

Town Subarea Issues and Opportunities - Worksheets

INTRODUCTION

Town Framework Plan

This document is the first step toward defining a town framework plan and defining future land uses. The land use and transportation “framework” for the Town Sub-Area will be comprised of five key or types of places: Gateways, Town Core Area, Residential/Mixed-Use Focus Areas, Local Corridors, and Stable Neighborhood Areas. This document provides general recommendations for each type of place and more detailed policy recommendations for areas within each category. Numbered areas are illustrated on the accompanying maps for discussion purposes as follows:

FOCUS AREAS MAP

- Gateway Areas (1 – South Highway 89),
- Town Square Area (3 - Downtown Commercial Core),
- Residential/Mixed-Use Focus Areas (4 – South Park Loop Road, 5 – North “Y” Hillside, 6 – West Broadway Commercial, 7 – Mixed-Use Office Districts, 8 – The “Y”, 9 – NoBro, and 10 – Existing Residential Areas); and
- Local Corridors (11- Redmond Corridor, and 12 – South Cache Corridor).

STABLE AREAS MAP

- Town Square Area (2 – Town Square)
- Neighborhood Preservation Areas (13 – Single Family Neighborhoods)

Policy recommendations are not intended to be all encompassing; rather, they are intended to provide a framework for discussion and confirmation of future issues and opportunities that are unique to each area.

Why plan these areas?

Of the five types of places identified, most, with the exception of stable neighborhoods and Town Square are anticipated to experience some degree of change during the next 10-20 years. The types of change that are likely to occur will depend on a variety of factors, such as the availability of vacant land, market demand, community preferences, the presence of redevelopment or reinvestment opportunities, the presence of historic structures, or a neighborhood character in need of protection, among others. Identifying the types of changes that are likely to occur—or that are desired for each area—and providing policy direction to guide future change is intended to increase the level of predictability for area residents, property owners, and the development community about the Town’s future desires. In some locations, more detailed planning efforts may be needed following the adoption of the Comprehensive Plan to implement the policy recommendations contained in this chapter.

We need your input!

We would like to get your input on specific issues, opportunities, and proposed policy directions for each of the places described above. This packet contains a series of worksheets to help guide you through the materials.

- Step 1: Identify areas on the maps provided.
- Step 2: Use this packet to review the summary of issues and opportunities provided for each area and make notes.
- Step 3: Record your comments on each area—using the sticky notes provided at each station, or via comment form.
- Step 4: Hang on to your worksheet and use it for later on-line comments (see: www.jacksontetonplan.com).

Members of the project team will be on hand at the meeting to answer your questions. The town will also be hosting additional neighborhood meetings during Summer '08. Stay tuned for dates. **Thank you for your input and ideas!**

EXPLANATION OF KEY TERMS IN SUMMARY TABLES:

USES

Refers to existing and potential land uses and mix in the area.

DESIGN CHARACTERISTICS

Refers to the appearance and massing of structures in the area and potential for additional design features or standards to guide how changes occur.

CAPACITY FOR DEVELOPMENT/REDEVELOPMENT

Refers to the development or redevelopment in the area, based on vacant land, zoning or redevelopment potential, and sensitivity to character. “Low” means that the area has little ability to absorb new development. “Moderate” means that the area can absorb some development – up to about 25% more than what is there now. “High” means that the area has the ability to absorb significant new development – up to 50% more than what is there now.

SENSITIVITY TO CHARACTER

Refers to the need for any new development to be sensitive and compatible with what is in the area now. All areas in the town have some sensitivity. Sensitivity is rated based on existing cohesiveness, historic, or other character of the area. “Moderate” means change is acceptable and possibly desired. “High” means very little change should occur. Town Square sensitivity, for instance, is “very high”, meaning it is a preservation area.

PARKING/TRANSPORTATION CAPACITY

Refers to opportunities for parking or transportation improvements. Transportation will be guided by an areas connectivity to the existing and future transportation network for all transportation modes including vehicular, transit, pedestrian, bicycle, etc.. Parking quantity, location and type will be analyzed for each area to determine future preferences and needs.

EMPLOYEE/WORKFORCE HOUSING DESIRABILITY

Refers to whether the area has an opportunity for workforce housing.

VISITOR OR LOCAL FOCUS

Refers to primary occupants or patrons of the area.

PHYSICAL CONSTRAINTS

Refers to physical constraints that may impact future land uses and development in an area.

ENVIRONMENTAL/WILDLIFE SENSITIVITY

Refers to areas environmental and wildlife sensitivity and the impact this may have on future land uses and development.

Gateway Areas: Summary of Issues and Opportunities

ISSUES AND OPPORTUNITIES

The Town’s three primary gateways noted on the focus areas map are defined largely by its circulation framework: Highway 89 on the north and south, and Highway 22 from the west. The visual definition of each gateway—through the use of signage, landscaping, or other features—to announce one’s “arrival” in Jackson is an important consideration for gateways. In addition, the character and quality of development that occurs within each gateway corridor is also a key consideration due to their visual prominence. In many locations, the traditionally automobile-oriented pattern of development found along the gateway corridors has resulted in a lack of pedestrian and vehicular connectivity between frontage parcels, as well as to neighborhoods and development located behind frontage parcels. All three gateway areas may experience some change over the next 5-10 years. The South Highway 89 and North Cache gateway areas will be discussed below with the 5-way area discussed later in the exercise. As opportunities for the redevelopment of frontage parcels arise in these locations over time, a more compact pattern of development is desired. In order to maximize the efficiency of future development patterns, the consolidation of smaller parcels to form larger, more cohesive developments and allow for the integration of a broader mix of uses is strongly encouraged. Key considerations include an emphasis on: creating a more compact, urban pattern of development; providing clear and direct pedestrian and vehicular connections between uses; integrating a mix of uses (including housing); and promoting high quality urban design. Specific issues and opportunities for each area are summarized below, along with a list of policy recommendations for consideration.

1 SOUTH HIGHWAY 89



USES
Continue the current pattern of commercial and business park uses along Broadway frontage with the addition of multi-family residential in rear.
DESIGN CHARACTERISTICS
2 stories along Broadway frontage and 3 stories in rear; major upgrade of visual appearance in both public realm and on private property; potential for gateway treatment.
CAPACITY FOR DENSITY
Moderate
SENSITIVITY TO CHARACTER
High due to gateway location
PARKING/TRANSPORTATION CAPACITY
Future improvements may include improved pedestrian access along Broadway frontage, enhancements to off-street vehicular connections between properties, Transit locations important, currently good connections to pathways
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
High (behind the street-fronting commercial)
VISITOR OR LOCAL FOCUS
Local commercial and residential focus
PHYSICAL CONSTRAINTS / SENSITIVITY
Hillside / Adjacent to current low impact rural zoning

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

POLICY QUESTIONS FOR CONSIDERATION

Please review the list of policy recommendations for the West Broadway gateway area below:

1.1: ENCOURAGE A MIX OF COMMERCIAL, EMPLOYMENT AND RESIDENTIAL USES

Encourage commercial uses along the Broadway frontage east of the highway, with multi-family residential behind. West of the highway, encourage two-story commercial similar to existing newer development.

1.2: ENHANCE VISUAL APPEARANCE OF PUBLIC RIGHT OF WAY

The Town will work with WYDOT and other partners to enhance the visual appearance of the public right of way. Pursue opportunities for pedestrian and streetscape enhancements such as those installed further up the road, along with a more formal gateway treatment, either at the town boundary or at the bridge over the creek.

1.3: ESTABLISH DESIGN STANDARDS FOR NEW DEVELOPMENT AND RENOVATION

Develop incentives and establish criteria to encourage reinvestment in existing properties. Establish design guidelines and/or regulations to upgrade private development.

1.4: WORK WITH WYDOT TO ESTABLISH FUTURE RIGHT OF WAY NEEDS

The Town will work with WYDOT and property owners to clarify existing and future ROW boundaries to ensure business parking areas are appropriately located.

1.5: EXPLORE OPPORTUNITIES TO FORMALIZE FRONTAGE ROAD

Formalize and improve the informal frontage road as infill and redevelopment occur over time. Enhancing this circulation network would provide an opportunity for buildings to front onto the secondary roadway as opposed to the highway, creating a more pedestrian-friendly environment.

1. Are the policy recommendations provided above consistent with your vision for this area?

2. Should we propose any other directions for this area?

Town Square Area: Summary of Issues and Opportunities

ISSUES AND OPPORTUNITIES

The Town Square area is comprised of two distinct areas: (1) the Town Square; and (2) the Downtown Commercial Core that surrounds the Town Square. The historic character of the Town Square area is an important landmark for the community's residents and visitors. Design controls for the Town Square should be very stringent to ensure protection of the existing, and in some cases historic, character of the area. The Downtown Commercial Core beyond Town Square is also important, however, design controls in this location should allow for a more flexible approach. Key considerations for each area are described below and should be used as a foundation for the creation of more detailed design standards following the adoption of the Comprehensive Plan.

2 TOWN SQUARE



USES
Currently mixed commercial/office and lodging may want to consider future residential uses.
DESIGN CHARACTERISTICS
Less height than surrounding Downtown Commercial Core; retain character and continuity of structures and boardwalk. Maximum of 2 stories.
CAPACITY FOR DENSITY
Low
SENSITIVITY TO CHARACTER
Very High—Area of preservation
PARKING/TRANSPORTATION CAPACITY
No opportunity for increase in surface parking above existing conditions, underground parking possible. Future parking should be viewed as a public utility. Continue to improve pedestrian amenities and provide Transit service.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
Only on site residential units.
VISITOR OR LOCAL FOCUS
Visitor focus
PHYSICAL CONSTRAINTS
ENVIRONMENTAL/WILDLIFE SENSITIVITY

Do you agree with issues/opportunities described to the left?

Agree **Disagree**

Should other issues/opportunities be addressed?

General comments?

3 DOWNTOWN COMMERCIAL CORE



USES
Mixed commercial/ lodging /residential.
DESIGN CHARACTERISTICS
More flexible design standards (e.g., more height than town square, max 3-4 stories), less restrictive on architectural character than Town Square area but protection of traditional character still very important; also need to address design of parking structures.
CAPACITY FOR DENSITY
Moderate
SENSITIVITY TO CHARACTER
High
PARKING/TRANSPORTATION CAPACITY
Opportunity for parking as public utility. Discuss vehicular and pedestrian corridors and connectivity important.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
Long-term residential encouraged within lodging overlay.
VISITOR OR LOCAL FOCUS
Visitor and local focus
PHYSICAL CONSTRAINTS
ENVIRONMENTAL/WILDLIFE SENSITIVITY

Do you agree with issues/opportunities described to the left?

Agree **Disagree**

Should other issues/opportunities be addressed?

General comments?

TOWN SQUARE	DOWNTOWN COMMERCIAL CORE
<p>POLICY QUESTIONS FOR CONSIDERATION</p> <p>Please review the list of policy recommendations for the Town Square area below:</p> <p>2.1: ENCOURAGE RETENTION OF LOCAL BUSINESSES Retain local businesses on the Town Square through the use of incentives and/or restrictions on national corporate chain businesses.</p> <p>2.2: ENCOURAGE A MIX OF COMMERCIAL, LODGING, AND RESIDENTIAL USES Continue to allow a mix of commercial, lodging and accessory residential uses. Consider minimum/maximum percentages of different types of uses to guide future development and help maintain a balanced mix of uses. Consider whether residential uses should be allowed.</p> <p>2.3: PROTECT THE HISTORIC CHARACTER OF THE TOWN SQUARE Establish tailored design standards for the Town Square area to help preserve the historic characteristics that distinguish it from the Downtown Commercial Core. Height limitations, retention of the area’s western architectural character and boardwalk will be key considerations.</p> <p>2.4: MAINTAIN CURRENT PARKING LEVELS Additional surface parking will not be permitted within the Town Square area. Parking for new businesses will be provided through a combination of on-street parking and shared public parking structures.</p> <p>2.5 LIMIT OFFICE USES ON THE FIRST FLOOR Consider a restriction on office uses on the first floor by percentage of total square footage or prohibiting.</p> <p>2.6 REEVALUATE THE TOWN SQUARE OVERLAY DISTRICT BOUNDARY.</p>	<p>POLICY QUESTIONS FOR CONSIDERATION</p> <p>Please review the list of policy recommendations for the Downtown Commercial Core area below:</p> <p>3.1: DISTINGUISH CHARACTER OF DOWNTOWN COMMERCIAL CORE FROM THE TOWN SQUARE Establish design standards for the Downtown Commercial Core to distinguish the area from the Town Square. Key considerations include: increased height and development intensity, less emphasis on specific architectural character and a greater emphasis on maintaining a strong relationship between the building and the street that encourages pedestrian activity.</p> <p>3.2: ESTABLISH DESIGN STANDARDS FOR STRUCTURED PARKING Establish design standards for parking structures within the Downtown Commercial Core to ensure structures are compatible with surrounding development. This can be accomplished by “wrapping” the structure with retail, office, or residential uses or through the integration of pedestrian-scaled design elements at the street level.</p> <p>3.3: EXPLORE OPPORTUNITIES TO PROVIDE ADDITIONAL PUBLIC PARKING Continue to identify and potentially acquire additional sites suitable for structured public parking. Public parking sites should be centrally located to the uses they are intended to serve. Parking structures should be designed to minimize impacts on adjacent residential uses.</p> <p>3.4: ENCOURAGE PROVISION OF EMPLOYEE HOUSING Continue to integrate employee housing as part of the overall land use mix in the Downtown Commercial Core through the application of the Town’s affordable/employee housing standards.</p>
<p>1. Are the policy recommendations provided above consistent with your vision for this area?</p> <p>2. Should we propose any other directions for this area?</p>	<p>1. Are the policy recommendations provided above consistent with your vision for this area?</p> <p>2. Should we propose any other directions for this area?</p>

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

ISSUES AND OPPORTUNITIES

Residential/Mixed-Use Focus Areas are areas where a significant change in the intensity and/or type of use may be accommodated in the future. Eight areas have been identified as Residential/Mixed-Use Focus Areas. They include: South Park Loop Road, North “Y” Hillside, West Broadway Commercial Corridor, Mixed-Use Office Districts, Limited existing Residential Areas, NoBro, and The “Y” Area. Issues and opportunities for each area vary based on the existing uses, surrounding development context, site size, access, and a host of other considerations. Specific policy recommendations are provided below to address the unique circumstances of each area.

4 SOUTH PARK LOOP ROAD



USES	Currently commercial and residential uses should consider business park uses in addition to what is allowed currently.
DESIGN CHARACTERISTICS	2 stories at street grade, 4 stories possible on lower level Parking between street and buildings; some possibility to park below grade.
CAPACITY FOR DENSITY	Moderate
SENSITIVITY TO CHARACTER	Moderate
PARKING/TRANSPORTATION CAPACITY	Lack of connectivity to surrounding transportation network
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	High
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	Small lot size, slope and private irrigation ditch to rear or properties.
ENVIRONMENTAL/WILDLIFE SENSITIVITY	

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

5 NORTH “Y” HILLSIDE



USES	Currently commercial uses along Broadway with residential behind on hillsides. May want to consider increased residential.
DESIGN CHARACTERISTICS	3 and 4 stories. Should hillside be terraced or should development adapt to hillside?
CAPACITY FOR DENSITY	Moderate to High
SENSITIVITY TO CHARACTER	Moderate
PARKING/TRANSPORTATION CAPACITY	Limited connectivity to current transportation network, need to continue access control onto Broadway and Highway 22, pedestrian connection over/under Broadway important
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	High
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	Topography limits development potential without substantial earth moving/terracing
ENVIRONMENTAL/WILDLIFE SENSITIVITY	Wildlife corridors, Rural and Public land to the north.

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

6 WEST BROADWAY COMMERCIAL CORRIDOR



7 MIXED-USE OFFICE DISTRICTS



USES	Commercial
DESIGN CHARACTERISTICS	Limited depth for development with structures oriented to the road.
CAPACITY FOR DENSITY	Low
SENSITIVITY TO CHARACTER	High
PARKING/TRANSPORTATION CAPACITY	Major vehicular corridor Future improvements may include improved pedestrian access along Broadway frontage, enhancements to off-street vehicular connections between properties, Transit locations important. Should the plan propose establishing a pedestrian path behind commercial connecting "Y" area with town?
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	Low
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	Slope
ENVIRONMENTAL/WILDLIFE SENSITIVITY	Flat Creek and Karns Meadow to rear

Do you agree with issues/opportunities described to the left?	
Agree <input type="checkbox"/> Disagree <input type="checkbox"/>	
Should other issues/opportunities be addressed?	
General comments?	

USES	Office and residential
DESIGN CHARACTERISTICS	Mixed area with old homes and office buildings. Future options include: 1) expanding the geographic area of the office districts to accommodate more offices, 2) keeping offices in residential-scale buildings as shown above, or 3) allowing larger scale buildings in the area 2 stories.
CAPACITY FOR DENSITY	Moderate
SENSITIVITY TO CHARACTER	Moderate
PARKING/TRANSPORTATION CAPACITY	Location in the existing downtown grid provides good transportation connectivity for all modes. Surface parking limiting factor in future land uses.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	Low
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	
ENVIRONMENTAL/WILDLIFE SENSITIVITY	

Do you agree with issues/opportunities described to the left?	
Agree <input type="checkbox"/> Disagree <input type="checkbox"/>	
Which design alternative do you prefer for this area?	
Should other issues/opportunities be addressed?	
General comments?	

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

WEST BROADWAY COMMERCIAL CORRIDOR	MIXED-USE OFFICE DISTRICTS
POLICY QUESTIONS FOR CONSIDERATION	POLICY QUESTIONS FOR CONSIDERATION
<p><i>Should we consider any specific policy directions for this area?</i></p>	<p>7.1: ENCOURAGE A MIX OF OFFICE AND RESIDENTIAL USES Continue to allow a mix of office and residential uses. Consider minimum/maximum percentages of different types of uses to guide future development.</p> <p><i>Should we consider any specific policy directions for this area?</i></p>

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

8 THE "Y"



USES
Current mix of commercial and residential consider future emphasis on increased residential;
DESIGN CHARACTERISTICS
Future development should be more cohesive pattern than today—with 3 stories and up to 4 stories near Karns Meadow. Provide setback from roads. Could be an opportunity for local's commercial/village center.
CAPACITY FOR DENSITY
High because current development is low density, auto-oriented design with large parking lots.
SENSITIVITY TO CHARACTER
High
PARKING/TRANSPORTATION CAPACITY
Limited opportunity for east to west vehicular connection, however, good opportunity to establish pedestrian connections; overall area has the best access in the valley – from all directions. Continue to improve Transit service in the area.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
High
VISITOR OR LOCAL FOCUS
Local focus
PHYSICAL CONSTRAINTS
High water table
ENVIRONMENTAL/WILDLIFE SENSITIVITY
Flat Creek and Karns Meadow

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

POLICY QUESTIONS FOR CONSIDERATION

Please review the list of policy recommendations for the "Y" area below:

8.1: PROMOTE A MORE COMPACT, URBAN PATTERN OF DEVELOPMENT

Promote a more compact, urban pattern of development in the "Y" area as infill and redevelopment occurs, transitioning the area away from the low-density, suburban pattern found there today. Higher intensity uses will be balanced with the need to provide open space and gathering spaces for area residents and will be concentrated at the center of the site.

8.2: ENCOURAGE A BROADER MIX OF USES IN THE "Y"

Promote a mix of community-serving commercial oriented and higher-density residential in the "Y" area, with an emphasis on adding workforce housing as infill and redevelopment occurs.

8.3: INCREASE PEDESTRIAN AND VEHICULAR CONNECTIVITY

Establish a comprehensive network of vehicular and pedestrian connections as infill and redevelopment occurs to increase connectivity throughout the "Y" area. Encourage new north/south and east/west street connections for larger developments, where feasible, and require pedestrian connections where vehicular connections can not be made. The frequency of connections should be similar to that found in older parts of town, with "blocks" ranging from 200 to 300 feet in length.

1. Are the policy recommendations provided above consistent with your vision for this area?

2. Should we propose any other directions for this area?

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

9 NoBro



USES
Currently mixed commercial, lodging, residential; continue both local commercial and visitor commercial (lodging and residential).
DESIGN CHARACTERISTICS
North Cache needs significant upgrade visually; gateway treatment; may have different treatment between Gill and Broadway; Potential for increased building heights and intensity for mixed-use development.
CAPACITY FOR DENSITY
High due to location to downtown, not adjacent to existing neighborhoods and proximity to Saddle Butte to reduce height impacts.
SENSITIVITY TO CHARACTER
High
PARKING/TRANSPORTATION CAPACITY
Truck route divides area and will increase traffic; needs good pedestrian connections to town and improved pedestrian corridor along N. Cache.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
High
VISITOR OR LOCAL FOCUS
Visitor and local focus
PHYSICAL CONSTRAINTS
High water table
ENVIRONMENTAL/WILDLIFE SENSITIVITY
Flat Creek and Cache Creek

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

POLICY QUESTIONS FOR CONSIDERATION

Please review the list of policy recommendations for the NoBro area below:

9.1: ESTABLISH THE NOBRO AREA AS A PEDESTRIAN-ORIENTED NEIGHBORHOOD CORRIDOR
 Allow a mix of pedestrian-oriented commercial, lodging, and residential uses along the Cache corridor by rezoning frontage parcels to accommodate higher densities. Establish tailored design standards for the corridor to ensure development is compatible with the surrounding neighborhood. (See Design Concepts on the following page.)

9.2: ENCOURAGE A MIX OF USES
 Allow a mix of commercial, lodging, and residential uses along the Cache corridor. Retail uses should be concentrated at the street level along the Cache frontage, with lodging and residential uses located above or behind.

9.3 REEVALUATE LODGING OVERLAY BOUNDARY

1. Are the policy recommendations provided above and the accompanying design concepts consistent with your vision for this area?

2. Should we propose any other directions for this area?

Residential/Mixed-Use Focus Areas: Summary of Issues and Opportunities

10 EXISTING RESIDENTIAL AREAS



USES
Residential only; Consider limiting 2 units per lot without alley, 3 units allowed on alley when alley exists.
DESIGN CHARACTERISTICS
Continue to encourage single family development pattern to retain single-family character.
CAPACITY FOR DENSITY
Moderate
SENSITIVITY TO CHARACTER
High
PARKING/TRANSPORTATION CAPACITY
Existing transportation grid system including alleys provides good connectivity for all modes.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY
High
VISITOR OR LOCAL FOCUS
Local
PHYSICAL CONSTRAINTS
ENVIRONMENTAL/WILDLIFE SENSITIVITY

COMMENTS?

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

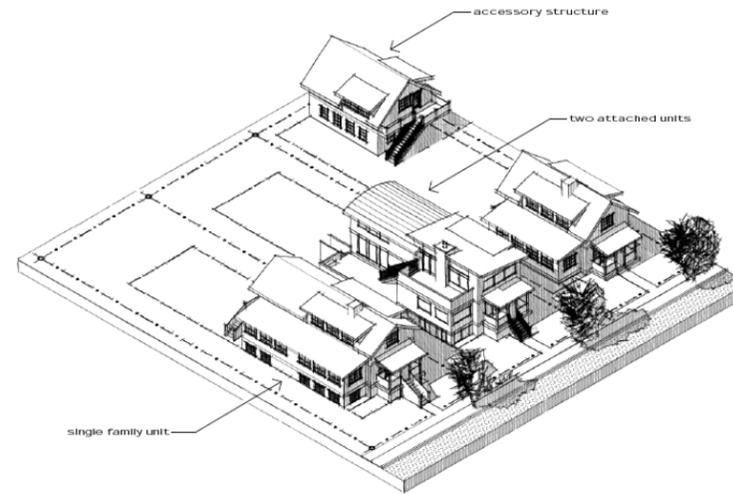
1. Are the illustrated concepts consistent with your vision for this area?

2. Should Planned Unit Developments be consistent with the pattern of development to the right? or should Planned Unit Developments only be allowed outside of the traditional gridded neighborhoods on larger parcels of land?

3. Should we propose any other directions for this area?

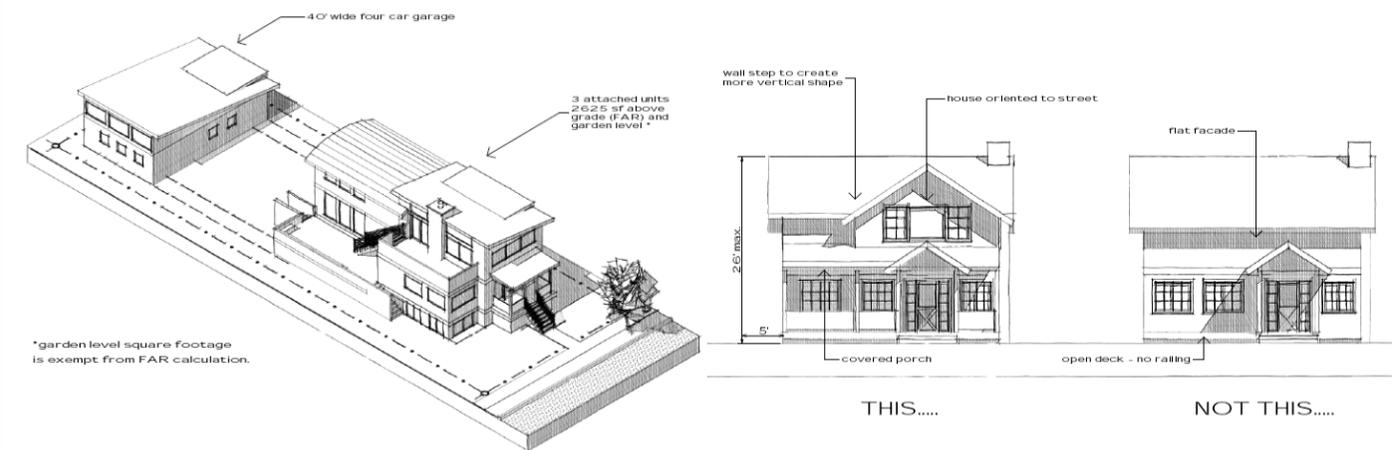
POLICY QUESTIONS FOR CONSIDERATION

Please review the list of policy recommendations for the Existing Residential Areas below:



BASE DEVELOPMENT STANDARDS

The illustrations above demonstrate a range of residential configurations that could occur within the AR district.



MAXIMUM DEVELOPMENT SCALE

As existing homes are replaced over time, multi-unit buildings that may take their place should be designed to retain the established character and spacing of single family homes along the street frontage. This can be accomplished using the techniques illustrated above.

STREET FAÇADE CHARACTER

Local Corridors: Summary of Issues and Opportunities

ISSUES AND OPPORTUNITIES

Two local corridors have been identified for further discussion: the Redmond Corridor, and the South Cache Corridor. These corridors have the ability to accommodate limited pedestrian-oriented mixed-use development and need significant pedestrian enhancements. Increasing sidewalk connectivity and condition in these locations is a priority. Specific issues and opportunities for each area are summarized below for consideration.

11 REDMOND CORRIDOR



USES	Current office and residential uses to remain, consider local convenience commercial to serve existing residential neighborhoods
DESIGN CHARACTERISTICS	2 stories, with buildings located to front of lot with office on first level; residential above and behind.
CAPACITY FOR DENSITY	Low
SENSITIVITY TO CHARACTER	Moderate
PARKING/TRANSPORTATION CAPACITY	Poor accessibility; provide pedestrian connection.
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	Low, continue to allow, single family, duplex and accessory residential units, consider allowing multiple family
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	
ENVIRONMENTAL/WILDLIFE SENSITIVITY	

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

12 SOUTH CACHE CORRIDOR



USES	Current mix of residential, institutional and conforming and nonconforming office uses. Consider office/residential mix with limited commercial oriented to pedestrians.
DESIGN CHARACTERISTICS	2 or 3 stories with office/commercial on lower levels with residential above; Create a great street with a major pedestrian connection between Snow King Hotel and Town Square.
CAPACITY FOR DENSITY	Low
SENSITIVITY TO CHARACTER	High
PARKING/TRANSPORTATION CAPACITY	Make this a major pedestrian corridor; require where possible non residential access from an alley
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY	Low,
VISITOR OR LOCAL FOCUS	Local focus
PHYSICAL CONSTRAINTS	
ENVIRONMENTAL/WILDLIFE SENSITIVITY	

Do you agree with issues/opportunities described to the left?

Agree Disagree

Should other issues/opportunities be addressed?

General comments?

Neighborhood Preservation: Summary of Issues and Opportunities

ISSUES AND OPPORTUNITIES

Areas identified for Neighborhood Preservation cover many of the Town’s established neighborhoods. The character of these neighborhoods is diverse, and the size of the lots and the age and condition of the homes can vary dramatically from area to area. Input from community surveys used earlier in the planning process have resulted in some mixed signals in that changes to single-family neighborhoods appear to be desired (or at least not opposed). This feedback is contrary to input generated at past meetings that indicated a desire for the protection of these areas. Issues and opportunities for neighborhood preservation areas are outlined below, along with a list of policy recommendations for consideration. This discussion is intended to clarify the community’s desired direction for these areas.

13 SINGLE FAMILY NEIGHBORHOODS



USES		POLICY QUESTIONS FOR CONSIDERATION
Single family residential only; no higher intensity residential	<p>Do you agree with issues/opportunities described to the left?</p> <p>Agree <input type="checkbox"/> Disagree <input type="checkbox"/></p>	Please review the list of policy recommendations for Neighborhood Preservation areas below:
DESIGN CHARACTERISTICS		13.1: RETAIN THE SINGLE FAMILY CHARACTER OF THE TOWN’S ESTABLISHED NEIGHBORHOODS
Area of preservation; retain single family character		Preserve the single family character of established neighborhoods through the retention of existing single-family residential zoning. Discourage encroachment of multi-family residential, particularly on blocks that are currently all single family.
CAPACITY FOR DENSITY		13.2: AVOID THE CONSOLIDATION OF LOTS FOR LARGE SCALE REDEVELOPMENT
Low		Do not allow large scale redevelopment enabled through the consolidation of multiple single family lots in otherwise stable areas.
SENSITIVITY TO CHARACTER		13.3: ENCOURAGE REINVESTMENT IN ESTABLISHED SINGLE FAMILY NEIGHBORHOODS
Moderate		Target reinvestment (e.g., renovation, rehabilitation) in established single family neighborhoods to promote stability.
PARKING/TRANSPORTATION CAPACITY		13.4: LIMIT THE MAXIMUM SIZE OF SINGLE FAMILY HOMES
Current transportation layout on grid with alleys provides good connectivity for all modes.	<p>Should other issues/opportunities be addressed?</p>	Due to concern, for tear down and replacement of existing homes with larger single family not typically found in existing single family neighborhoods and to maintain the current number of dwelling units in town should the maximum size of single family home be limited?
EMPLOYEE/WORKFORCE HOUSING DESIRABILITY		
Limited		
VISITOR OR LOCAL FOCUS		
Local		
PHYSICAL CONSTRAINTS		
ENVIRONMENTAL/WILDLIFE SENSITIVITY	<p>General comments?</p>	<p>1. Are the policy recommendations provided above consistent with your vision for this area?</p> <p>2. Should we propose any other directions for this area?</p>

