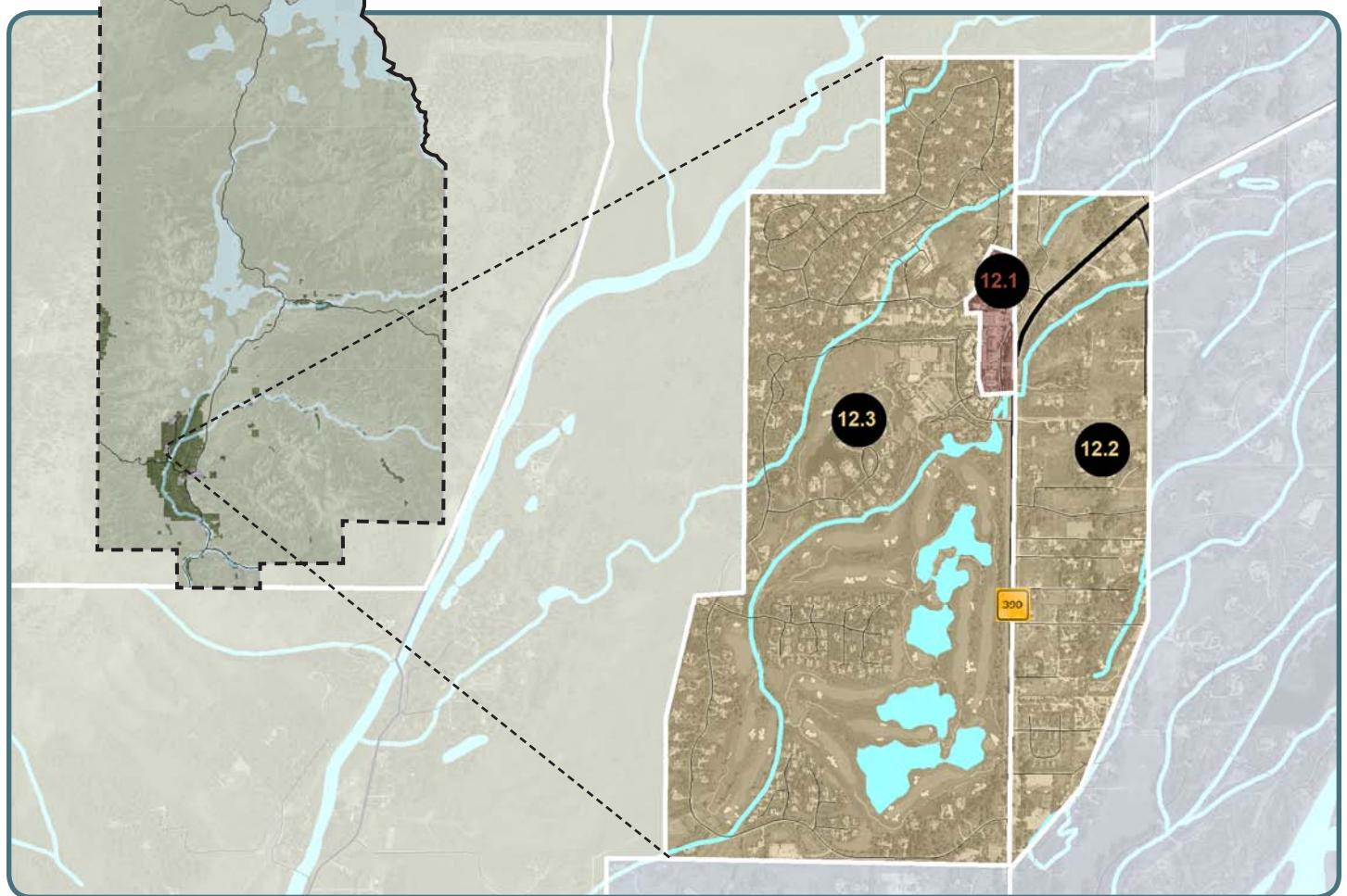


11.4: South Wilson

This STABLE subarea is defined by wildlife movement and larger lots than the rest of Wilson. This subarea south of the commercial core is less developed than the subareas to the north and serves as a corridor for wildlife to move from the Teton Pass area to Fish Creek and the Snake River. One detached residential unit per three acres or more will continue to characterize development in this subarea. Obstructions to wildlife movement should be avoided or minimized through development and redevelopment. Of special consideration are Fish Creek, Edmiston Spring Creek and the wetlands of this district, which should be protected and enhanced to provide habitat and habitat connectivity. The proximity of this subarea to the commercial core, coupled with its relatively low density, allows pedestrians and cyclists to share the internal roads with vehicles in order to access the amenities of the commercial core.



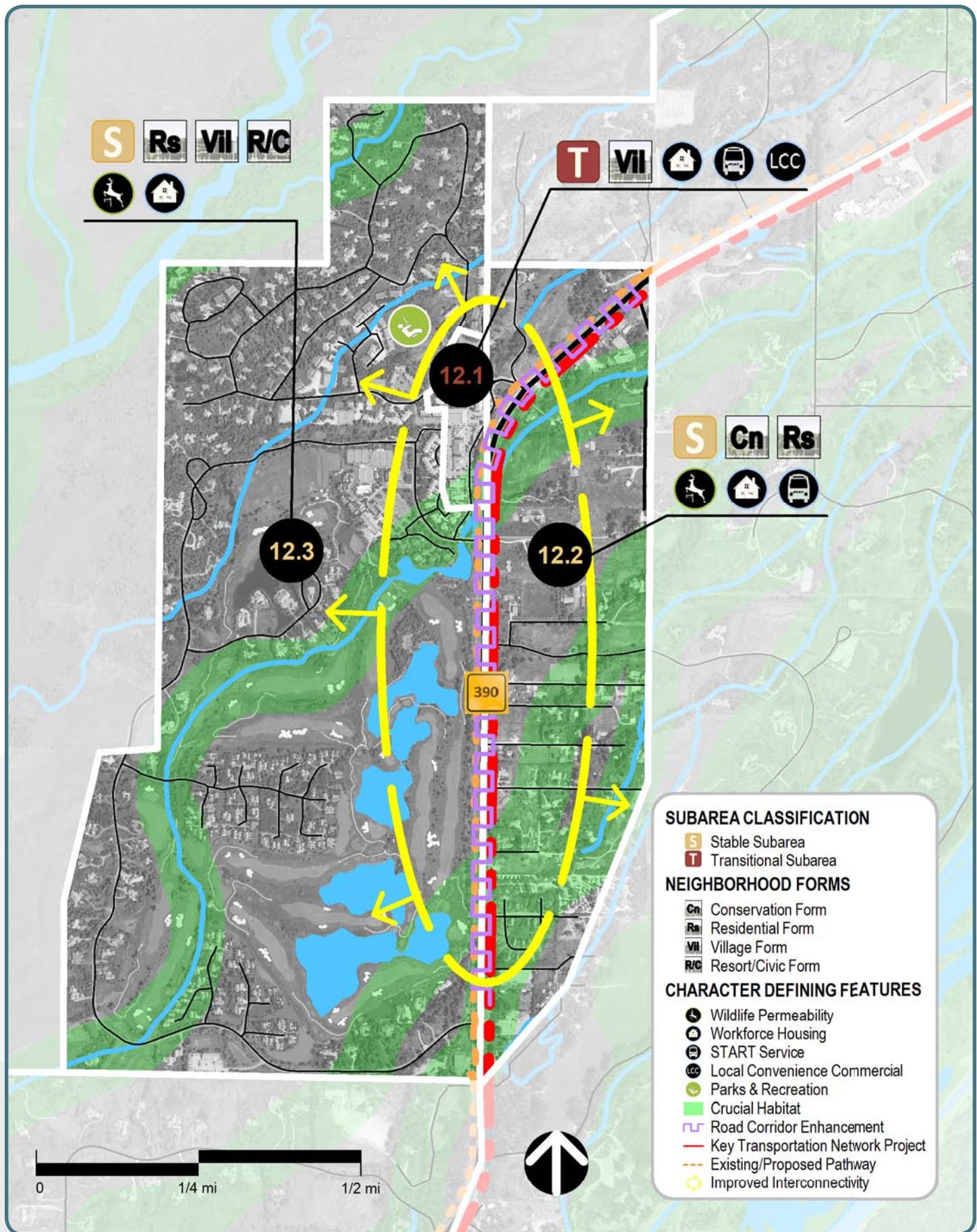
District 12: Aspens/Pines



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	●	Connect subareas
	Public Utilities	●	Water and sewer
	Quality Public Space	●	Improved access to quality public spaces
	Variety of Housing Types	●	Maintain housing variety
	Walkable Schools, Commercial + Recreation	●	Improved pedestrian connection to existing amenities
	Connection by Complete Streets	●	Improved safety and connectivity for all modes
RURAL	Viable Wildlife Habitat + Connectivity	●	Preserve riparian areas and permeability
	Natural Scenic Vistas	●	
	Agricultural + Undeveloped Open Space	●	
	Abundance of Landscape over Built Form	●	Maintain ratio
	Limited, Detached, Single Family Res. Development	●	
	Minimal Nonresidential Development	●	

Legend: ● Generally Present; ○ Partially Present; □ Generally absent



Existing + Future Desired Characteristics

The Aspens/Pines complete neighborhood is characterized by a variety of housing types and non-residential uses developed in distinct subareas. Highway 390 runs through the middle of the district, connecting and separating the different subareas. To the west of Highway 390 is a master planned community with a commercial core as well as a mix of detached single-family units and clustered multi-family units occupied by the workforce, retirees, and visitors. The commercial core provides local convenience commercial, office space and resort-type recreational amenities to the diverse residents of the area. To the east of the highway is a gradient of development intensity that ranges from non-residential and medium density workforce housing in the south to low density housing, including workforce housing, and a few highway commercial establishments in the north. The district is adjacent to the Snake River corridor and contains riparian habitat and open spaces that serve as wildlife movement corridors.

In the future, this district should have a more cohesive character, highlighted by better connectivity and increased workforce occupation of existing units. Non-residential use should be consolidated to the commercial core on the west side of the road to the extent possible. The highway corridor should be redesigned to be safe for all modes of travel as well as wildlife. Both sides of the highway should be connected to the commercial core by pedestrian infrastructure, and the district should become better connected to the rest of the community through increased START service. Development should be designed for wildlife permeability, and the riparian habitat in the district should be protected and enhanced.

Policy Objectives

Common Value 1:

Ecosystem Stewardship

1.1.c: Design for wildlife permeability

1.2.a: Buffer water bodies, wetlands, and riparian areas from development

Common Value 2:

Growth Management

3.2.b: Locate nonresidential development to complete neighborhoods

3.2.d: Emphasize a variety of housing types

3.2.e: Promote quality public spaces in complete neighborhoods

Common Value 3:

Community Character

5.2.d: Encourage deed-restricted rental units

5.3.b: Preserve existing workforce housing stock

6.2.b: Support businesses located in the community

6.2.c: Support business located in the community because of our lifestyle

7.1.c: Increase the capacity for use of alternative transportation modes

7.2.d: Complete key Transportation Network Projects to improve connectivity

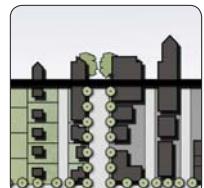
7.3.b: Reduce wildlife and natural and scenic resource transportation impacts



Character Defining Features

12.1: Aspens/Pines Commercial Core

This TRANSITIONAL subarea should redevelop to become a more vibrant, active, pedestrian, mixed use core. The existing mix of local and visitor services as well as office opportunities for business located in the community because of our lifestyle should be preserved as the subarea redevelops. Non-residential development in other parts of the district would be better located within this subarea as well. Residential opportunities should be incorporated into the subarea without adding height to the existing two-story character. As redevelopment occurs it should become more oriented toward a complete "main street" parallel to the highway that may be a continuation of the existing frontage road. The "main street" should be developed with pedestrian-oriented buildings on both sides. In areas between the "main street" and the highway, buildings should address both frontages. The existing pathway and other pedestrian infrastructure should connect this subarea to residential subareas. Parking should be consolidated off of the main street and double as a park n' ride facility in conjunction with increased START service to the district.



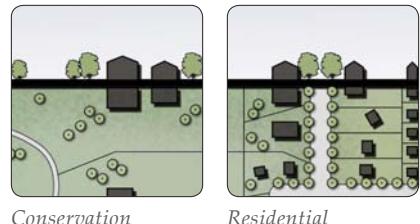
Village



12.2: 390 Residential

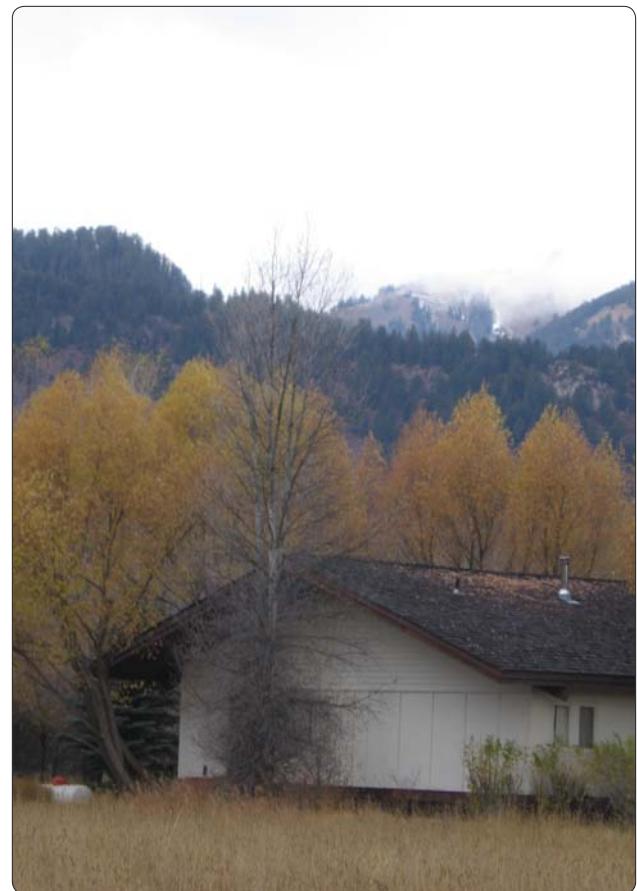
This STABLE subarea should remain characterized by one-acre or greater lots with detached single-family homes, including homes occupied long-term by the workforce. Redevelopment should be designed to be more consistent with this character with existing non-residential development directed into the Aspens/Pines Commercial Core to the extent possible.

Enhancements to the district should include increased wildlife permeability. Enhancements should also be made to the connectivity within the subarea and to other subareas of the district. Highway access should be consolidated to the extent possible in order to minimize congestion on the highway and enhance the sense of community within the subarea. Year-round pedestrian connections to the existing pathway across the highway that connects to the commercial core should be established.



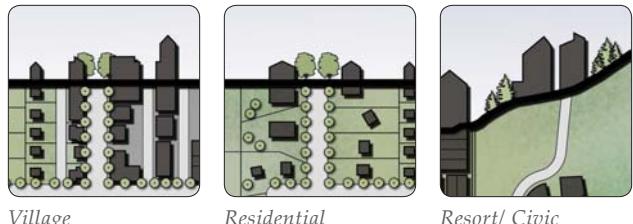
Conservation

Residential

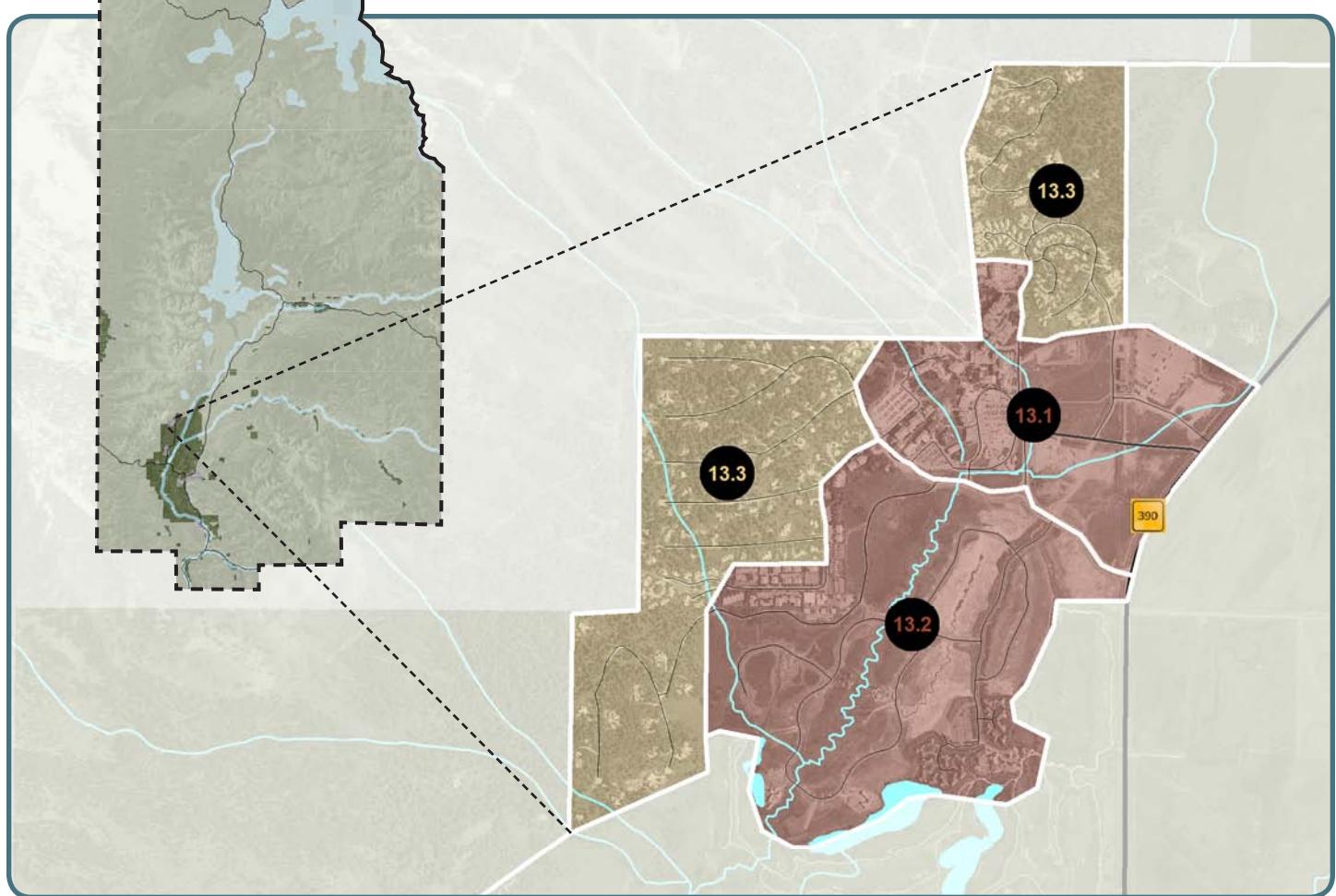


12.3: Aspens/Pines Residential

This STABLE subarea should remain a mix of housing types organized around open space. The subarea will continue to be characterized by retiree, workforce, and visitor occupation; however, a more year-round, workforce character will be encouraged. The wildlife permeability that comes from clustered development around open space should be preserved. The Aspens common area should be enhanced into a higher-quality public space with better connection to the commercial core. Throughout the subarea, year-round pedestrian amenities should be improved in order to reduce the need for vehicle travel within the district.



District 13: Teton Village



Complete Neighborhood + Rural Area Chart

	DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	●	●	Bavarian/mountain modern resort community
	Public Utilities	●	●	Water and sewer
	Quality Public Space	●	●	Expand village commons as core expands
	Variety of Housing Types	●	●	Continue to develop a variety of housing types
	Walkable Schools, Commercial + Recreation	●	●	Add amenities and pedestrian connectivity
	Connection by Complete Streets	○	●	Improve transportation network for all modes
RURAL	Viable Wildlife Habitat + Connectivity	○	○	
	Natural Scenic Vistas	●	●	Maintain scenic foreground
	Agricultural + Undeveloped Open Space	●	○	
	Abundance of Landscape over Built Form	○	○	
	Limited, Detached, Single Family Res. Development	○	○	
	Minimal Nonresidential Development	○	○	

Legend: ● Generally Present; ○ Partially Present; ○ Generally absent

SUBAREA CLASSIFICATION

- S** Stable Subarea
- T** Transitional Subarea

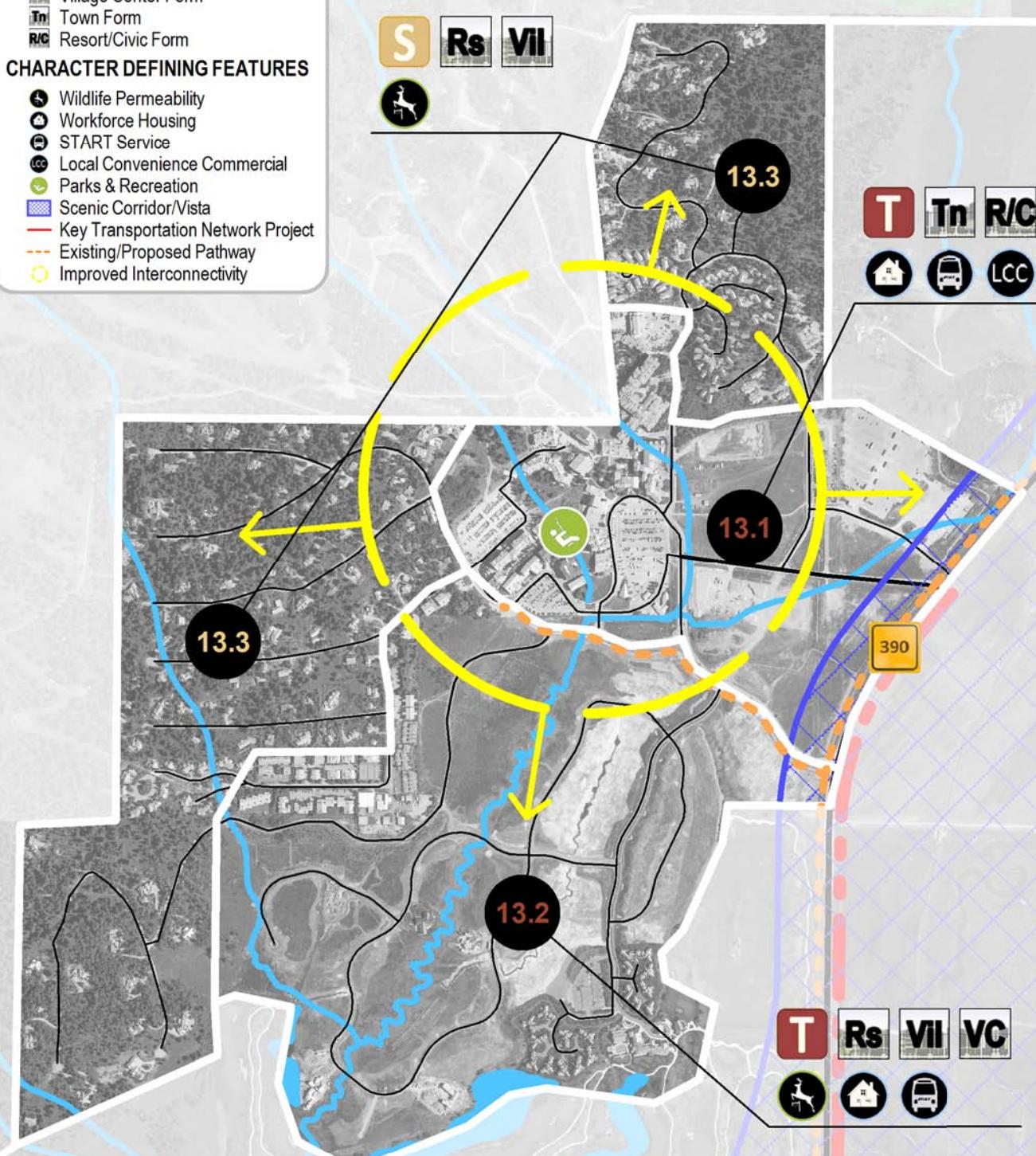
NEIGHBORHOOD FORMS

- Rs** Residential Form
- Vil** Village Form
- VC** Village Center Form
- Tn** Town Form
- R/C** Resort/Civic Form

CHARACTER DEFINING FEATURES

- Wildlife Permeability
- Workforce Housing
- START Service
- LCC Local Convenience Commercial
- Parks & Recreation
- Scenic Corridor/Vista
- Key Transportation Network Project
- Existing/Proposed Pathway
- Improved Interconnectivity

0 1/4 mi 1/2 mi



Existing + Future Desired Characteristics

Teton Village is a resort community that serves as a major employment center and economic driver for Teton County, particularly in the winter. The district is organized around the Jackson Hole Mountain Resort and is defined by a high intensity core, dominated by lodging and other visitor-oriented non-residential uses in some of the largest buildings in the community. Outside of the core are lower intensity residential areas surrounded by scenic agricultural open spaces. Teton Village is well-served by public utilities and has access to some locally-oriented services and amenities. However, a lack of pedestrian connectivity between residential and non-residential areas, limited local convenience commercial and a lack of full-time residents prevent Teton Village from feeling like a true village.

In the future, Teton Village's world class resort character should be enhanced to include a village feel through the addition of a year-round community. Planned employee and workforce housing will provide a base of full-time residents as well as reduce peak traffic on the Moose-Wilson road. Additional units, which would be directed out of rural areas and into the existing Teton Village footprint and designed for occupancy by year-round residents, should be encouraged to further enhance the village character in the district and communitywide conservation and preservation goals. Local convenience commercial, a school, and other amenities that support permanent residency will be needed as a year-round character is developed. A reallocation or increase in amount of commercial allowed in the district may be appropriate to achieve this goal.

Coordination of the two Resort Master Plans that govern the majority of the district will be crucial to enhancing the existing Teton Village resort into a cohesive village resort community. This effort should be focused on reworking the amount, location, and design of allowed development to accommodate a year-round village character while retaining the quality and competitiveness of the existing resort. Intensity of development should step down from an expanded commercial core to lower density residential areas at the edges of the district, where it interfaces with adjacent agricultural lands and open space. As the intensity of development decreases, wildlife permeability should become a greater emphasis of design. In the future the district should benefit from improved circulation for pedestrians and vehicles and enhanced public transit – both within the Village and to key destinations such as Town, the airport and Grand Teton National Park.

Policy Objectives

Common Value 1: 1.3.b: Maintain expansive hillside and foreground vistas

Ecosystem Stewardship

Common Value 2: 3.2.a: Enhance the quality, desirability and integrity of Complete Neighborhoods

Growth Management 3.2.b: Locate nonresidential development to Complete Neighborhoods

3.2.c: Limit lodging to defined areas

3.2.d: Emphasize a variety of housing types

3.2.e: Promote quality public spaces in Complete Neighborhoods

Common Value 3: 5.2.d: Encourage deed-restricted rental units

Community Character 6.2.a: Enhance tourism as the basis of the economy

6.2.b: Support businesses located in the community because of our lifestyle

6.2.c: Encourage local entrepreneurial opportunities

6.3.a: Ensure year-round economic viability

7.1.c: Increase the capacity for the use of alternative transportation modes

Character Defining Features

13.1: Teton Village Commercial Core

The future character of this TRANSITIONAL subarea is defined as a walkable, urban commercial core. Development of this subarea should occur from the existing Village core toward the highway between the access roads. The location of transit hubs and the layout of the interconnected complete streets will define circulation in the district. A pedestrian mall anchored at one end by the tram and at the other by a future community building should act as the district's primary nonresidential corridor. The subarea should include local and visitor-oriented non-residential uses that enhance our tourist economy and provide an inviting atmosphere for entrepreneurs and business located here because of our lifestyle. Buildings should be set close to street corridors with height and bulk decreasing from the core to the periphery, stepping down from multi-story, multi-use buildings near the base of the Mountain Resort to two or three-story buildings along the eastern edge, eventually transitioning to a park, recreational fields or open space as a visual buffer along the highway. Multi-family workforce housing, separated from lodging but with access to amenities, should be located toward the edges of the commercial core. Pathways and sidewalks leading out of the commercial core should be implemented to improve connectivity with residential areas.

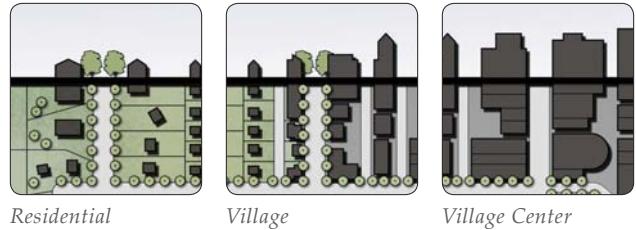


Town

Resort/ Civic

13.2: Teton Village Residential Core

This TRANSITIONAL subarea is comprised of existing multi-family housing and the area planned for future development of a variety of housing types south of the commercial core. Its future character will be as a residential subarea with a mix of housing densities and types and many workforce housing opportunities. Density should decrease from the areas adjacent to the commercial core to the south. Development along the northern edge could consist of multi-family housing to blend the bulk of the commercial core into the residential area. Development along the western edge will be of a style and scale compatible with adjacent existing residential development. Farther south, density will decrease to large existing single-family lots and be designed to be more permeable for wildlife. Planned deed-restricted workforce housing will provide a base of year-round residents. Additional units directed into the district from rural districts should be integrated in a way that promotes year-round occupation and furthers transportation goals. Pathways, trails and transit service connecting this residential subarea to the commercial core should be designed to provide access to amenities.



Residential

Village

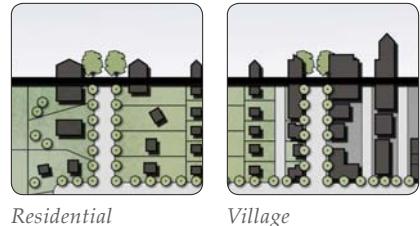
Village Center





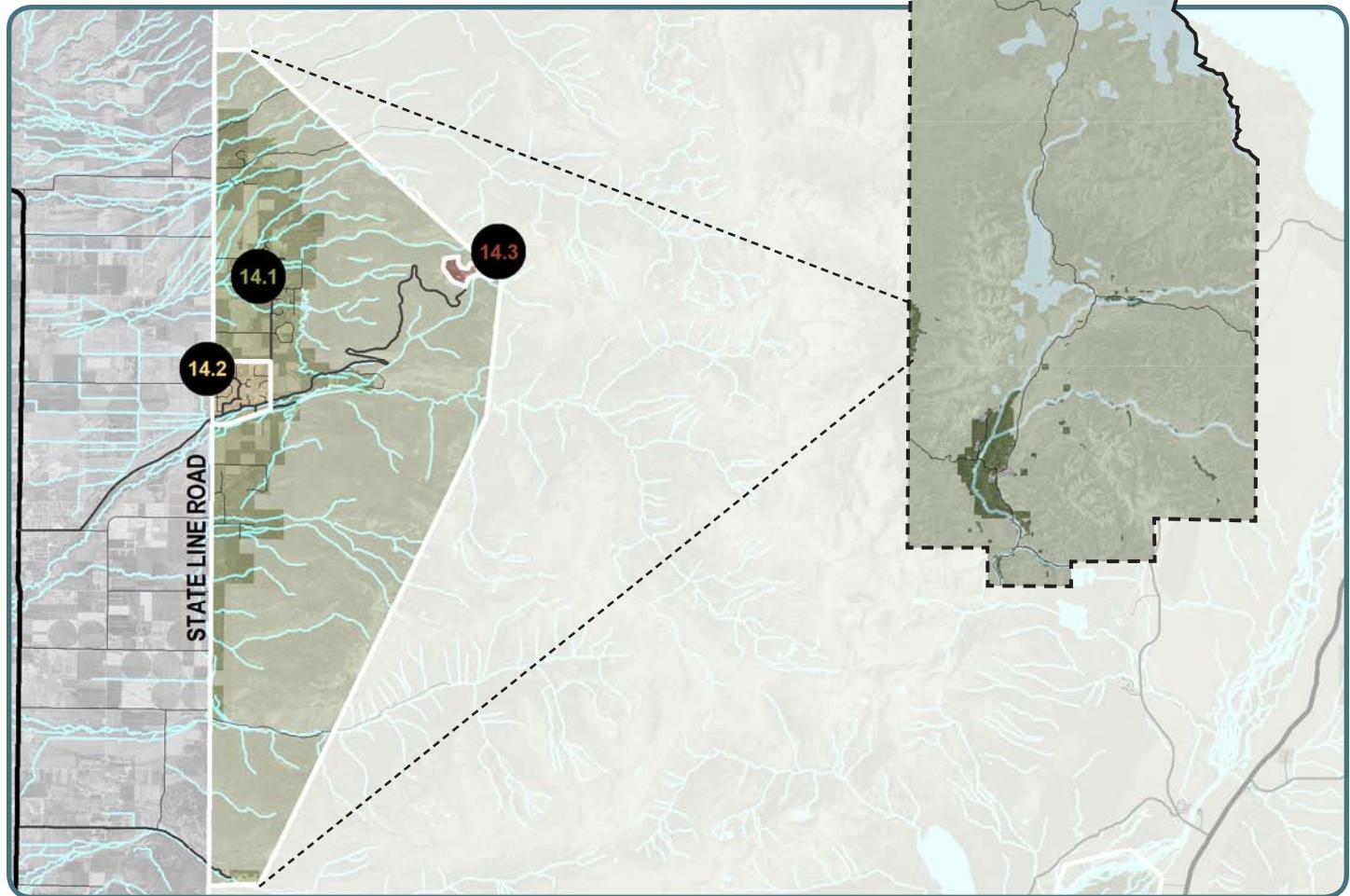
13.3: Teton Village Single Family

This STABLE subarea is characterized by an existing, lower density residential development pattern. The pattern of single-family lots should continue to be permitted and preserved in this portion of the district. Development should work with the topography, rather than against it, with buildings constructed into the hillside to avoid significant grading and protect the forested hillside views. Houses should be designed to allow wildlife movement through the subarea. Additional residential potential may be directed into this subarea from rural districts if it can be incorporated into the existing character as year-round workforce housing. Increased pedestrian and shuttle connections into the Village commercial core should be encouraged in order to provide enhanced access to amenities and recreation.



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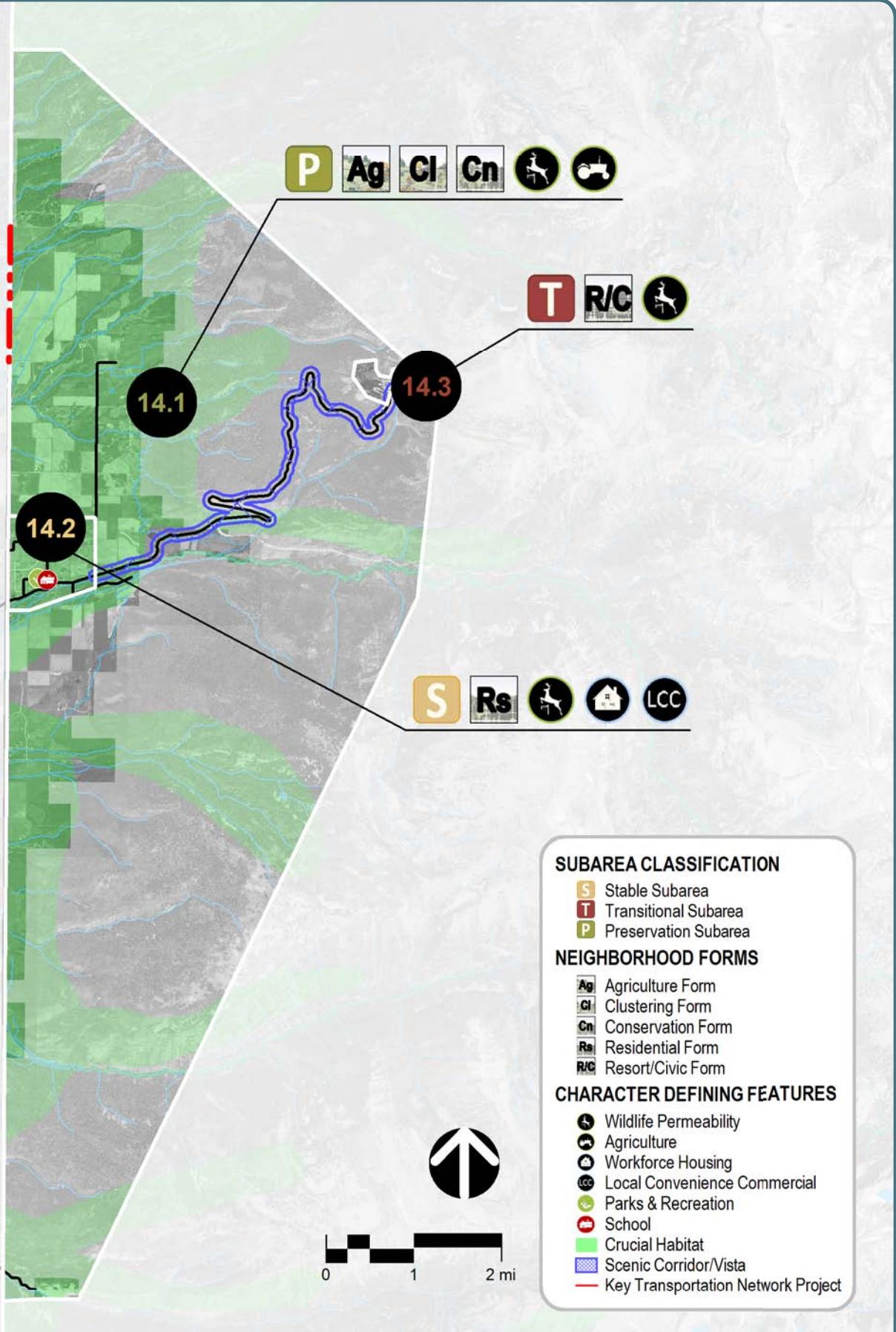
District 14: Alta



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="circle"/>	<input checked="" type="circle"/> Targhee Town cluster character
	Public Utilities	<input type="circle"/>	<input type="circle"/>
	Quality Public Space	<input checked="" type="circle"/>	<input checked="" type="circle"/> Community park
	Variety of Housing Types	<input type="circle"/>	<input type="circle"/>
	Walkable Schools, Commercial + Recreation	<input type="circle"/>	<input checked="" type="circle"/> Cluster development to be walkable to amenities
	Connection by Complete Streets	<input type="circle"/>	<input checked="" type="circle"/> Connect State Line Road
RURAL	Viable Wildlife Habitat + Connectivity	<input checked="" type="circle"/>	<input checked="" type="circle"/> Maintain/enhance existing habitat/connectivity
	Natural Scenic Vistas	<input checked="" type="circle"/>	<input checked="" type="circle"/> Maintain scenic agricultural foregrounds
	Agricultural + Undeveloped Open Space	<input checked="" type="circle"/>	<input checked="" type="circle"/> Conserve agriculture and agricultural open space
	Abundance of Landscape over Built Form	<input checked="" type="circle"/>	<input checked="" type="circle"/> Cluster development in the Alta core
	Limited, Detached, Single Family Res. Development	<input checked="" type="circle"/>	<input checked="" type="circle"/> Detached single family
	Minimal Nonresidential Development	<input checked="" type="circle"/>	<input checked="" type="circle"/> Revitalize existing nonresidential

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

Alta is one of the last districts in the County to have its character predominantly defined by active agriculture. Agriculture and its inherent benefits – including scenic vistas, wildlife use and local crop production – combine to serve as the primary basis of the Alta economy. Alta's limited residential and non-residential development is generally dispersed; however, Alta does have a core of clustered workforce housing around a park, school, and library. Alta remains reliant on Teton County, Idaho for most retail needs and some municipal services.

Maintenance of agricultural character is the priority in Alta. Future development should be directed into the Alta Core as infill or clustered adjacent to existing development. The Alta Core provides more compact single-family uses, a limited amount of non-residential and commercial uses and several community amenities. Pedestrian connectivity should be improved in the core subarea and the district should be further enhanced by connecting the community to South Leigh Canyon via the completion of State Line Road. Grand Targhee Resort will develop consistent with its recently approved master plan.

Policy Objectives

Common Value 1:

Ecosystem Stewardship

- 1.1.b: Protect wildlife from the impacts of development
- 1.1.c: Design for wildlife permeability
- 1.2.a: Buffer water bodies, wetlands and riparian areas from development
- 1.4.a: Encourage non-development conservation of wildlife habitat
- 1.4.b: Conserve agricultural lands and agriculture
- 1.4.c: Encourage rural development to include quality open space

Common Value 2:

Growth Management

- 3.1.a: Reduce development potential in the rural County
- 3.1.b: Direct development toward suitable areas or Complete Neighborhoods
- 3.1.c: Maintain rural character outside of complete neighborhoods
- 3.5.a: Cooperate with regional communities and agencies to implement this Plan

Common Value 3:

Community Character

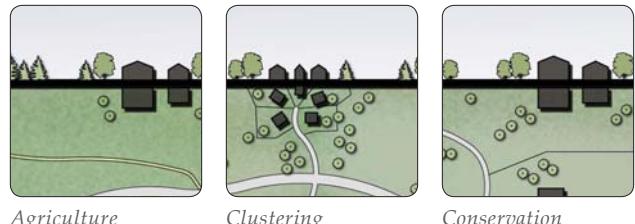
- 5.3.b: Preserve existing workforce housing stock
- 7.1.c: Increase the capacity for use of alternative transportation modes
- 7.3.a: Develop a land use pattern based on transportation connectivity



Character Defining Features

14.1: Alta Farmland

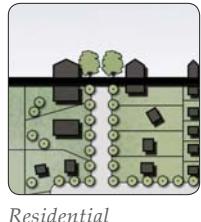
This PRESERVATION subarea is characterized by large parcels and accounts for the majority of the land area in Alta. The highest priority for this subarea is to preserve agricultural lands and uses. Agriculture will be encouraged through regulatory exemptions and allowances. Existing home business, contractor and other accessory uses that do not detract from the agricultural character of the subarea but facilitate the continued viability of agriculture may be appropriate. Development potential should be directed into the Alta Core wherever possible, while respecting private property rights. Development that does occur should be clustered near existing development and be designed for wildlife permeability and continuation of agriculture. The scale of development should be of a rural character consistent with the historic agricultural compounds of the community. The preservation of scenic vistas, wildlife habitat, riparian areas and wildlife permeability is another priority. A key transportation project for this subarea that will improve connectivity, reduce vehicle miles traveled and improve the sense of community is completing the connection of State Line Road to South Leigh Creek Canyon.



14.2: Alta Core

This STABLE subarea is presently characterized by the Alta School, the Alta Library, a church, a partially complete park, lodging and a cross country ski track. These amenities are located next to subdivisions with lots ranging in size from 1/3 to 5 acres. The goal for this subarea is to maintain existing character while allowing for infill of 1/3-acre lots to accommodate the preservation of agricultural lands.

Development should be located within walking distance of community amenities, and individual developments should be interconnected. Commercial uses should not expand; however, efforts to revitalize existing commercial uses are appropriate and should be of a nature and scale to protect the character of the Alta community. Completing the park is a priority.



Residential



14.3: Grand Targhee Resort

The focus of this TRANSITIONAL subarea is to create a year round, small scale resort community that is pedestrian-oriented. A primary objective is to enhance year-round visitation and to provide recreation and job opportunities for the local community. This subarea will develop in accordance with the recently approved master plan. The master plan is intended to be dynamic and subject to some evolution in design but not density, intensity, or footprint.

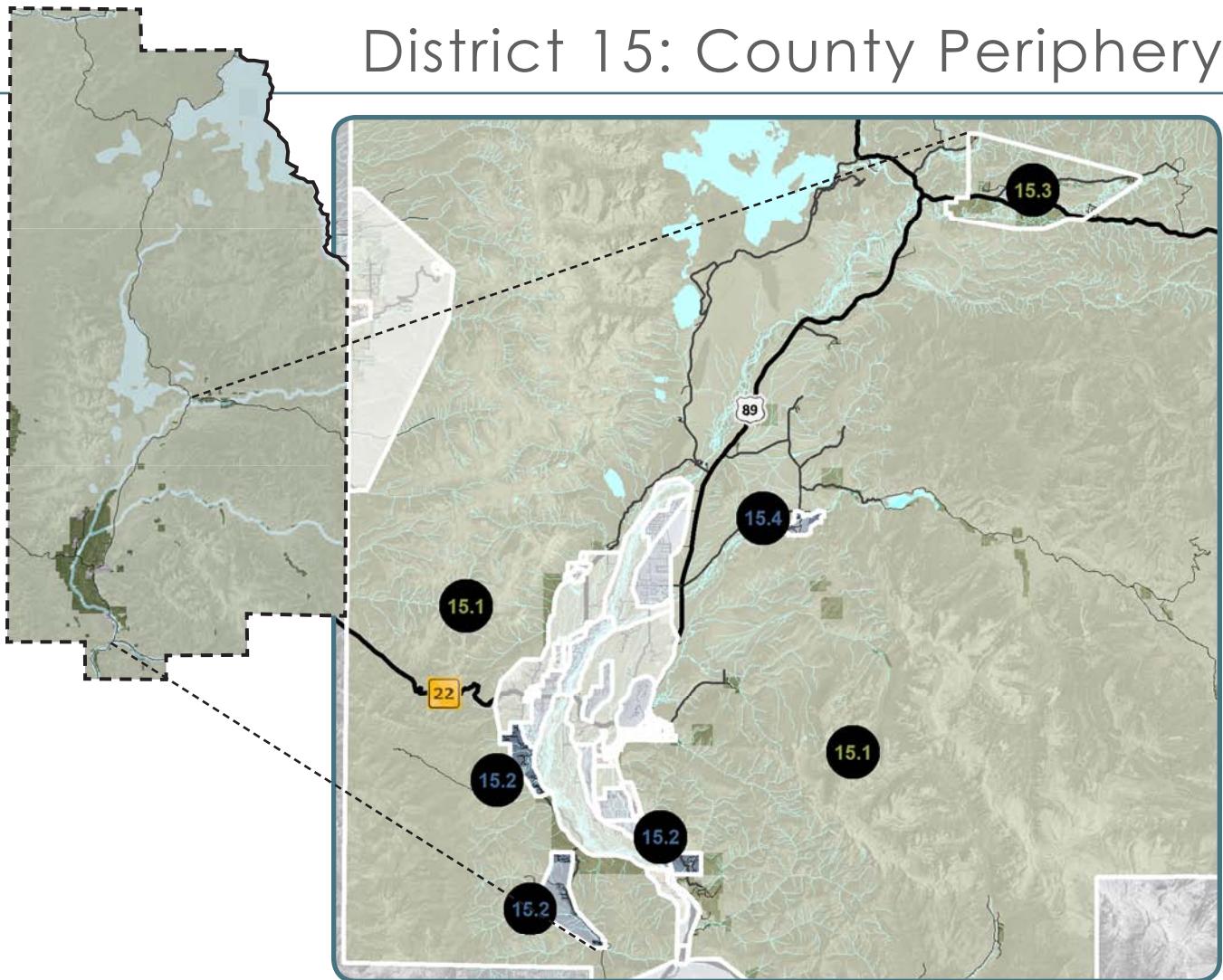


Resort/ Civic



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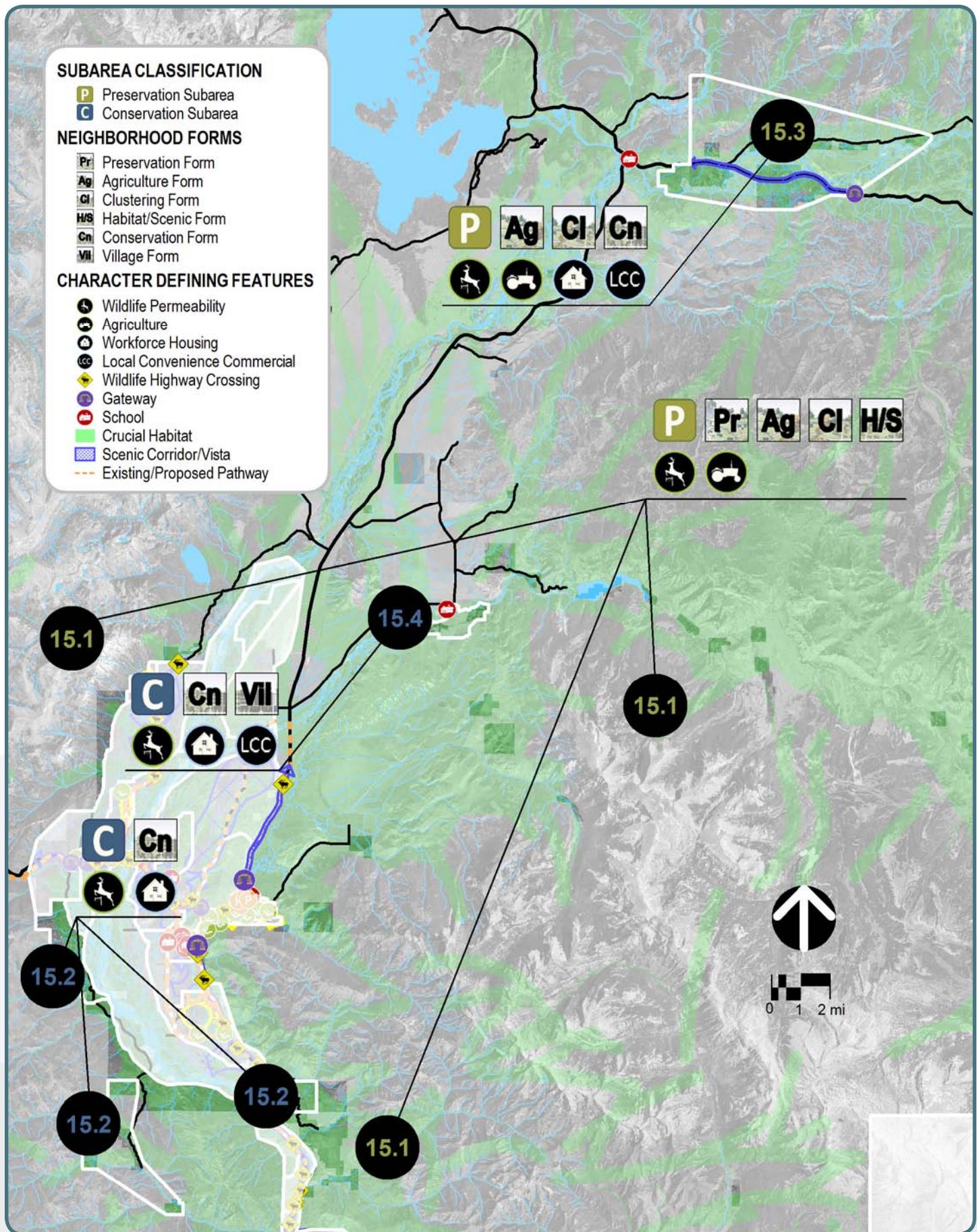
District 15: County Periphery



Complete Neighborhood + Rural Area Chart

DEFINITION	EXST.	FUTURE	
COMPLETE NEIGHBORHOOD	Defined Character/High Quality Design	<input type="circle"/>	<input type="circle"/>
	Public Utilities	<input type="circle"/>	<input type="circle"/>
	Quality Public Space	<input type="circle"/>	<input type="circle"/>
	Variety of Housing Types	<input type="circle"/>	<input type="circle"/>
	Walkable Schools, Commercial + Recreation	<input type="circle"/>	<input type="circle"/>
	Connection by Complete Streets	<input type="circle"/>	<input type="circle"/>
RURAL	Viable Wildlife Habitat + Connectivity	<input type="circle"/>	<input type="circle"/>
	Natural Scenic Vistas	<input type="circle"/>	<input type="circle"/>
	Agricultural + Undeveloped Open Space	<input type="circle"/>	<input type="circle"/>
	Abundance of Landscape over Built Form	<input type="circle"/>	<input type="circle"/>
	Limited, Detached, Single Family Res. Development	<input type="circle"/>	<input type="circle"/>
	Minimal Nonresidential Development	<input type="circle"/>	<input type="circle"/>

Legend: Generally Present; Partially Present; Generally absent



Existing + Future Desired Characteristics

The County Periphery is by far the largest of the Character Districts, encompassing the agricultural lands and open space that surround the more developed areas of the Town and County. The character of the County Periphery is overwhelmingly rural. Existing development consists primarily of single family dwellings on large lots and dispersed non-residential uses such as dude ranches, outfitters, schools and limited local commercial. The prevalence of landscape over built form supports crucial wildlife habitat and migration corridors at the interface between private and Federal lands. The open spaces also provide scenic vistas, particularly in the foreground along the highway in areas such as Buffalo Valley. Despite the relatively dispersed nature of development, the County Periphery contains a handful of small, remote communities including Buffalo Valley, Red Top and Kelly, each with a distinct, strong identity.

In the future, the County Periphery should remain rural in character, with a focus on preservation of wildlife habitat, wildlife movement corridors, scenic vistas and open space. New development should be directed into Complete Neighborhoods elsewhere in the community or clustered near existing development. The preservation of the small outlying communities in the district is a priority. Improvements to roadways, connectivity and convenience commercial access in key locations should be encouraged in order to enhance livability and self-sufficiency and reduce vehicle trips into Town. Coordination with neighboring federal agencies is important to ensure these communities remain viable.

Policy Objectives

Common Value 1:

Ecosystem Stewardship

- 1.1.c: Design for wildlife permeability
- 1.1.b: Protect wildlife from the impacts of development
- 1.2.a: Buffer waterbodies, wetlands, and riparian areas from development
- 1.3.b: Maintain expansive hillside and foreground vistas
- 1.4.a: Encourage non-development conservation of wildlife habitat
- 1.4.b: Conserve agricultural lands and agriculture
- 1.4.c: Encourage rural development to include quality open space

Common Value 2:

Growth Management

- 3.1.a: Reduce development potential in the rural County
- 3.1.b: Direct development toward suitable areas for complete neighborhoods
- 3.1.c: Maintain rural character outside of complete neighborhoods
- 3.5.a: Cooperate with regional communities and agencies to implement this Plan
- 3.5.b: Strive not to export impacts to other jurisdictions in the region

Common Value 3:

Community Character

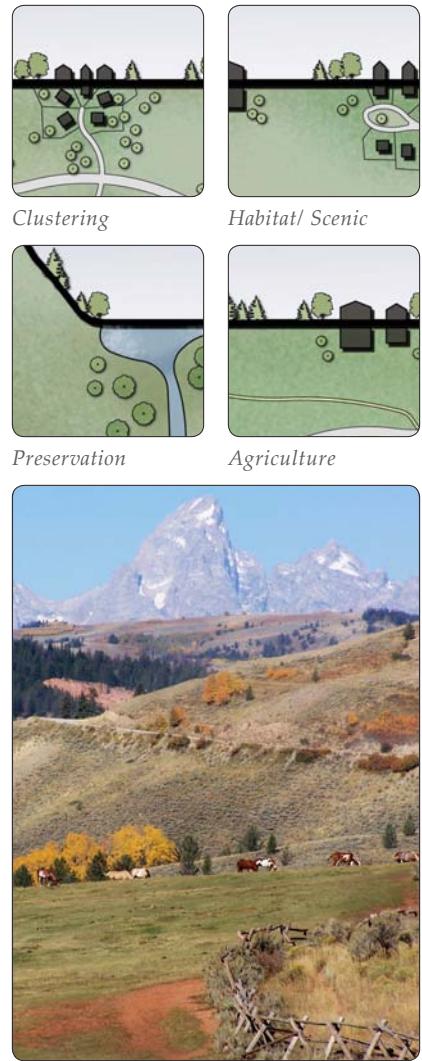
- 7.3.b: Reduce wildlife and natural and scenic resource transportation impacts



Character Defining Features

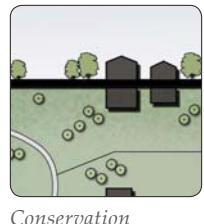
15.1: Large Outlying Parcels

This PRESERVATION subarea is characterized by open space and rural character. It is comprised of large lots with limited built form, which provide critical wildlife habitat and movement corridors. Conservation is a priority, with a focus on preserving wildlife habitat and connectivity. Development potential should be directed away from these critical areas where possible, while respecting private property rights. Development that does occur should be clustered near existing development and designed to maximize open space and wildlife habitat benefits. The scale of development should be of a rural character consistent with the historic agricultural compounds of the community. Given the remote nature of this subarea, on-site renewable energy and coordinating provision of services with adjacent jurisdictions is encouraged. Environmentally-sensitive roadway system enhancements that minimize impacts to the environment while improving the safety of access should be pursued.



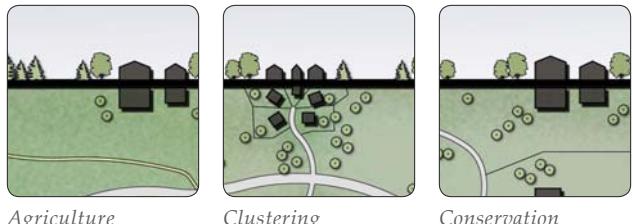
15.2: Game Creek/South Fall Creek

This CONSERVATION subarea is characterized by single-family homes on multiple acres surrounded by National Forest. Subdivision and new development are not desired, though property rights will be respected. Incentives to reduce density and the human impact on wildlife habitat through redevelopment should be explored. Development that does occur should be designed to enhance wildlife permeability and of a scale consistent with existing development, even where lot combination is achieved.



15.3: Buffalo Valley

This PRESERVATION subarea stretching from Moran to the base of Togwotee Pass is the scenic gateway to the National Parks and our community for drivers coming from the northeast. The focus of this subarea will be preserving the scenic agricultural foregrounds as well as a year-round community. Like existing development, new development should be clustered and be designed to preserve the scenic agricultural foregrounds. The scale of development should be of a rural character consistent with the historic agricultural compounds of the community. Ideally, development will be occupied by year-round residents that will continue to support the convenience commercial and elementary school amenities that define Buffalo Valley as a community. Opportunities may exist to coordinate with adjacent federal land managers and concessioners that are in need of workforce housing. Maintaining the existing blend of resort, local convenience commercial and dude ranch uses will keep the subarea viable and self-sufficient and reduce the need for residents to travel into Town.



15.4: Kelly

This CONSERVATION subarea is characterized by the original Kelly townsite and surrounding lower density residential development on the hillside. The focus in this subarea will be on maintaining the existing development pattern while seeking opportunities for improved wildlife permeability in crucial areas for wildlife. The local school and small store that provide many needed amenities to residents should be maintained, but allowances for solely commercial uses should not be expanded. Future development should be limited. While private property rights will be respected, a reduction of density through lot combinations or additional conservation will be encouraged. Where lots are combined, new structures should be limited to the scale that would be permitted on the original 50 by 150 lot in order to match existing character. All development should be designed to facilitate wildlife movement.

