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**APPENDIX G: DISCUSSION OF THE HUNTSMAN SPRINGS PRELIMINARY SITE PLAN**

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On Thursday October 26, Driggs planning staff asked the Team to discuss the recently approved preliminary site plan for the Huntsman Springs planned development. This development presents opportunities and challenges for Driggs. The Team's site analysis is presented below.

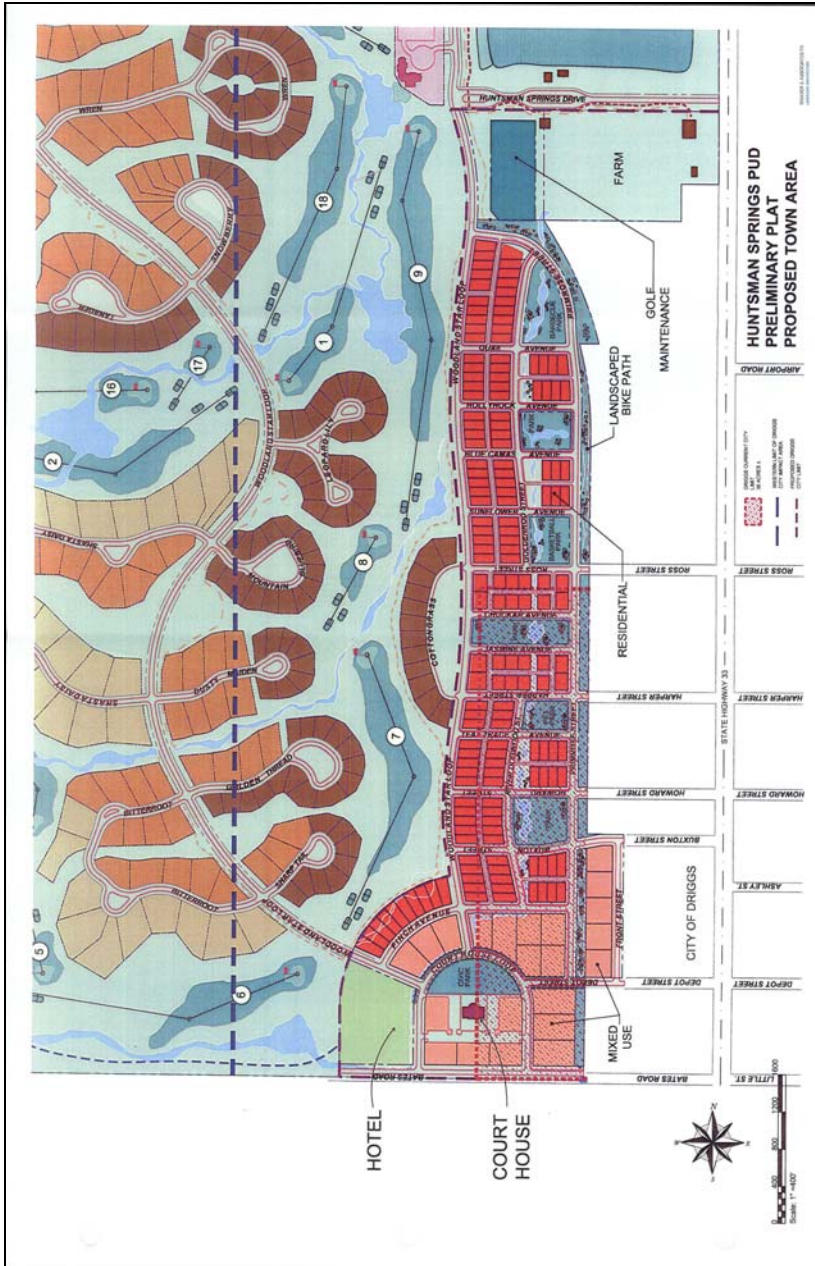


Figure 1: Huntsman Springs preliminary site plan

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## General concepts in the preliminary site plan supportive of multiple community, economic, and environmental outcomes

- Huntsman Springs adds housing choices in the second home market that are an alternative to low density, single use options common in the unincorporated sections of the County.
- The development's proposed commercial, retail, and civic uses are relatively connected to downtown.
- Huntsman Spring's compactness is a good alternative to the conventional development that is, and will continue to, occur on the edge of the city and in the county.
- There is retail leakage in Teton County (discussed in the market overview section above). Huntsman Springs may entice a significant portion of the retail leakage, but the significant number of dwellings in the development will also bring its own market (at least for part of the year).
- Huntsman Springs' retail, commercial, and civic district will be different than the existing downtown Driggs, but both can exist.
- Multiple access points into and out of the development of Hwy. 33 north will mitigate excess automobile traffic at the southern end of the development off of Bates Road. Access from Ross, Harper, Howard, and Buxton Streets should be supported.

## Some challenges and concerns

- The Teton County Court House should remain where it is, in its historic building on Highway 33. Another civic use could be found for the court house site in the plan. Historic courthouses can be expanded or added to, their parking requirements accommodated, and facilities updated. (Cheyenne, Wyoming is an example). The Teton County Court House is currently prominent on Main Street. Main Street would lose some of its importance if the Court House were moved.
- Lot frontages along the western edge of the higher density portion of the development are a concern. The view of the mountains to the west of Driggs is a public amenity and should be accessible from the public road by fronting lots on the east side of a north south road, rather than on the west side (which privatizes the public view). One way to resolve this would be to continue Buxton Avenue



*Figure 2: Teton County Court House in Driggs*



*Figure 3: Historic Court House in Cheyenne, Wyoming*

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through (along the existing arc) to Woodland Star Loop and then on to Bates Road. Houses would front Buxton and Pinch Avenue would then revert to an alley, serving the back of the mixed-use parcels that front the Court House Loop.

- Internal circulation through the site's southern end should be refined to increase connectivity within the site and with the existing street pattern. For instance, it may be desirable to continue Pinch Avenue through to Bates Road.
- The Court House Loop and the circulation through the most compact portions of the development need refining to provide better connections within the development and with the existing development pattern in downtown Driggs.
- The flight path of the Driggs Airport is currently directly over a portion of the homes in the development. Even if this nuisance is clearly stated in housing contract, residents may eventually raise a furor over flights taking off over their homes, especially at night or early in the morning. It is possible to get the same (or more) units in the development by raising the density in some sections while leaving the property directly under flight path undeveloped.
- The preliminary site plan does not describe the variety of housing types that will be offered within the site. It would be preferable if it did. The market overview and other analysis clearly indicate the need for a variety of housing types, especially units affordable to households with less than \$64,000 in income.

Since the site visit, the Driggs City Council approved the Huntsman Springs preliminary plat. Many of the issues discussed during the site visit can be addressed in the process that leads up to the final site approval.

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## **APPENDIX H: ADDITIONAL RESOURCES**

### **Online Smart Growth Information Resources**

For more information about smart growth tools and techniques, please visit the following websites:

EPA's Smart Growth Program: <http://www.epa.gov/smartgrowth>

This site includes research, publications, and other resources from the U.S. EPA's smart growth program.

Smart Growth Network: <http://smartgrowth.org>

Smart Growth Online is a Web-based catalogue of smart growth-related news, events, information, and resources. The site is a service of the Smart Growth Network, a coalition of more than 35 environmental, real estate, development, academic, historic preservation, equity, and government groups working together to improve the quality of development in America's communities.

Smart Growth America: <http://smartgrowthamerica.org>

Smart Growth America is a coalition of national, state, and local organizations working to improve the ways we plan and build the towns, cities, and metro areas we call home.

Smart Growth Leadership Institute: <http://www.sgli.org>

The Smart Growth Leadership Institute helps state and local elected, civic, and business leaders design and implement effective smart growth strategies.

Affordable Housing Design Advisor: <http://www.designadvisor.org>

This site was developed to help anyone involved in the production of affordable housing achieve higher design quality. It is full of useful information and shows examples of affordable, well-designed, high-quality homes.

### **Infrastructure Costs Resources**

In 2004, the Brookings Institute published *Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns*, by Mark Muro and Robert Puentes.

[http://www.brookings.edu/urban/publications/200403\\_smartgrowth.htm](http://www.brookings.edu/urban/publications/200403_smartgrowth.htm)

This report makes the case that investing in more compact development patterns and existing urban cores can save localities on infrastructure costs.

### **Street Design Resources**

Burden, Dan, et al., *Street Design Guidelines for Healthy Neighborhoods*, Center for Livable Communities, Local Government Commission, January 1999. [www.lgc.org](http://www.lgc.org). Helps communities implement designs for streets that are safe, efficient, and aesthetically pleasing for both people and cars. It features helpful guidelines that specify street widths and implementation strategies.

Context Sensitive Solutions, [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org).

Includes resources about designing transportation projects in a way that fits the physical setting, maintains safety and mobility, and preserves scenic, aesthetic, historic, and environmental resources.

Freedman, Michael, Freedman Tung & Bottomley, “Retrofitting the Commercial Strip,” presented at the New Partners for Smart Growth Conference, January 2006.

<http://www.cmcgc.com/media/handouts/260126/SAT-PDF/460-Freedman.pdf>.

Ideas for turning commercial highway strips into neighborhood centers.

Institute of Transportation Engineers, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice*, 2005. [www.ite.org](http://www.ite.org).

Guidance for traffic engineers on designing roadway improvement projects in places where community objectives support walkable communities, compact development, mixed land uses, and support for pedestrians and bicyclists.

Institute of Transportation Engineers, *Guidelines for Neighborhood Street Design*, 2001.

[www.ite.org](http://www.ite.org).

Information for traffic engineers on how to build more neighborhood-scaled streets.

Oregon Department of Transportation, *Main Street... When a Highway Runs Through It: A Handbook for Oregon Communities*, 1999.

[www.oregon.gov/ODOT/HWY/BIKEPED/docs/mainstreethandbook.pdf](http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/mainstreethandbook.pdf)

Techniques for dealing with state highways in towns, using Oregon examples.

Pulleyblank, Sarah, *Civilizing Downtown Highways*, Congress for the New Urbanism, 2002. Shows how state highways that function as main streets can be tamed as they run through town.

## **Water Resources**

U.S. EPA’s publication *Protecting Water Resources with Higher-Density Development*.

[http://www.epa.gov/dced/water\\_density.htm](http://www.epa.gov/dced/water_density.htm)

This report helps communities better understand the impacts of higher and lower density development on water resources.

U.S. EPA’s publication *Smart Growth Techniques as Stormwater Best Management Practices*.

<http://www.epa.gov/dced/stormwater.htm>

This report reviews nine common smart growth techniques and examines how they can be used to prevent or manage stormwater runoff.

U.S. EPA’s publication *Protecting Water Resources with Smart Growth*.

[http://www.epa.gov/dced/water\\_resource.htm](http://www.epa.gov/dced/water_resource.htm)

This report describes 75 policies that communities can use to grow in the way that they want while protecting their water quality.

### **Transfer of Development Rights (TDR) Resources**

- **General information about TDR programs:**

“TDRs and Other Market-Based Land Mechanisms: How They Work and Their Role in Shaping Metropolitan Growth,” by William Fulton, Janice V. Mazurek, Rick Pruetz, and Chris Williamson, Brookings Institution Center on Urban and Metropolitan Studies, June 2004.

[http://www.brookings.edu/metro/publications/20040629\\_fulton.htm](http://www.brookings.edu/metro/publications/20040629_fulton.htm)

American Farmland Trust fact sheet on Transfer of Development Rights, January 2001.

[http://www.farmlandinfo.org/documents/27746/FS\\_TDR\\_1-01.pdf](http://www.farmlandinfo.org/documents/27746/FS_TDR_1-01.pdf)

- **Individual TDR programs and ordinances**

Los Ranchos de Albuquerque adopted a TDR program in 2003:

<http://www.beyondtakingsandgivings.com/losranch.htm>

Chattahoochee Hill Country, Fulton County, Georgia:

<http://www.chatthillcountry.org/hot-topics/tdr.htm>

“How Well Can Markets for Development Rights Work? Evaluating a Farmland Preservation Program,” by Virginia McConnell, Elizabeth Kopits, and Margaret Walls, Resources for the Future, March 2003 (study of Calvert County, Maryland, TDR program):

<http://www.rff.org/Documents/RFF-DP-03-08.pdf>

Cape Cod Commission Model Bylaws and Regulations: Transfer of Development Rights Bylaw/Ordinance for Towns in Barnstable County, Massachusetts:

<http://www.capecodcommission.org/bylaws/tdr.html>

Pinelands Development Credit Bank, New Jersey:

<http://www.njdobi.org/pinelandsbank.htm>

TDR Program, King County, Washington:

<http://dnr.metrokc.gov/wlr/tdr/>

In addition, two communities in King County have online information on their TDR programs:

Issaquah (<http://www.ci.issaquah.wa.us/Page.asp?NavID=836>) and Redmond

(<http://www.ci.redmond.wa.us/insidecityhall/planning/compplanning/transfer.asp>).