

SC meeting #4

Sub-Committee Meeting 4 - Agenda

Week of August 1, 2011

“Draft Vision Statement + Preliminary Mapping”

Meeting Objective: To finalize a draft Vision Statement, Principles, Benefits and Opportunities to present to the CC. Select photos and illustrations that represent the Vision. Review and rank constraints that will inform the Framework Plan (Preferred Land Use Map) to be developed in Phase 3.

1. Approve Minutes from previous meeting

Part I - Vision Document Draft 2 Review

2. Re-review the vision statement, principles, benefits, and opportunities for your SC included in the Draft Vision Document. Consider the feedback from the community which is provided.
3. Review visuals provided that illustrate different aspects of the vision – identify (with dots or whatever method works for your SC) the illustrations or photos that resonate or best represent the vision.
4. Review the map provided in the Vision Document that generally represents the opportunities identified by your SC at your last meeting.
5. Make notes of any changes needed and finalize a Draft Vision Statement, Guiding Principles, Benefits, Opportunities, visuals, and map to be presented to the CC.

Part II – Preliminary Constraints Brainstorming

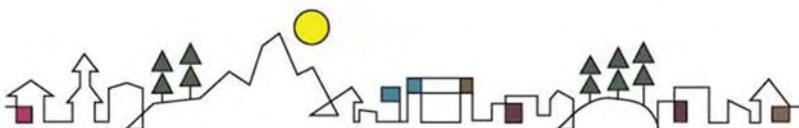
6. Review the Constraints maps and tables provided. If there are any constraints missing or constraints that you feel are miss-categorized, make changes to the tables in the spaces provided.

Part III - Background Information

7. Review the topics provided to your SC that will need to be included in the Comprehensive Plan per LLUPA.
8. Assign one committee member to each topic or potential source (ie: one person to contact the school superintendent). Research and provide this and other historical information of which that you have knowledge at your next SC meeting.
9. Provide Teton County Staff a list of up to 5 guest “expert” members you would like to consult with during your next SC meeting to help with the LLUPA requirements or other topics.

Next Steps

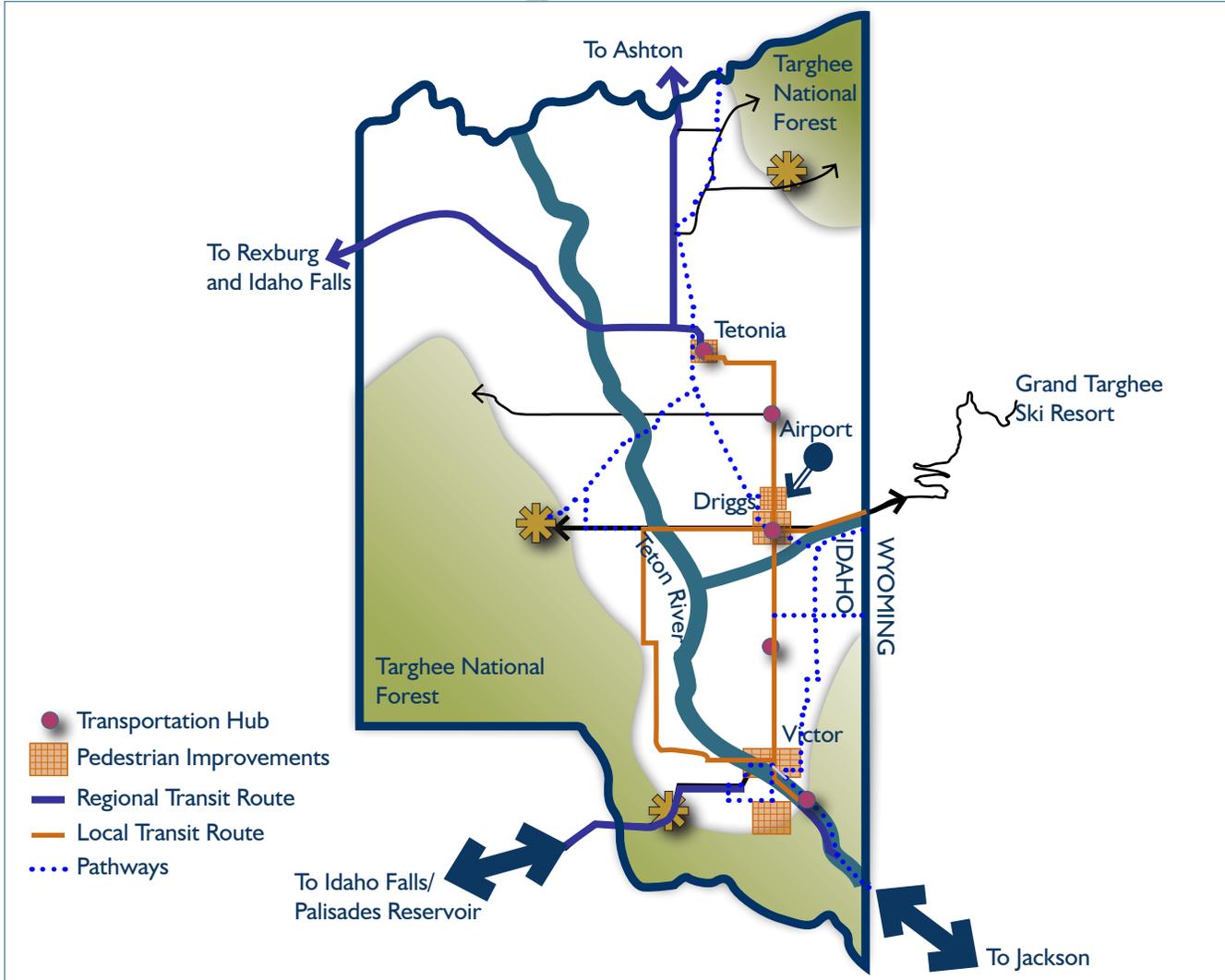
- Attend the **Community Vision Workshop** scheduled for **August 25rd at 5:30** at the Courthouse. We need committee members there to present their component of the Vision Document.
- Bring information for your background topic to the next SC Mtg #5 (week of Oct. 3rd)



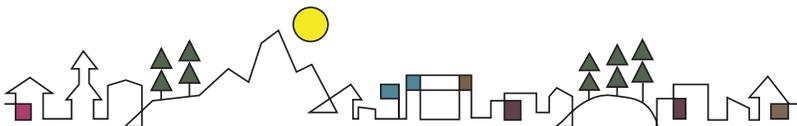
Part I: Transportation

Pages from the Draft Vision Document

transportation



MULTI-MODAL TRANSPORTATION INCLUDES VEHICLE TYPES AND PROGRAMS FOR AIR, BIKE, BUS, CALL-A-RIDE, MATERIALS TRANSPORT, AND PUBLIC TRANSIT OPPORTUNITIES APPROPRIATE FOR TETON VALLEY.



transportation

“ *CREATE AND MAINTAIN A WELL CONNECTED, MULTI-MODAL NETWORK OF TRANSPORTATION INFRASTRUCTURE TO PROVIDE CONVENIENT AND SAFE MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES* ”

GUIDING PRINCIPLES

- Create convenient, safe, timely, sustainable and efficient options for multi-modal transportation that satisfy a multitude of needs
- Provide a well connected transportation network in Teton Valley
- Provide well maintained transportation infrastructure including roads, paved pathways and sidewalks
- Develop regional connections
- Encourage pedestrian connectivity in appropriate areas
- Develop transportation appropriate for a rural community, respectful of the unique character of Teton Valley

BENEFITS

- Provides multiple choices for transportation
- Provides interconnection to, from and within Teton County for residents, visitors and businesses
- Increases the economic desirability of Teton County
- Improves traffic flow
- Creates a healthy community
- Reduces future transportation impacts such as pollution and harm to wildlife
- Provides cost-effective and timely transportation solutions

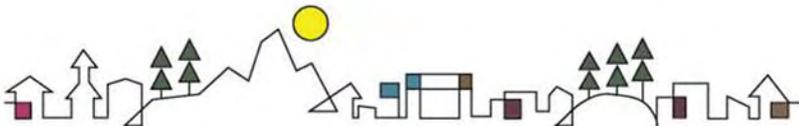
OPPORTUNITIES

- Improve the condition of existing transportation infrastructure
- Improve overall mobility within Teton County through options for multi-modal transportation
- Develop paved paths to connect all communities within the county to adjacent communities and recreation areas
- Capitalize on funding opportunities for multi-modal transportation options
- Explore opportunities for public transit for commuting, visiting and recreation
- Promote development that is transit, pedestrian, and bicycle friendly
- Establish principles/processes by which future decisions can be made



Part I: Transportation

Community Feedback



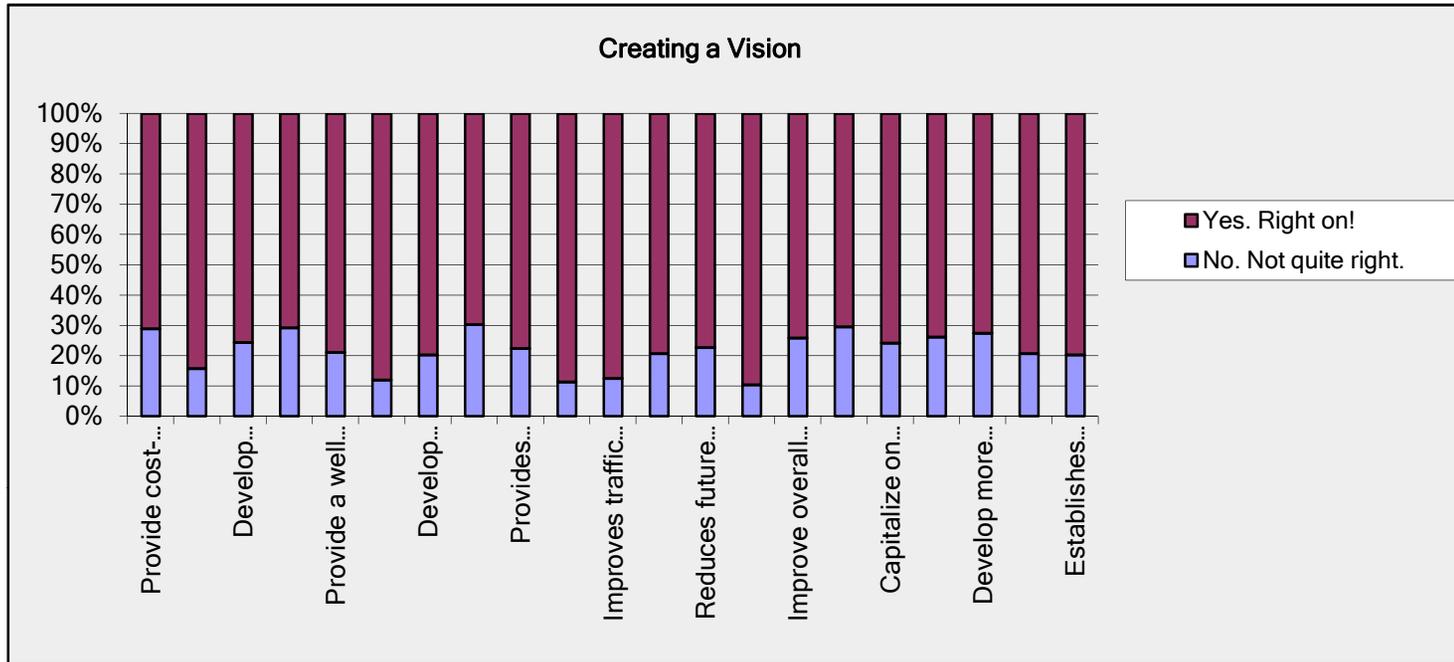
"Creating a Vision" Survey Results - Transportation

Answer Options	Yes. Right on!	No. Not quite right.	Response Count	Yes - %	No - %
Provide cost-effective, timely, transportation solutions	59	24	83	71%	29%
Encourage pedestrian connectivity in appropriate areas	75	14	89	84%	16%
Develop transportation appropriate for a rural community, respectful of the unique character of Teton Valley	62	20	82	76%	24%
Create convenient, safe, timely, sustainable and efficient options for multi-modal transportation which satisfy a multitude of needs	63	26	89	71%	29%
Provide a well connected transportation network in Teton Valley	71	19	90	79%	21%
Provide well maintained transportation infrastructure including roads, paved pathways, trails and sidewalks	81	11	92	88%	12%
Develop regional transportation connections	71	18	89	80%	20%
Provides multiple choices for transportation	60	26	86	70%	30%
Provides interconnection to, from, and within Teton County for residents, visitors, and businesses	66	19	85	78%	22%
Enhances the economic vitality of current businesses	78	10	88	89%	11%
Improves traffic flow	77	11	88	88%	13%
Creates a healthy community	69	18	87	79%	21%
Reduces future transportation impacts such as pollution and harm to wildlife	68	20	88	77%	23%
Improve the condition of existing transportation infrastructure	78	9	87	90%	10%
Improve overall mobility within Teton County through options for multi-modal transportation	63	22	85	74%	26%
Develop paved paths to connect all communities within the County to adjacent communities and recreation areas	62	26	88	70%	30%
Capitalize on funding opportunities for multi-modal transportation options	66	21	87	76%	24%
Explore opportunities for public transit for commuting, visiting, and recreation	65	23	88	74%	26%
Develop more trails for recreational uses	66	25	91	73%	27%
Promote development that is transit, pedestrian, and bicycle friendly	69	18	87	79%	21%
Establishes principles/processes by which future decisions can be made	63	16	79	80%	20%

answered question

98

"Creating a Vision" Survey Results - Transportation



All of these items appear to imply more taxing. we are already taxed to death. Don't see how we as citizens of the valley can afford anything more then what we already are paying for.

It is not the responsibility of Teton County to spend money at this time to improve, expand multi-model transportation options. When the County can FINALLY figure out how to grade a road right, maybe we can graduate to something a little more intensive!!!!

again, confusing tenses...

What I would like to see is more collaboration between fundraising efforts -- for example, on the non-profits for the Tin Cup Challenge, I noticed two entities trying to raise funds for a horse arena, and I know both Victor and Driggs want a rec center. How about language that supports collaboration between all these entities so that all these segmented fundraising efforts can be combined to make a stronger financial impact on their intended results?!

"Creating a Vision" Survey Results - Transportation

<p>Include planning for pathways in all development proposals[]</p> <p>[]</p> <p>Success of meeting future transportation needs is dependent upon past and current land use planning decisions. []</p> <p>[]</p> <p>A well designed transportation system can enhance the economy of the Valley[]</p> <p>[]</p> <p>Work with Federal Land management agencies to develop mountain front trails to link communities along the foothills.</p>
<p>Same as above. Until the definitions of what you are talking about are clearly known, it is fearful to offer a positive response. i.e. on whose back lies the changes called for (individual developers, tax base increase, fuel taxes, etc.). The tendency is to put the burden on developers which in turn discourages development.</p>
<p>"Paved paths" could mean pike paths or paving the roads. Clarify. If it is roads, the list of communities should include rural residents and activities.[]</p> <p>[]</p> <p>A key issue here is the poor design of rural roads, such as unvorgiving shoulders that can high-center a vehicle that gets on the edge or can put the vehicle in a creek. Well designed rural roads should be a value that receives attention and funding.</p>
<p>still smelling like VARD</p>
<p>Transperation should include more than buses.</p>
<p>Recognize limited availability of future federal funding for transit.</p>
<p>Dont want to shut down Snowmobiling because environmentalist deem it unsafe for wildlife. Use common sense</p>
<p>A question about infrastrucure: Why pave the pathways when we haven't paved the roads?</p>
<p>already mandated.</p>
<p>Nothing missing, seems a little all over the map and redundant, though. Not sure we need more trails through the mountains. Remember, more trails equals more use and more use increases impact on forests and wilderness.</p>
<p>We must have legions of people coming up with this stuff. Yes we are all quite wonderful, and so smart.</p>
<p>Always consider future costs and maintenance. I think that we are starting to go beyond basic common sense. I've seen no numbers on future costs on any of the proposals made in the valley recently, let alone the way to maintain funding other than taxation...Easy does it.</p>
<p>Let the users provide their own amenities. Ie, bikers build bike paths. Drivers are already paying for all transportation costs and infrastructure.</p>
<p>May want to consider adding a term of "coordinated efforts" as the highway has jurisdiction with the State of Idaho and impacts transportation plans / costs / funding. []</p> <p>[]</p> <p>The Teton County Transportation plan was not mentioned- may want to consider incorporating that idea of using that as a guideline for funding options. []</p> <p>[]</p> <p>Also for developing regional transportation connections-- how about considering the coordination that will be required with other private and public organizations. Maybe consider adding the word "coordinated" there?</p>
<p>Where we are so remote we need to make sure the regional connections can be sustainable before sinking too much money into something.</p>

"Creating a Vision" Survey Results - Transportation

Update the County Transportation Plan and fund priority capital improvement projects.

Part II:

FOR INTERNAL USE ONLY

(For planning purposes by sub-committees)

Preliminary Constraints Brainstorming

Instructions and how to use this data:

As agreed upon by the sub-committees in meeting #1, the operational expectations include the respect for private property rights. Therefore, it is important to utilize the following information with that in mind:

- *“We agree that the comprehensive planning process is founded on respect for our community, our natural resources, private property rights and future generations”*

The following information was collected from known sources. The accuracy and scale of this data varies and is for planning purposes only. The data should not be interpreted to prohibit development or other activities, but represents areas where restrictions may exist or an agency noted the potential for sensitive resources in that area. Additional scrutiny should be given to the Level III data, since it is regional in nature, and site specific surveys would be required to validate some of this information.

It is the responsibility of the sub-committees to further validate and refine these constraints and considerations. Please add to the list of data and include source information.

LEVEL I CONSTRAINTS: Areas in which existing regulations prohibit development

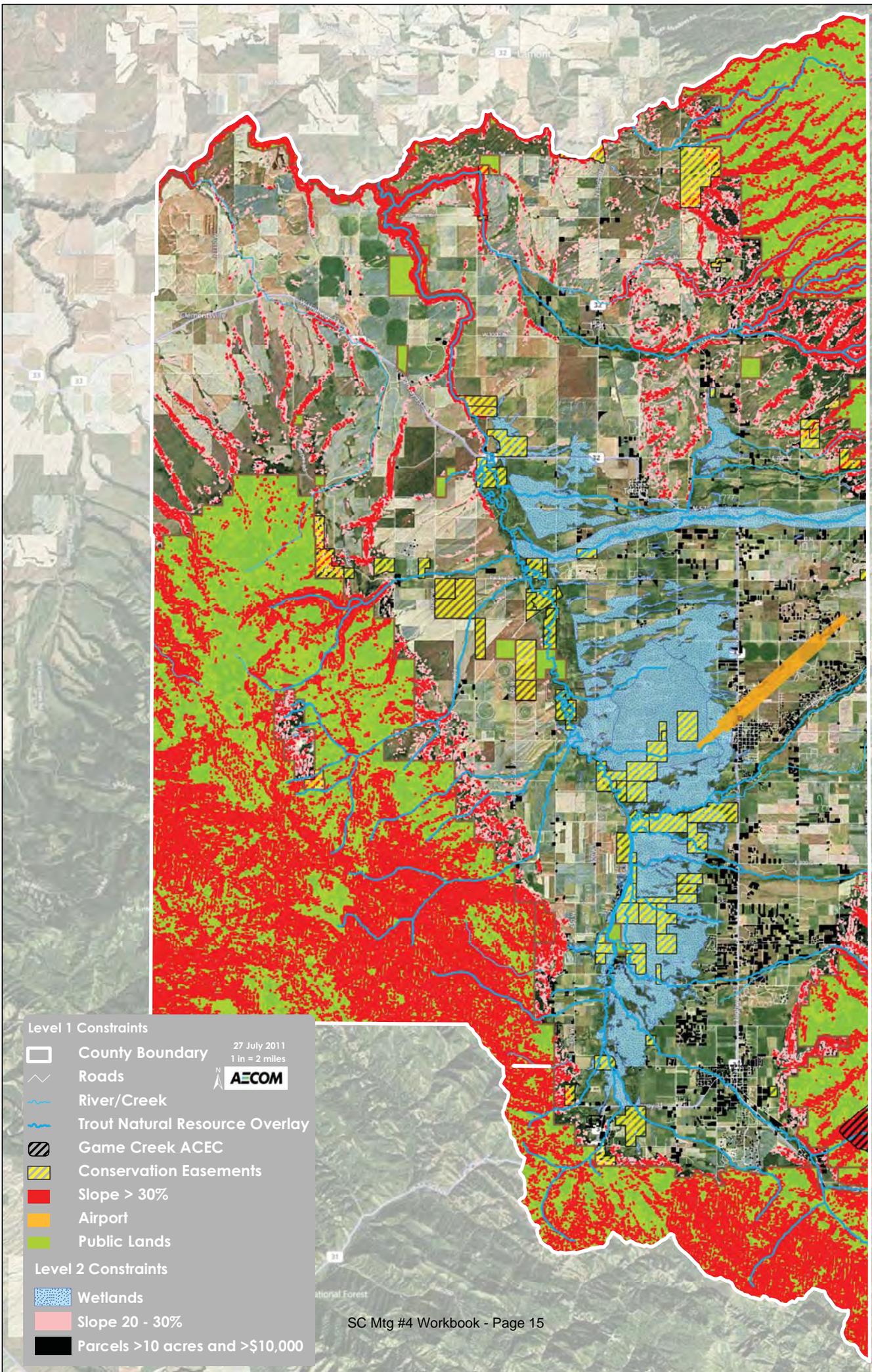
Constraint	Data Source	Buffer Distance	Notes
Trout Natural Resource Overlay	Teton Regional Land Trust (TRLT)	Line width = 250 ft.	Priority areas for conservation and/or planning for natural resources. Based on ground and electroshocking surveys conducted by USFS, IDFG, Henry's Fork Foundation (HFF), Friends of the Teton River (FTR).
Game Creek Area of Critical Environmental Concern (ACEC)	Idaho Gap Analysis Project	None	Special Management Areas within Idaho.
Public Lands	BLM Idaho State Office	None	Surface Management Agency (Land Status) Information for Idaho.
Conservation Easements	TRLT	None	TRLT facilitated conservation easements.
Slopes >30%	USGS Digital Elevation Model (DEM)	100 ft.	Per Teton County Code 9-3-2(C-2-c-HS-e-3) no building envelope allowed on slopes greater than 30%.
Airport Facilities	City of Driggs	None	Critical Zones and Runway Protection Zones.
Streams	Teton County	Line width = 100 ft.	Rivers and streams in the County.

LEVEL II CONSTRAINTS: Areas in which development is limited

Constraint	Data Source	Buffer Distance	Notes
Parcels >10 Acres in Size, with Building Value >\$10,000	Teton County	None	Representation of private and public ownership boundaries within Teton County. These are noted to acknowledge the presence of existing structures and previously subdivided land.
Slopes 20% to 30%	USGS Digital Elevation Model (DEM)	100 ft.	Per Teton County Code 9-3-2(C-2-c-HS) The HS Overlay Area shall be applied to all land(s) located within the HS Hillside Overlay Area (as defined in Chapter 2) that have slopes over twenty percent (20%) and to all roads and driveways providing access to those building sites.
Priority Wetland Habitat	TRLT	None	Priority areas for conservation and/or planning for natural resources.

LEVEL III CONSTRAINTS: Areas in which additional study may be necessary before development can occur

Constraint	Data Source	Buffer Distance	Notes
Planned Subdivisions	Teton County	None	These are noted on the map to represent pre-existing entitlements.
Big Game Migration Corridors and Seasonal Range	TRLT	None	Identified by IDFG and TRLT, 2006. Updated in 2008 based on field surveys conducted by Intermountain Aquatics (IMA). This data is generalized in nature and does not ensure the presence or absence of a specific wildlife species.
Waterbird Migration and Foraging Habitat	TRLT	None	Based on ground and aerial surveys conducted by TRLT, USFWS, IDFG and Trumpeter Swan Society for breeding, foraging, and staging areas 2000-2008. This data is generalized in nature and does not ensure the presence or absence of a specific wildlife species.
Songbird/Raptor Breeding and Wintering Habitat	TRLT	None	Based on forested riparian habitat identified by the National Wetland Inventory (NWI) for Teton County and refined through ongoing monitoring and ground surveys. This data is generalized in nature and does not ensure the presence or absence of a specific wildlife species.
Sharp-tailed Grouse Breeding and Wintering Habitat	TRLT	None	Based on lek surveys conducted by IDFG, 2003, subsequent lek monitoring 2003-2008, IDFG and recommendations for buffering by Ulliman, Sands, and Hemker, 1998, Wintering habitat identified by IDFG and TRLT and cross checked with the Idaho GAP analysis 2006. This data is generalized in nature and does not ensure the presence or absence of a specific wildlife species.



Level 1 Constraints

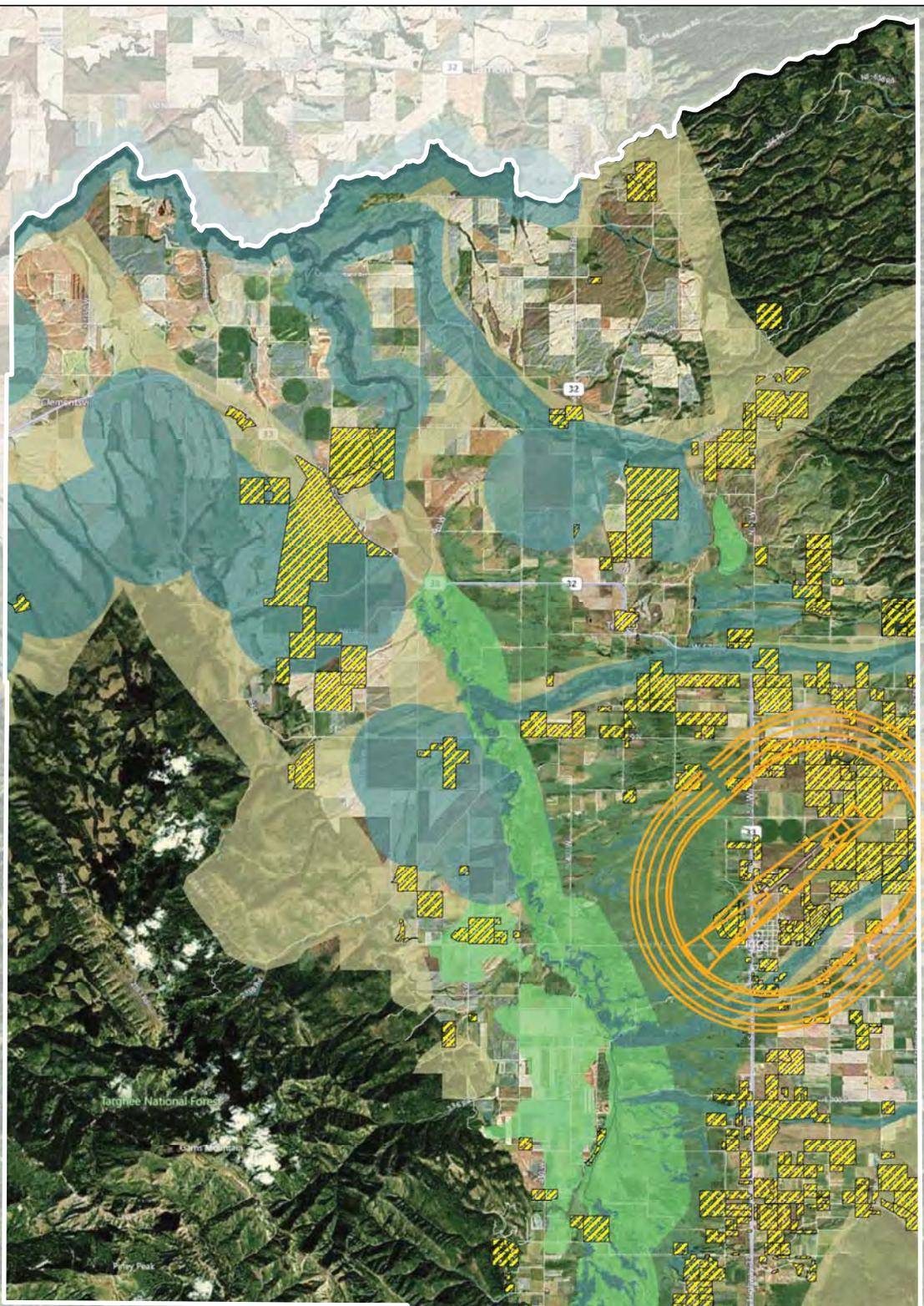
-  County Boundary
-  Roads
-  River/Creek
-  Trout Natural Resource Overlay
-  Game Creek ACEC
-  Conservation Easements
-  Slope > 30%
-  Airport
-  Public Lands

Level 2 Constraints

-  Wetlands
-  Slope 20 - 30%
-  Parcels >10 acres and >\$10,000

27 July 2011
1 in = 2 miles





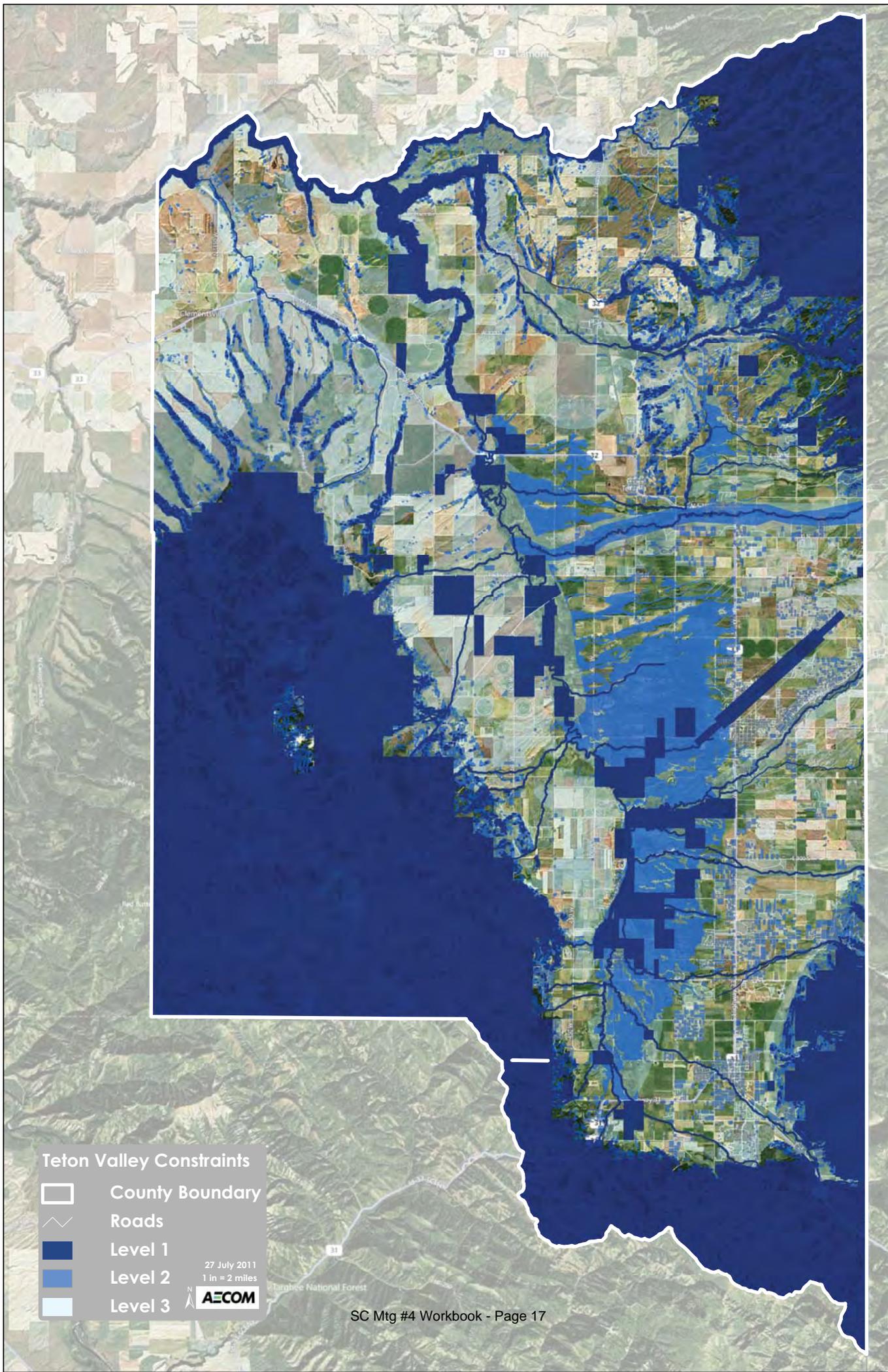
Level 3 Constraints

- County Boundary
- Roads
- Airport Approach Zone
- Subdivisions

Natural Resources Overlay

- Big Game
- Landbird
- Waterbirds
- Wetlands/rare plants

27 July 2011
1 in = 2 miles



Teton Valley Constraints

-  County Boundary
-  Roads
-  Level 1
-  Level 2
-  Level 3

27 July 2011
1 in = 2 miles

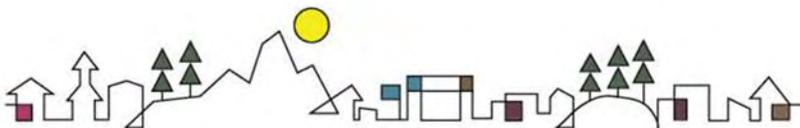


Part III: Transportation

LLUPA Component & requirements

Transportation

- *Arterials: Total Miles; Average Width of Right-of-Way; Average Daily Traffic Volume (Local Data; Average Daily Traffic statistics available from the Idaho Department of Transportation).*
- *Collectors: Total Miles; Average Width of Right-of-Way; Average Daily Traffic Volume (Local Data; Average Daily Traffic statistics available from the Idaho Department of Transportation).*
- *Local Streets: Total Miles; Average Width of Right-of-Way; Average Daily Traffic Volume (Local Data).*
- *Traffic Control Signs, Signals: Number, Condition (Local Data).*
- *Bridges: Number, Condition (Local Data; Idaho Department of Transportation Bridge Sufficiency Ranking).*
- *Bike Lanes and Sidewalks: Total Miles, Average Width, Number of Crosswalks, Number of Curb Cuts (Local Data).*
- *Parking: Number of Spaces (Local Data).*
- *Projected Transportation Projects (Local Data).*
- *Public Transportation: Average Daily Riders; Number of Routes; Population Served (Local Data).*
- *Airport: Number of Flights Per Day; Number of Runways; Number of Hangars (Local Data).*



appendix 1

Copy of “Sub-Committee Vision Document
Working Draft 2” - full document

VISIONING DOCUMENT

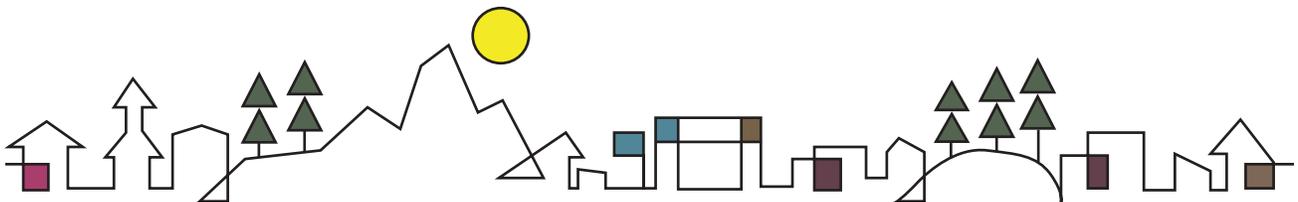


TETON COUNTY, IDAHO

Teton County, Idaho

Harmony Design & Engineering
AECOM
Jorgensen Associates, PC
Intermountain Aquatics, Inc.

Teton County Vision Document
Sub-Committee Working Draft, Version 1
July 2011



BACKGROUND

Breathtaking scenery, abundant wildlife, clean water, fresh air, open spaces, healthy forests and other outstanding natural resources are what make Teton Valley unique among many other rural areas.

Teton County, Idaho is a rural community of approximately 8,000 people and 450 square miles in Southeastern Idaho. It has three incorporated cities -- Teton, Driggs and Victor -- and large areas of unincorporated County. It is situated in the western shadow of the Tetons and much of the economy is outdoor recreation oriented, with Grand Targhee Resort (in Teton County, WY) as one of the largest employers in the area. The County employment base is also linked to other regional population centers outside the State, as a large portion of residents commute to Jackson, WY for employment.

Historically, the valley has been a small agricultural community founded by Mormon Pioneers, many descendants of whom are living in the community today. In the more recent past, it has begun to transition into a service-based mountain resort economy, with significant activity in second-home and resort-based development. The population of Teton County represents a mix of families who have been here for generations, part-time residents here for only a portion of the year, residents who have recently resettled here from other parts of the country, and immigrants from outside the U.S. As such, the community has a broad range of educational attainment, income levels, and values.

Teton Valley has transformed from a primarily agricultural, slowly developing community to a community with an unprecedented rate of development and real estate speculation, experienced between 2005 and 2008. As the second fastest growing rural county in the United States between 2000 and 2009, Teton County was impacted by the bursting of the economic bubble and now over 7,000 vacant, platted lots and partially-finished subdivisions remain. The resultant aftermath of that boom left Teton County with economic and land use challenges, failed subdivisions, high unemployment, high foreclosure rates, and lots that are no longer marketable.

Although agriculture was historically the basis of Teton Valley's economy, it is challenged by many factors. While tourism has emerged as an economic alternative, it does not always provide stable employment opportunities. The recent development boom provided many good jobs but only for a relatively short period, resulting in an increased number of Teton Valley residents commuting daily to Jackson for employment, increasing traffic and the associated pollution and accidents.

B

BUILT ON LESSONS LEARNED AND FOUNDED ON OUR COMMUNITY VALUES, THE TETON VALLEY 2020 VISION DOCUMENT – AND CORRESPONDING COMPREHENSIVE PLAN – ENVISION A SUSTAINABLE FUTURE FOR TETON COUNTY.

CREATING A VISION FOR TETON VALLEY

Visioning is a critical step for every planning process; adding defensibility and creating a foundation for more effective community engagement. Visioning ensures that County residents' values and goals are accurately reflected in the plan's elements, policies and frameworks. The visioning process is incremental and has built off the Planning for Planning (P4P) Questionnaire, Stakeholder Interviews, input from County staff, and results of the Values/Issues/Opportunities exercises completed by the Core Committee and Sub-Committees during meetings #1 and 2 of the Teton 2020 process.

This document is a preliminary draft of the Vision Document. This draft is intended to be a starting point for further input and refinement by the Sub-Committees and the Core Committee. After your review, this draft will be revised and refined based on your feedback and additional input. The revised draft will then be presented to the public during Community Visioning Workshop #1.

Based on the outcome of the Community Visioning Workshop, the team will refine the community's comments and compile the results into the final Vision Document. This document will contain the overall vision, supporting plan elements, guiding statements (Principles, Benefits, and Opportunities) and illustrations or photos that represent the values of our community.

It will also provide the framework foundation for the next phase of the planning process, Plan Frameworks and Plan Elements. The Vision Document will be the measuring stick for all plan options. This vision process creates the structure and initial agreements necessary to tackle tough issues that will be further addressed by the Sub-Committees.

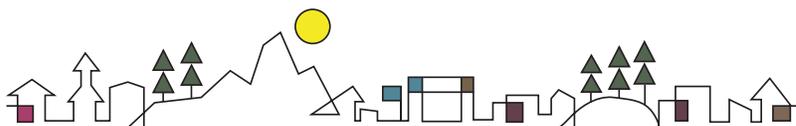
The Vision Document will then be presented to the County Staff, Core Committee, Planning and Zoning and the Board of County Commissioners for endorsement. This ensures that the community, consultants, property owners and public are on the same page before considering plan options.

A VISION FOR TETON COUNTY

A vision statement and guiding principles for each plan element arose from direction given through input by the Sub-Committees, Core Committee, stakeholders, County staff, elected officials and the public through the Teton Valley 2020 questionnaire and direct Sub-Committee outreach efforts. The result is this first draft of a Vision for our community, comprised of the following plan elements:

- Economic Development
- Transportation
- Natural Resources and Outdoor Recreation
- Community Events and Facilities
- Agricultural and Rural Heritage

Based on comments received, Vision Statements, Guiding Principles, Benefits and Opportunities were developed and are included in the following pages.



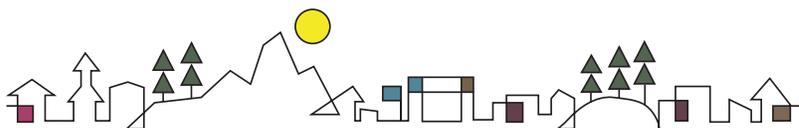
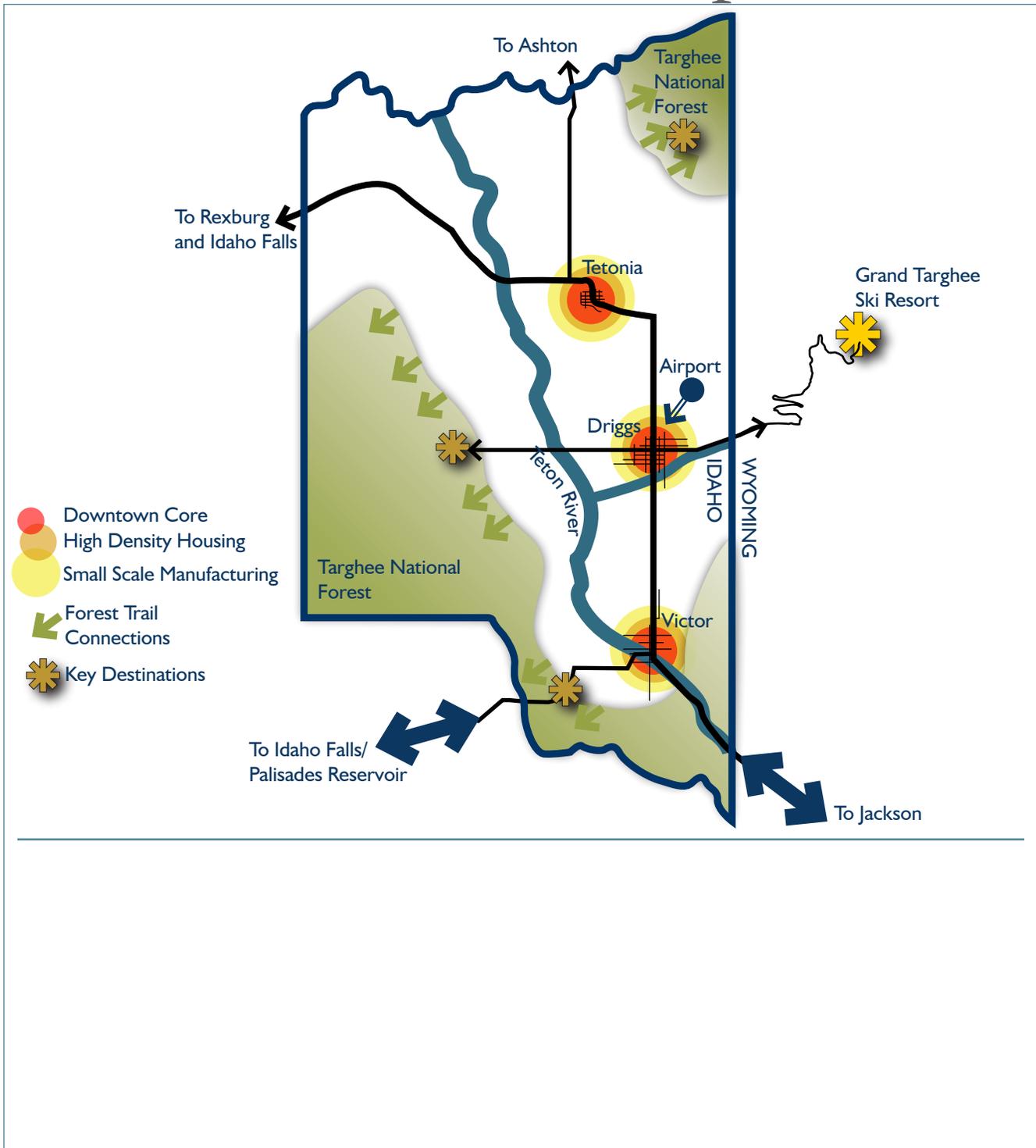
Our Community Envisions a Sustainable Future for Teton County.

We will:

- “Establish a vibrant, diverse, and stable Teton Valley economy”
- “Create and maintain a well connected, multi-modal network of transportation infrastructure to provide convenient and safe mobility for all residents, visitors, and businesses”
- “Preserve natural resources and a healthy environment, which is essential for creating viable future economic and recreational opportunities for all users”
- “Contribute to our strong sense of community by providing quality facilities, services and activities to meet community needs”
- “Preserve the rural character and heritage of Teton Valley”

*IT IS THIS VISION THAT INFORMS THE
FOLLOWING VISION STATEMENTS AND
GUIDING PRINCIPLES. THESE WILL SERVE AS
THE BUILDING BLOCKS FOR OUR COMMUNITY’S
FUTURE.*

economic development



economic development

“ ESTABLISH A VIBRANT, DIVERSE AND STABLE
TETON VALLEY ECONOMY ”

GUIDING PRINCIPLES

- Encourage, promote, and support valley businesses
- Incentivize local commerce
- Create a hospitable and attractive environment for businesses and visitors
- Preserve and enhance our natural resources
- Promote businesses that are economically and environmentally friendly
- Ensure stewardship and accountability
- Achieve economic diversity

BENEFITS

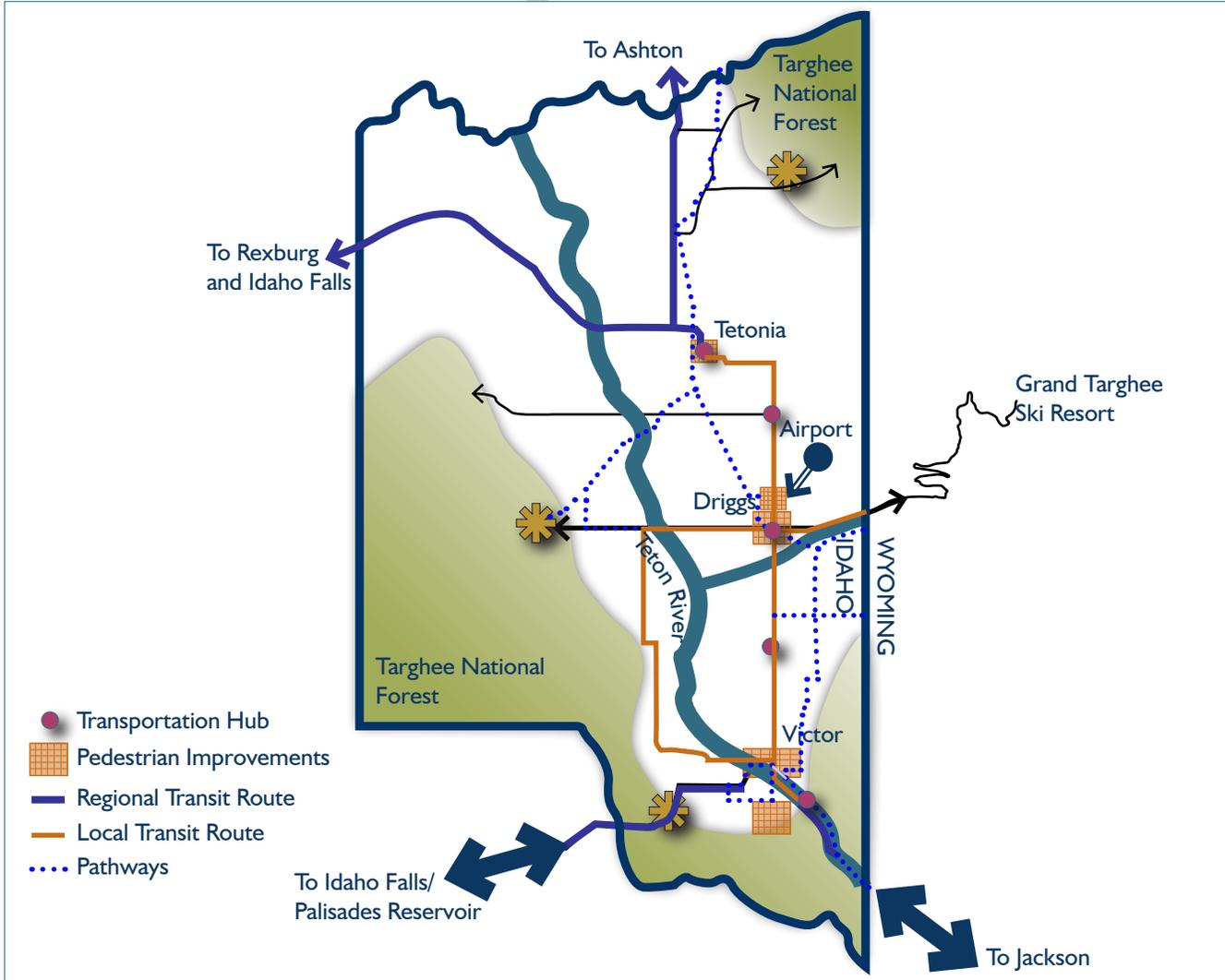
- Provides long-term economic stability (minimizes boom/bust cycles)
- Provides gainful employment
- Provides independence
- Develops community identity
- Keeps money in the valley
- Preserves valley aesthetics

OPPORTUNITIES

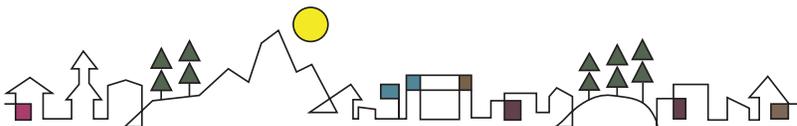
- Brand and market Teton Valley
- Promote smart growth strategies
- Attract appropriate businesses
- Improve infrastructure
- Improve education opportunities to support economic development, including post-secondary education
- Embrace our cultural diversity and heritage



transportation



MULTI-MODAL TRANSPORTATION INCLUDES VEHICLE TYPES AND PROGRAMS FOR AIR, BIKE, BUS, CALL-A-RIDE, MATERIALS TRANSPORT, AND PUBLIC TRANSIT OPPORTUNITIES APPROPRIATE FOR TETON VALLEY.



transportation

“ *CREATE AND MAINTAIN A WELL CONNECTED, MULTI-MODAL NETWORK OF TRANSPORTATION INFRASTRUCTURE TO PROVIDE CONVENIENT AND SAFE MOBILITY FOR ALL RESIDENTS, VISITORS, AND BUSINESSES* ”

GUIDING PRINCIPLES

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BENEFITS

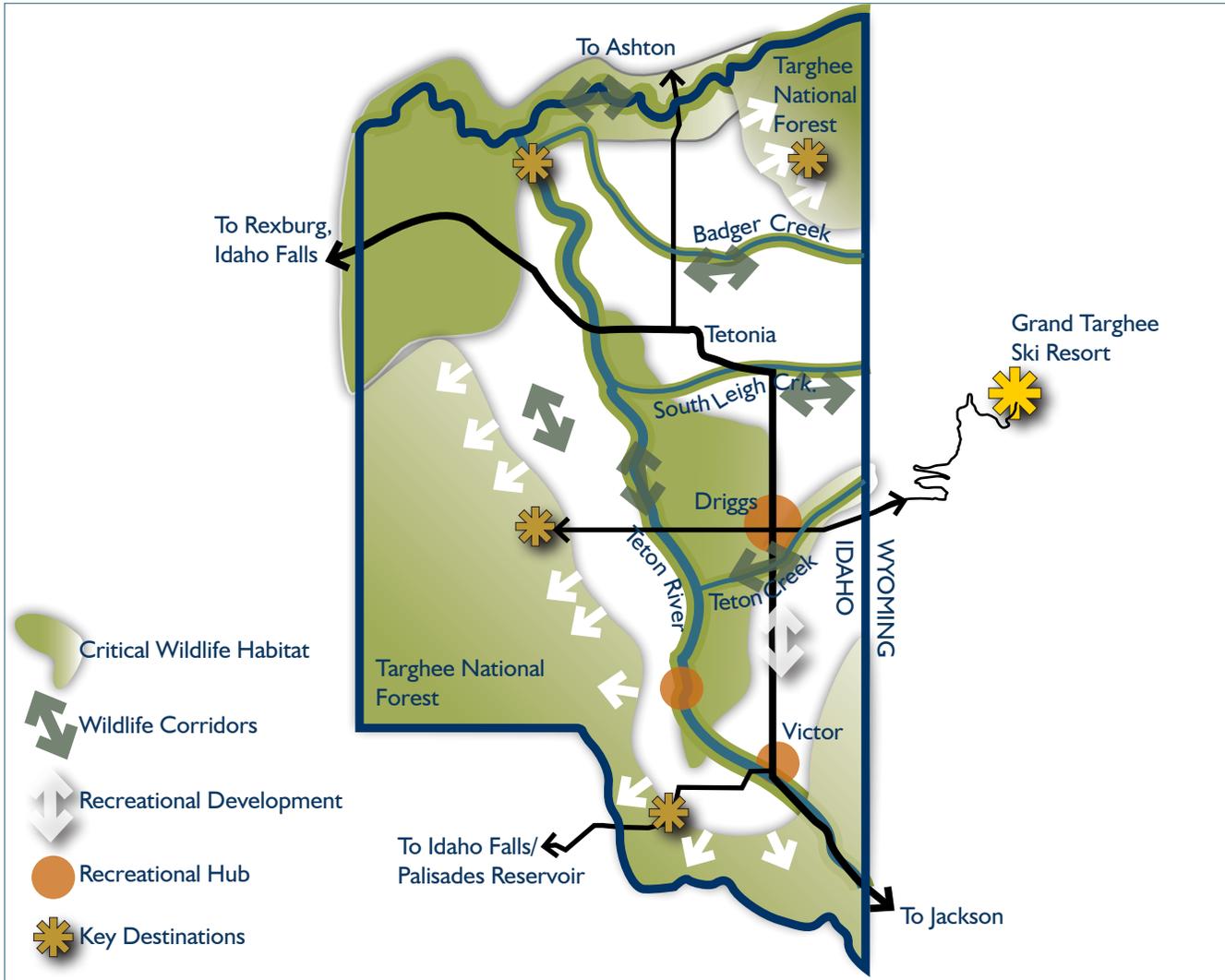
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OPPORTUNITIES

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natural resources and outdoor recreation



natural resources and outdoor recreation

“ PRESERVE NATURAL RESOURCES AND A HEALTHY ENVIRONMENT, WHICH IS ESSENTIAL FOR CREATING VIABLE FUTURE ECONOMIC AND RECREATION OPPORTUNITIES FOR ALL USERS ”

GUIDING PRINCIPLES

- Enhance our access to public lands and natural resources
- Conserve our public lands and natural resources (air, water, wildlife, fisheries, climate, trail systems, wetlands, dark skies, soundscape, soils, open space, native vegetation)
- Provide recreation for all user groups (biking, skiing, fishing, OHV, hunting, trail users, equestrian users, boating, non-motorized flight, and others)
- Balance private property rights and protection of our natural resources
- Respect hazard zones (ie. flood, radon, earthquake)
- Reduce infestation/introduction of invasive species
- Respect sensitive habitat and migration areas for wildlife
- Respect cultural heritage sites

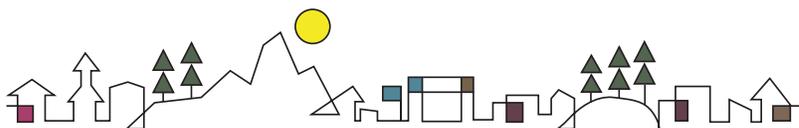
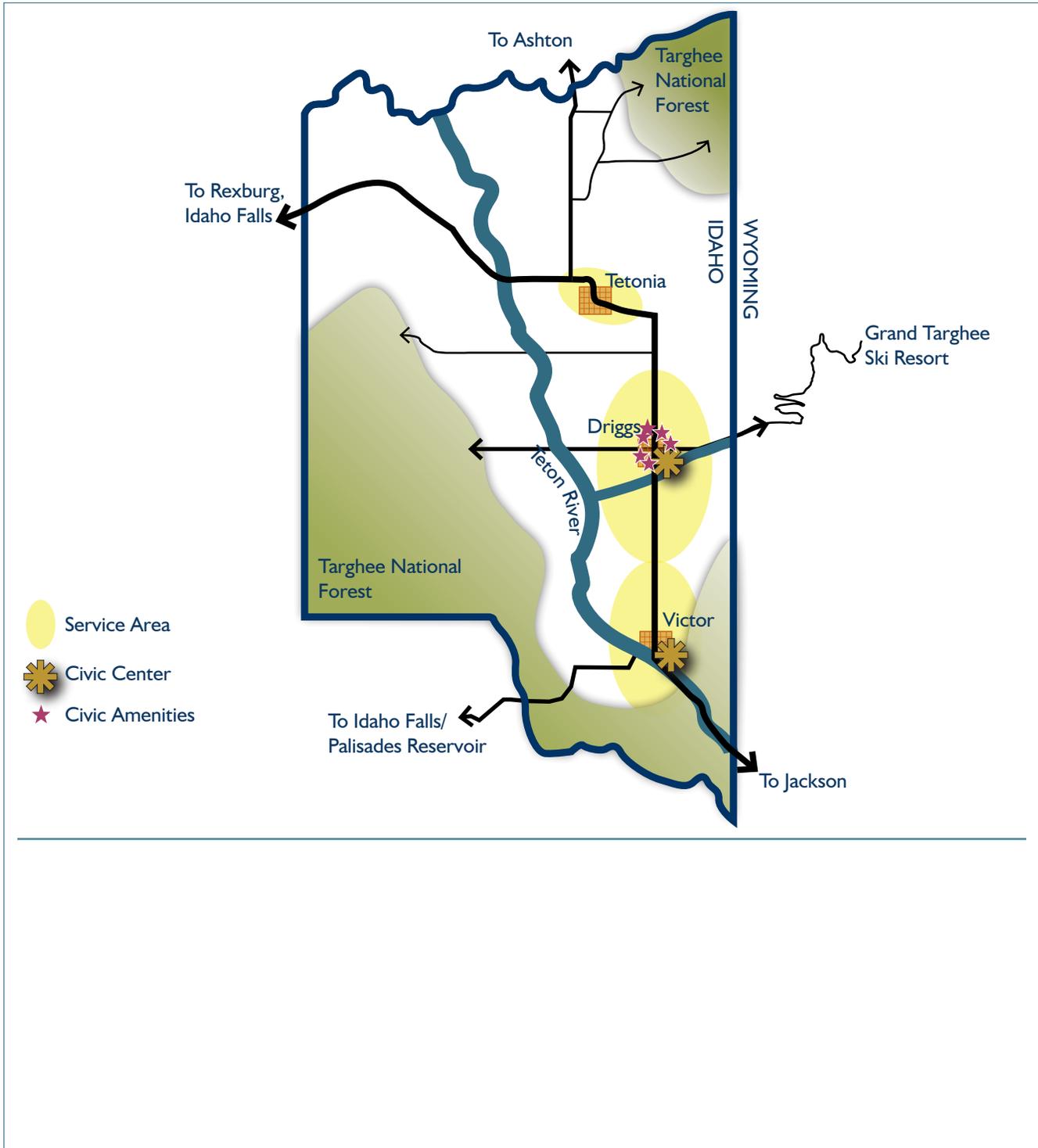
BENEFITS

- Conserves native wildlife habitat, wetlands, and water bodies
- Protects and provides an adequate supply of clean water
- Reduces flood damage
- Maintains and improves air quality
- Promotes public health, safety and welfare
- Provides physical links between neighborhoods, cities, and recreation areas (trails, pathways, etc.)
- Promotes economic development through tourism and quality of life
- Provides sustainable opportunities for generations of families to remain and make a living here through all stages of life
- Brings together community and builds acceptance of diverse lifestyles

OPPORTUNITIES

- Create developmental regulations that are consistent with diverse community values, balance natural resources and growth, are predictable, and preserve the economic value of the land
- Make this a place where people want to live while remaining affordable, preserving heritage and protecting resources for all users
- Maintain existing public land access and work to create new access
- Create new funding options and incentives to protect our open space, rural lands and natural resources
- Preserve and improve our recreational opportunities as well as our natural resources
- Create benchmarks for monitoring and preserving natural resources

community events and facilities



community events and facilities

“ *CONTRIBUTE TO OUR STRONG SENSE OF COMMUNITY* ”
*BY PROVIDING QUALITY FACILITIES,
SERVICES, AND ACTIVITIES TO MEET COMMUNITY
NEEDS*

GUIDING PRINCIPLES

- Encourage diverse and affordable activities for all ages
- Encourage the development of quality education facilities - primary, secondary and post-secondary
- Provide quality services and facilities in a coordinated manner for the health and safety of the community
- Encourage an environment that fosters community involvement

BENEFITS

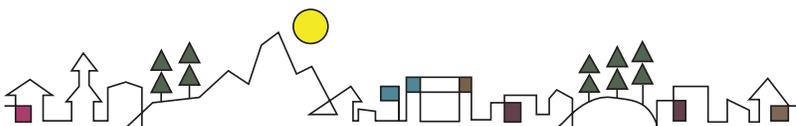
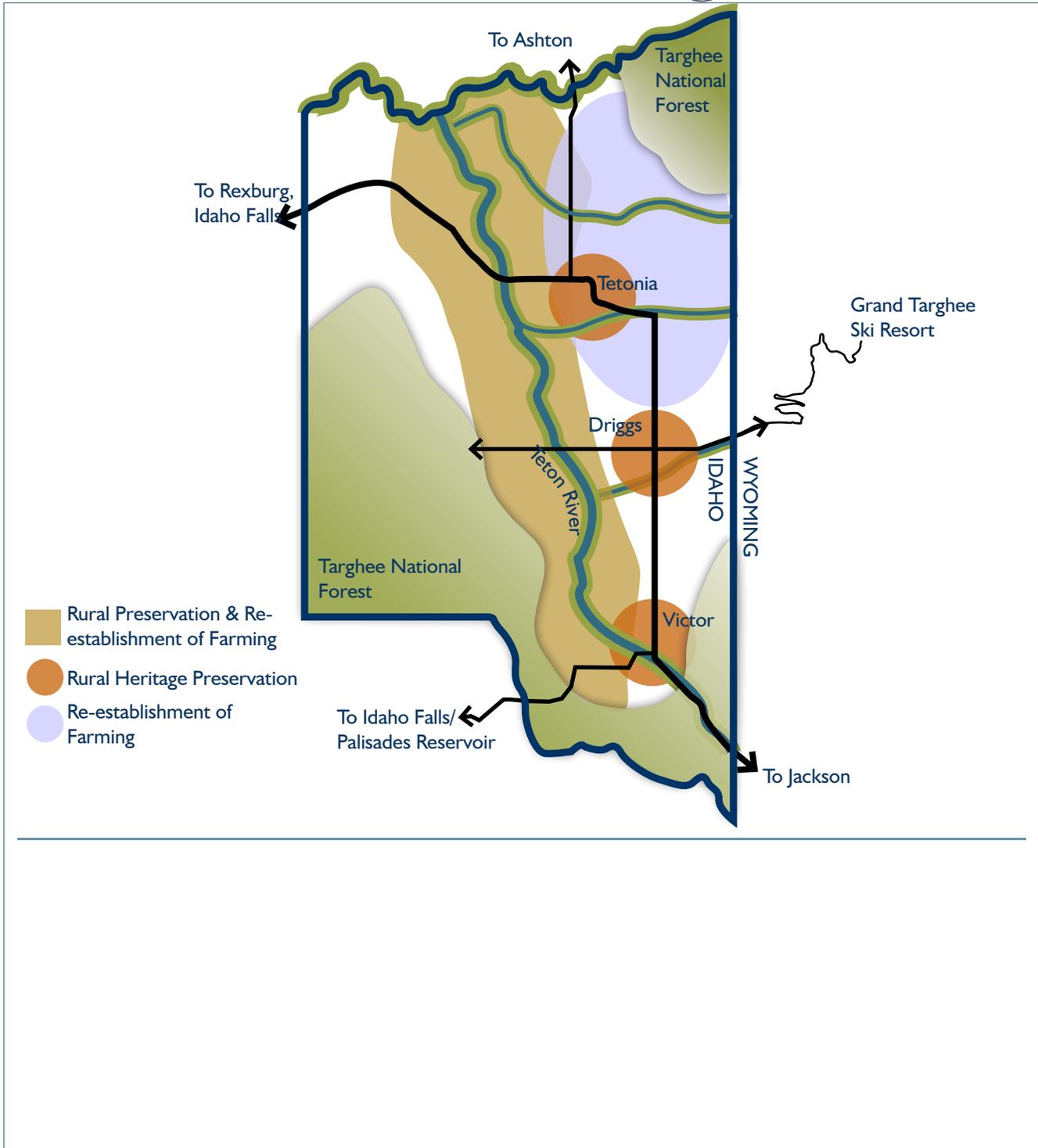
- Bridges cultural differences to create a strong sense of community
- Increases community interaction and sense of place
- Links education with our economic development strategy
- Creates an efficient infrastructure system, which is the foundation for sustainability
- Meets the needs of the community

OPPORTUNITIES

- Find common ground by identifying shared values and priorities and acknowledging differences respectfully
- Develop a Recreation Master Plan that coordinates and includes all providers and users
- Explore new funding options to develop and support affordable activities for all ages
- Expand our education program (e.g. develop post-secondary and continuing education facilities)



agriculture and rural heritage



agriculture and rural heritage

“

PRESERVE THE RURAL CHARACTER AND HERITAGE OF TETON VALLEY

”

GUIDING PRINCIPLES

- Maintain our small town feel and rural heritage
- Ensure that planned growth maintains our rural character
- Balance property rights and rural character

BENEFITS

- Preservation of open space and rural character
- Preservation of our small town, agricultural heritage
- Promotes Teton County’s distinctive identity

OPPORTUNITIES

- Create incentives for farmers to farm
- Return platted land back to agricultural production
- Support agriculture and ranching
- Facilitate the transfer of land (such as to family members)
- Explore options to protect our open lands (e.g. Land District)
- Support our local agriculture through improved infrastructure (e.g. Improve and maintain roads for agricultural product transportation)

