PUBLIC COMMENT
Packsaddle Road Abandonment

The attached letter was sent to the following property owners:

- ASSANTE, MICHAEL JOSEPH
- BAINBRIDGE, EARL FMLY TRST
- BV MILK CREEK ROAD LLC
- COLUMBINE TELEPHONE CO INC
- COPELAND, JEFF
- FELGER, JOSEPH W
- GRAND TETON HOLDINGS LLC
- GRANDVIEW RANCH IV LP
- KAY, TERRELL FRED
- LOFHOLM, MARCIA JEAN
- NORTON, BOYD E
- RAMMELL, ROBERTA & SONS FARMS
- RAMMELL, SHARIN LIMITED PARTN
- RAMMELL, SUSAN D LIMITED PARTN
- SCOTT, CORWYN J
- SPRING CREEK PROPERTIES LLC
- UNITED STATES OF AMERICA
- WARD, RUELAND LANE
- WASDEN, BRONWYNN

Teton County, Public Works Department
150 Courthouse Drive, Room 107; Driggs, ID 83422
208-354-0245 ph. 208-354-8410 fax
www.tetoncountyidaho.gov djohnson@co.teton.id.us

November 16, 2015

Re: Solicitation for comments from property owners adjacent to the current location and the proposed realignment of Packsaddle Road and Hoopes Road.

Dear Property Owner:

This letter is to notify you that a proposal has been made to realign both Packsaddle Road and Hoopes Road. The Public Works Department is soliciting comments from landowners affected by the proposed changes so that we can be aware of issues and incorporate comments into the staff report to the Board of County Commissioners. If you have any comments or questions regarding this proposal, please contact us at the telephone number, email, or address listed above. The details below provide more information on the proposal.

Applicant: Ag Rim LLC & Grandview Ranch LLC

Description of the request: Teton County has recently received a proposal to realign both Packsaddle Road and Hoopes Road on the west side of Teton Valley. Included with this letter is a map that shows an overview of the realignment. The property owner/applicant has worked over the last two years constructing portions of the new road (proposed alignment) across private property. The proposal that has been presented to Teton County would be for the applicant to deed the new road, built to county standards, to the County in exchange for vacating the existing county road corridor. Prior to the County taking any official action to adopt the proposed realignment and vacating the existing easement, we are seeking feedback from property owners as well as other private and public agencies.

If the County decides to accept the proposal and vacate the current easement, the applicant would be required to deed the new road right-of-way to the public. If the County decides not to adopt the new alignment, the applicant will keep the newly constructed road private.

Documents and information on the above proposal are available for public viewing at www.tetoncountyidaho.gov. To view these items, go to Departments & Services and select Board of County Commissioners. Then select the W4000N item in the Additional Information Side Bar. More documents will be added as they become available.

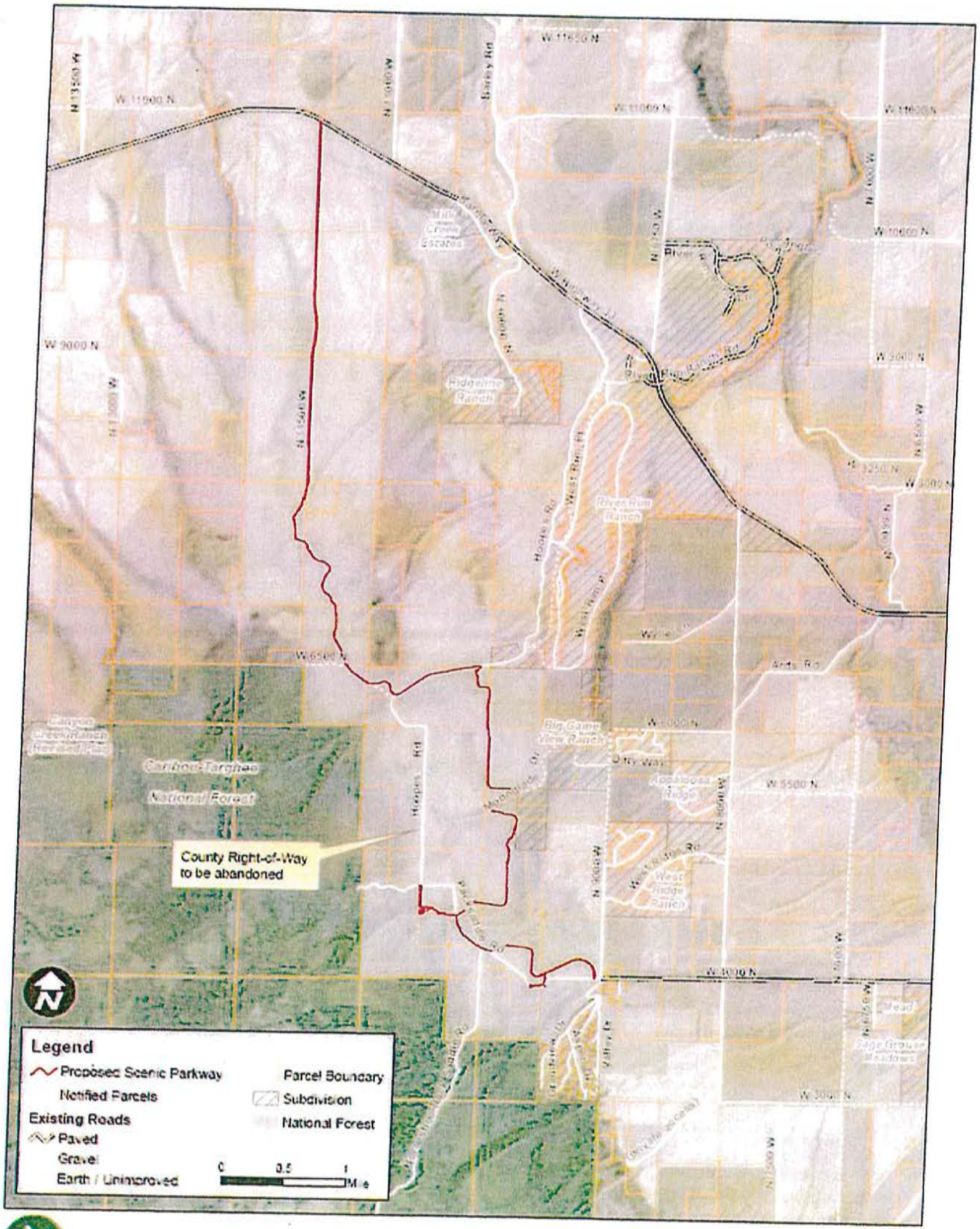
Written comments will be included in the packet of information provided to the Board at the December 14th County Commissioners Meeting if they are received by the Public Works Department no later than **5:00pm December 7th**. Written comments may be e-mailed to djohnson@co.teton.id.us, mailed to the address above, or faxed. You may also present your comments in person at the meeting during open mic.

Commissioners may be contacted individually regarding this matter. However, by law all Board of County Commissioner decisions must be confined to the record produced at a public hearing.

If you have any further questions, please do not hesitate to call the Teton County Public Works Department at 208-354-0245.

Sincerely,

Darryl Johnson, PE/PLS
Teton County Public Works Director



Horton Scenic Parkway Notification Map

The attached letter was sent to the following agencies:

- Bureau of Land Management
- Bureau of Reclamation
- Caribou-Targhee National Forest
- EIPHD
- EPA – Idaho
- Fall River Electric
- Idaho Department of Lands
- Idaho DEQ
- Idaho Fish & Game
- Idaho Soil & Water Conservation
- IDWR
- ITD
- Skyliners Motor Club
- TC Soil & Water Conservation District
- Teton County Fire Marshall
- Teton Land Trust
- Teton Valley Advocates
- Teton Valley Realty
- TVTAP
- US Army Corps of Engineers
- US Fish & Wildlife

November 17, 2015

Dear Interested/Affected Agency,

Teton County has recently received a proposal to realign both Packsaddle Road and Hoopes Road on the west side of Teton Valley. Included with this letter is a map that shows an overview of the realignment. The applicant has worked over the last two years constructing portions of the new road (proposed alignment) across private property. The proposal that has been presented to Teton County would be for the applicant to deed the new road, built to county standards, to the County in exchange for vacating the existing county road corridor. Prior to the County taking any official action to adopt the proposed realignment and vacating the existing easement, we are seeking feedback from property owners as well as other interested agencies.

If the County decides to accept the proposal and vacate the current easement, the applicant would be required to deed the new road right-of-way to the public. If the County decides not to adopt the new alignment, the applicant will keep the newly constructed road private.

We are requesting that you review this proposal in accordance with your agency's rules and regulations. Comments from your agency can be submitted via e-mail, fax, or by regular mail as listed below. Your comments may be posted on the Teton County website in association with this proposal.

If possible, we ask that your review comments be sent to us as soon as possible. An information packet will be presented to Commissioners at the December 14th BoCC meeting. If your agency intends on making written comments on this project but cannot produce those comments before December 7th, we would appreciate you letting us know that you will provide written comments at a later date.

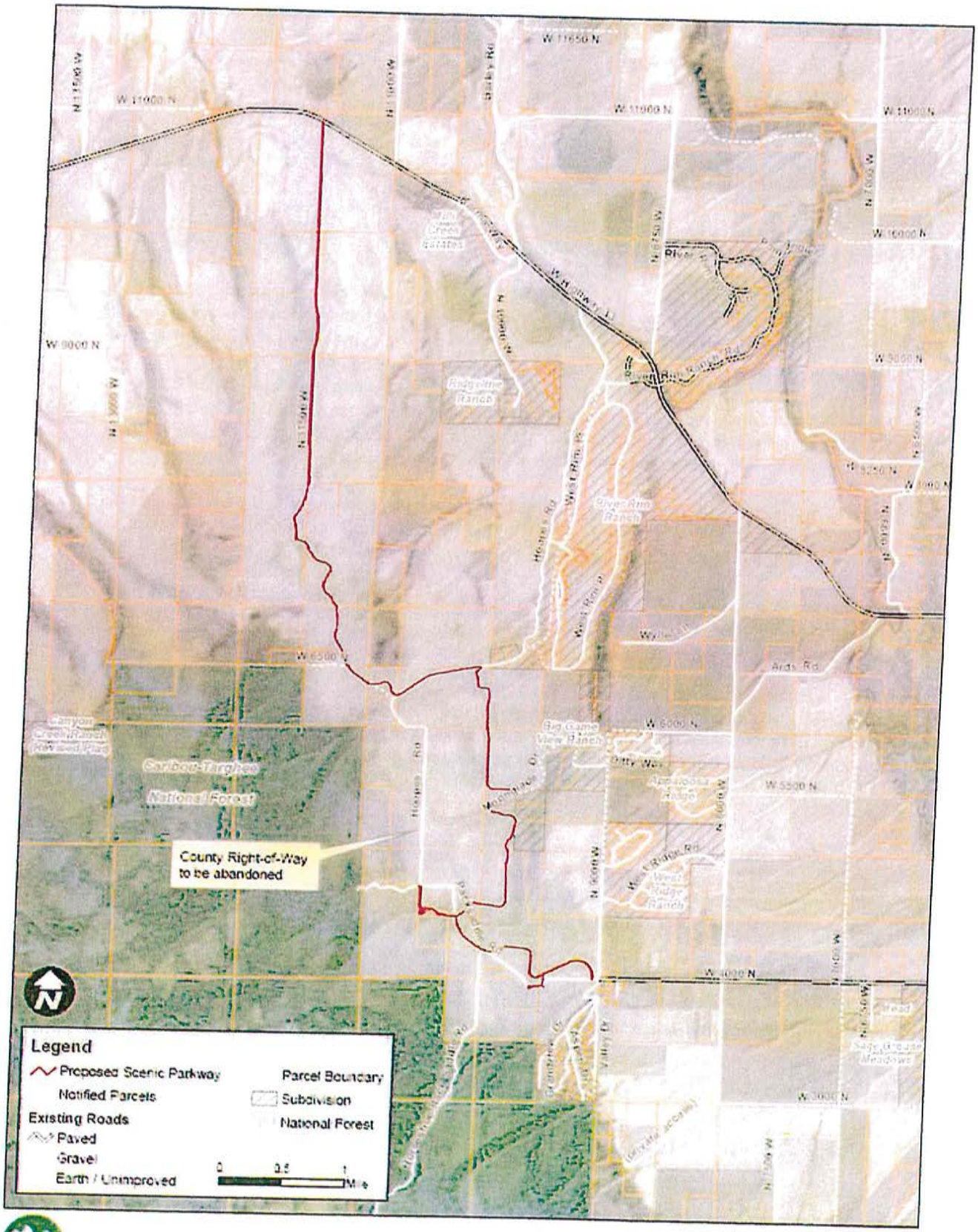
Documents and additional information on the proposal are available for viewing at www.tetoncountyidaho.gov. To view these items, go to Departments & Services and select Board of County Commissioners. Then select the W4000N item in the Additional Information Side Bar. More documents will be added as they become available.

If you have any questions, please do not hesitate to contact our office. Our office hours are 9:00 am to 5:00 pm, Monday through Friday.

Sincerely,

Darryl Johnson, PE/PLS
Public Works Director

TETON COUNTY, IDAHO PUBLIC WORKS DEPARTMENT
150 COURTHOUSE DRIVE
DRIGGS, IDAHO 83422
(208) 354-0245 • (208) 354-8410 Fax
[illegible]



Horton Scenic Parkway Notification Map

PUBLIC COMMENT
Packsaddle Road Abandonment
IN FAVOR OF

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: Mike & Christina Assante

e-mail : cassante5@gmail.com, mjassante@gmail.com

Phone: 208.270.0347

COMMENT: WE ARE PROPONENTS FOR THE ROAD. ACCESS IS PROVIDED TO OUR PROPERTY. THE ROAD APPEARS WELL-BUILT AND WOULD BE A SIGNIFICANT IMPROVEMENT FOR THE COUNTY. WE DO WANT TO SEE THE EXISTING COUNTY ROAD BE VACATED FOR SAFETY, AND TO LIMIT ROAD TRAFFIC TO ONE DESIGNATED ARTERY.

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: Corwyn Scott

e-mail :

Phone: (208) 932-0208

COMMENT: If the county accepts the deeded parking lot from Mr Horton, the county must take the proper measures to protect Jeff Copeland's right of quiet enjoyment (i.e. trash cans, fencing, signage, patrol by LEO's etc.). If this can be accomplished, the new road will be of great benefit to The Teton Valley.

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: Kellie Hansen (Bainbridge) 709-0345

e-mail: Glade Hansen 317-7532

Phone: 458-4140

COMMENT: We are all For having the Road, ReBuilt. (We Support this) Earl Bainbridge Trust ground, has had, Damage from Snowmachine Riding on it & would love to See a New Parking lot Built & New Road.

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: Shawn Hill

e-mail : shawn@tetonvalleyadvocates.org

Phone: 307-413-4514

COMMENT: Thank you for holding this meeting. If the county finds that the road does not burden it financially, the vacation should be considered. However, the county needs to ensure that future zoning is APPROPRIATE for this remote location. There seems to be much concern about what could happen w/20-acre zoning. That concern could be eliminated with lower density

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: DOUGLAS PAUL RADACH

e-mail :

Phone: 208-716-7752

COMMENT: WE ARE WORKING VERY HARD ON THIS PROJECT. WE ARE GOING ON WITH THE ROAD ETC. I WORK FOR MR. HORTON AND KNOW HIM VERY WELL. HE IS HONEST AND TRUSTWORTHY. I AM PROUD TO BE PART OF THIS PROJECT. I AM A VALLEY RESIDENT FOR 44 YEARS NOW.

THANK YOU.

May 27, 2016

Teton County
Board of County Commissioners
150 Courthouse Drive, Room 107
Driggs, Idaho 83442

RE: Proposed partial vacation and realignment of portions of Packsaddle Road

Dear Board of County Commissioners;

Thank you for giving us the opportunity to comment on the above referenced proposal. Packsaddle Road presently crosses the NE corner of our property. As currently outlined, this proposal would have no effect on the existing location where Packsaddle road crosses our property.

However, we believe this proposal will result in significant a number of advantages to the affected property owners as well as to the residents and visitors to Teton County as follows:

The existing access from 4000 North is extremely dangerous. We believe it is not a matter of if, but rather when a serious vehicular accident transpires upon this steep incline -- especially in light of the high rates of speed we have observed individuals engaging in as they descend down this portion of the road.

It is also our belief that allowing public access to the newly constructed private road will attract an entirely new group of users: individuals who are presently detoured by the condition of the existing road. Many residents and tourists, especially the elderly and disabled, are entirely dissuaded from utilizing the existing road due to the very steep grade. If the new road is adopted by the County, these elderly and disabled individuals will no longer have to fear traversing "Kay's Wall" and will finally have an opportunity to safely explore the tremendous scenery and gain access to public lands.

We also believe that the presence of this spectacular scenic byway may well entice tourists to linger a bit longer in the area. Longer visits translate into more funds expended at local businesses with a corresponding increase in sales tax revenue generated for the County. Eventually this increase in dollars from tourism could result in the growth of local employment opportunities for our fellow residents of the valley.

After owning our property for over 15 years, we have observed that the most frequent users of the existing road are typically large four-wheel drive vehicles. The operators of these vehicles regularly drive off-road creating unsightly ruts. They litter our property with beer containers and cardboard beer cartons. Both our cabin and generator shed have been broken into and left filled with beer containers and reeking of human urine. Last year a large kitchen range was dumped upon our property off the side of the road.

Previously, there was a large steel fish hanging above our Eastern gate. The fish was fabricated from 0.25" thick steel. We took it down a few years ago because it was literally riddled with bullet holes from high-powered rifles. It is also not uncommon to discover fire-rings appurtenant to our property.

It is our belief that if the County assumes responsibility for the new road, more people will be likely to build homes in this area. With additional responsible residents living in the vicinity, it is probable that the amount of malicious and destructive behavior would significantly decrease.

We were attracted to this area because of its unparalleled beauty and abundant wildlife. When we build our permanent residence, we will make many improvements to the land that will encourage the growth of local bird and small animal populations via habitat enhancement. Given the size of the proposed estates along the new road, we would anticipate the new owners of these properties would have similar aspirations. We have also spent thousands of dollars in an attempt to control invasive weed species (i.e. Canadian Thistle). We would envision the new property owners will also engage in similar weed control programs. Like us, this would be at their own expense – not the taxpayer's.

Our belief in preserving the land has been demonstrated by more than words alone. Not only did we expend significant funds to initially purchase our property; just like our neighbors to the West, we too sacrificed a great deal of future financial opportunity by placing a conservation easement upon our property through the Teton Valley Land Trust. This easement permanently restricts us to constructing only one residence upon our property. I believe our neighbors have permanently limited their total buildable home sites to only five or six locations upon their entire 400 acres.

Some have raised concerns that this proposed development may have a deleterious effect upon wildlife populations. Although I cannot speak to the possible effects upon every type of animal, I can tell you that the herd of deer that lived in my backyard in New Hampshire thrived in a suburban area which was quite literally surrounded by hundreds of homes. Also, a friend who presently lives in an upscale housing development in Driggs (and his housing development is much more densely populated than that which is proposed for the new Packsaddle Road), has to tiptoe all Summer around a bull moose who likes to nap on his front porch. Finally, we are temporarily living in Rexburg (adjacent to the University) and regularly have to chase the local deer away before they empty our bird feeder. Given these examples, it does not appear that having a few homes constructed in the Packsaddle area would have a negative effect on the local Cervidae population.

Some have also raised objections to this proposal due to the County being responsible for maintenance of the new road. First, given the high standards to which the new road was constructed, other than occasional snow plowing, there will likely be little maintenance required of it for the next 15-20 years. Second, we believe that whatever maintenance is required will be offset by the substantial monies the County will annually receive from incremental gasoline tax revenue. And third, significant property tax revenue will be generated from the luxury housing that would most likely be built upon estates of this size and value.

It is also probable that individuals who could afford to purchase these estates would be more mature in years and thus unlikely to have children young enough to enroll in the County's school system. Hence in all likelihood, the County would realize substantial incremental property tax revenue for very little corresponding increase in annual operating expenditures.

Thank you for your kind consideration in this matter.

C. Scott

Response to Teton County, Idaho solicitation for comments regarding the vacation and realignment of portions of the Packsaddle Road (W 4000 N) and Hoopes Road.

Jeff and Cheryl Copeland
4444 Packsaddle Road
Tetonia, ID 83452

We appreciate the opportunity to respond and would provide the following comments:

Our property is adjacent to the Horton property with our access coming directly off the Packsaddle Road. As such, we are somewhat biased in our support of a new road as it will provide us with much improved, year-around access. Our biases aside, the north end bench area of the Big Hole Mountains is primarily private property. Jess Horton has decided to add a new roadway to provide better access for prospective land buyers. The road is going in with or without county approval so the only real question is whether or not the county will accept control of the new road and abandon the current right of way.

Over the 24 years we have owned our property, I have discussed the road situation multiple times with county officials. In that time, we have never heard anyone suggest that the Packsaddle Road beyond Kay's is a good road and should remain in its current condition. Everyone recognizes that Kay's hill is a dangerously steep hill, and would be difficult, if not impossible, to improve in its current location. While we recognize that abandoning Kay's hill will result in the loss of a popular winter sledding area, we have witnessed several serious sledding accidents on the hill. Given the litigious tendencies of our public at large, I certainly would not want to be the owner of the hill when someone gets seriously injured, or dies, in a sledding accident. The entire Packsaddle Road, from this point, is largely viewed by many users as the "Wild West" where travelers can drive anywhere (hunters in the fall and "mudders" in the spring), shoot anything (road signs, buildings, tractors, and Jim Douglass's cows), and toss garbage at will. I have to agree with Jess Horton that an improved road would go a long way toward encouraging better behavior of both summer and winter users. Simply allowing Jess Horton to add his new road while keeping the existing roadway makes no sense and would only result in confusion and more bad behavior. The snowmobiler, mountain bikers, and sledders will have a dedicated trail beside the new road creating a safer, more user friendly place to recreate.

We believe the location of the road as proposed is compatible with landowner access as well as public lands access. It will add some burden to public services (snow plowing and road and parking area maintenance) but likely not significantly more as we are simply replacing a bad road with a good road.

Our primary concerns relate to the management and maintenance of the proposed parking area, which will be located directly adjacent to our north border, should it be developed and accepted by the county. We would encourage the county to adequately sign the parking area to disallow overnight parking, camping and campfires, and shooting, as well as, clearly inform users of private property boundaries. The County should consider a vault toilet (currently some recreationists use Kay's hay shed), dumpster and garbage pick-up. It might also be a good idea to sign both ends of the new road indicating the road is bordered by private property to encourage travelers not travel off the road and adjacent trail.

We believe this road could be a positive addition to Teton County, adding significantly to recreational opportunities as well as the county tax base. The small number of developments proposed by Jess Horton should be relatively compatible with wildlife issues with the support of a strong county comprehensive plan. As such, we totally support Teton County vacating the old and accepting the new road.

Sincerely,

Jeff and Cheryl Copeland

Darryl Johnson

From: Sharon Nethercott <magnum.44@live.com>
Sent: Friday, June 03, 2016 2:14 PM
To: djohnson@co.teton.id
Subject: PACKSADDLE ROAD

Dear Public Works,

We received your letter dated may 3,2016 in regard to the road vacation/abandonment/addition for Packsaddle road (w 4000 N) and Hoopes road.It is our opinion and desire that the vacation/abandonment/addition go through and that the currant road be vacated by the county and relocated.We own property adjacent to the current road and because of public access by our property from this road we have experienced extreme disrespect and vandalism to our property,expecially winter months.Some of the things we deal with include,but are not limited to the following:

1- " NO TRESPASSING SIGNS" BEING SHOT,TORN DOWN AND TOTALY IGNORED

2- PEOPLE USING THE BATHROOM ON OUR LAND AND LEAVING HUMAN FECES ON OUR PROPERTY ALONG WITH TRASH

3- TEARING UP THE GROUND WITH MOTORIZED VEHICLES

We also believe that vacating and relocating this road would be in the countys best interest because the liability would be reduced GREATLY.THE COUNTY HOLDS LIBILITY AS LONG AS IT IS A PUBLIC RIGHT OF WAY. The current road is NOT the safest option for public use as it is steep and rough.However,the relocation would be a lot safer road having a lower grade and can be maintained a lot easier and the road material will not erode away off the road as it does now.

The new location of the road would be just as compatible ,if not more so,as the current road for other uses in the general area because of the lower grade, it would not place undo burden on existing public services and facilities in the vicinity as they will be equally accessible with the new road.

The site is large enough to accommodate the proposed use and other features as required by Teton county code.The relocation road is already built and meets county code.Again, it would be a great asset to Teton County because of the access the new road provides.

Lastly, we believe that the abandonment/ relocation of this road is in compliance with and supports the goals,policies,and objectives of the comprehensive plan.

More people will be able to access these areas more safely while avoiding the temptations to disrespect and destroy private property such as ours.

Again ,it is our hope and desire that the road vacation/abandonment go through and the county adopt the new road,creating a healthier and SAFER environment for all.

Its only a matter of time WHEN (not if) someone is hurt or killed by the currant conditions.

sincerely,
The Bainbridge Family Trust

To whom it may concern;

6.2.2016

Our wonderful valley has many outdoor recreation opportunities, in any season. Kay's hill road is one place that is not safe to use for recreation.

Kay's hill is currently used for a multitude of different activities, but should not be. The grade is much too steep for a road that is used so regularly. It is an accident, or several, waiting to happen. The fact that no serious wrecks or injuries have occurred yet (not reported, anyway) is miraculous and will not continue. Every season this outdated road is used, it becomes more eroded, steeper, and more dangerous.

This problem road should be addressed immediately. Several safe alternatives have been proposed. By choosing the most functional and feasible option, the safety of the community will greatly improved.

Teton Valley is a wonderous place to live, truly one of a kind. One of the things that make it so great is the people here. We all care about one another, whether we've met or not. Move this change forward and keep safety first! We're not talking about a hiking trail - update this public road. Abandon Kay's hill now.

Brandi Morgan

Kays Hill June-2-16

Were Writing this letter concerning Kays Hill, Were all for the abandonment of the Hill. We (Bainbridge family Trust) would like it to be closed. Winter time the cabin on our property is used as a Bathroom By Sledders & Snowmachiners. Mr Kay also has this problem at his hay Shed. Mr. Kay also tells us of many a times he's had to go Rescued people trying to pull Trailors up the Hill. We've had Damage Done to our (property from Snowmachinners & people not being able to pull this Hill For the) no Trespasing Signs they are torn Down as fast as we Put them up

Mr. Kay said and we Agree (is it going to take Someone Getting Killed before Something Done about it.) we feel the Same Way, Someone Getting Killed Or a law Sue on the County or the Bainbridges

Please get Rid of Kays Hill

Glade Hansen

Kellie HANSEN

Ann Hansen

Jennifer Hansen

Ray Hansen

Kaitlin Young

Brendon HANSEN

Amy Hansen

LETTER OF RESPONSE

FROM THE BAINBRIDGE FAMILY TRUST

RE: Proposed Realignment of Packsaddle Road and Hoopes Road

TO: Darryl Johnson, Teton County Public Works Director
Board of County Commissioners, Teton County

FROM: **Trustee of the Earl Bainbridge Family Trust**

Thank you for your letter dated November 16, 2015, soliciting responses from proximity property owners to the proposed realignment of the Packsaddle and Hoopes County Roads.

The Bainbridge Family Trust has many concerns with the existing County Road W 4000 North AKA Kay's Wall Road, including, but not limited to, liability for accidents resulting in property damage or bodily harm, and trespass occurring over and across Bainbridge land by unauthorized public.

The Bainbridge Family Trust is in favor of the proposed realignment, subject to the following provisions and as further referenced on the attached aerial map accompanying this Letter of Response.

1) The existing steep portion of W 4000 N AKA Kay's Wall County Road, shown on the attached map with black arrow and labeled "County Road To Be Vacated," running across the northern boundary of Bainbridge Property **be vacated**, the land under which reverting back to the Bainbridge Family Trust. Said portion of Kay's Wall Road to be vacated shall begin where the proposed Horton Scenic Parkway Road intersects and runs north, at or about the NE corner of Bainbridge land, to a point where the proposed realigned road intersects with said County Road, at or about the NW corner of Bainbridge land.
2) The proposed realigned road from Kay's land to the cul-de-sac terminating just west of Bainbridge land, adjacent to Felger and Assante land, be a 60-foot wide County Road and Utility Right-of-Way from Kay's land through Bainbridge to Felger and Assante cul-de-sac.
3) The portion of the County Road extending NW from said cul-de-sac accessing Felger and Assante lands to the intersection of the existing County Road and the proposed realigned road **be vacated** and reverted back to the ownership of the lands which it crosses.
4) The portion of existing County Road which runs due south from the aforesaid intersection referenced in Provision 3 above, remain open as a County Road to the National Forest boundary accessing Packsaddle Creek Canyon and beyond.

Continued on following page.

5) The aforementioned 4 items shall be effectuated and documented in the record simultaneously.

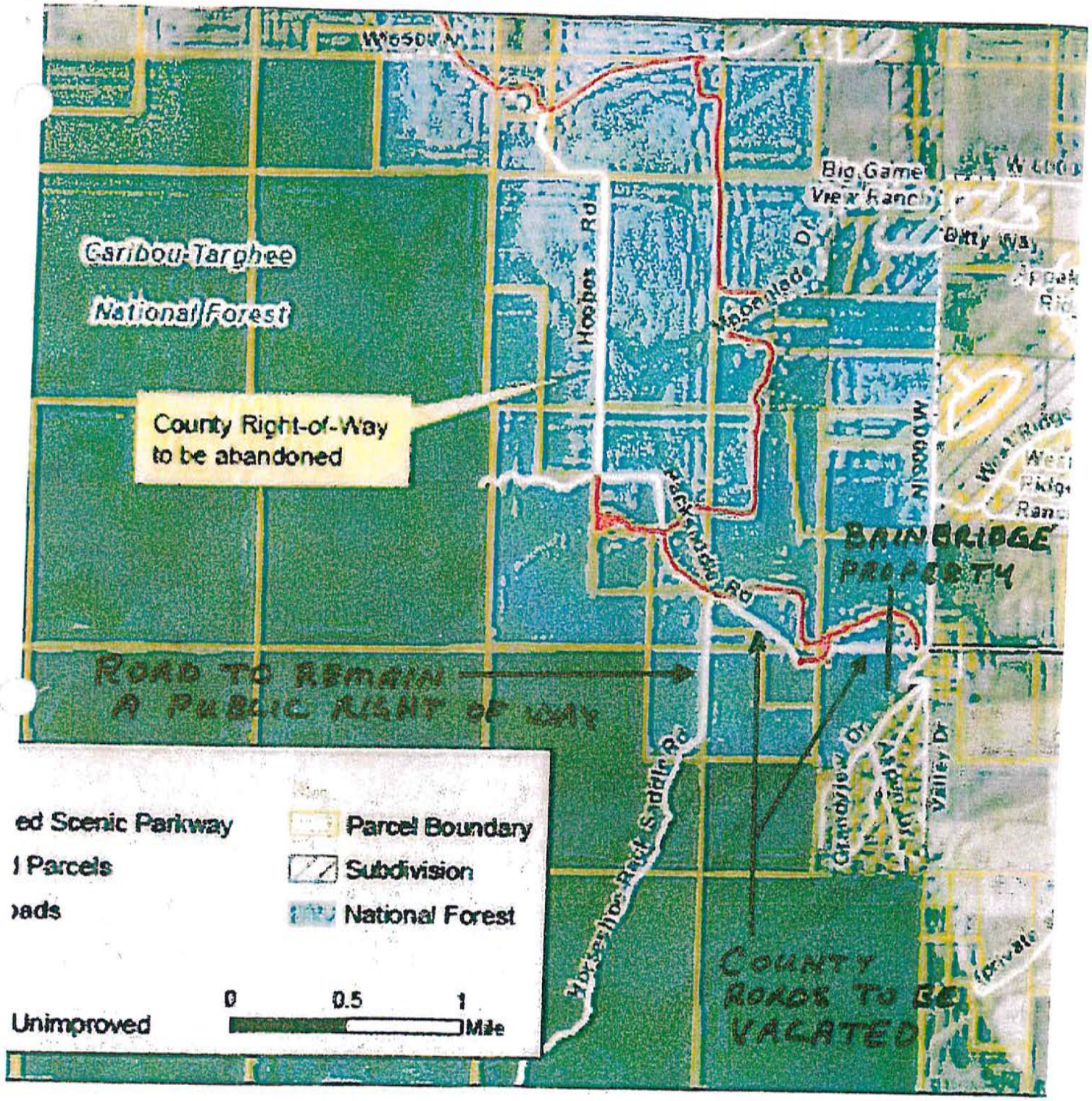
I, the undersigned Rea Fullmer, Trustee for the Bainbridge Family Trust, am currently housebound with ailments and cannot attend public meetings. I have authorized my representative Mark Rockefeller to draft this Letter of Response and hereby authorize Mark to attend the BOCC Meeting on December 14, 2015 to present this Response and to speak on behalf of the Bainbridge Family Trust at that time.

Rea Fullmer Trustee

Rea Fullmer, Trustee to the Bainbridge Family Trust

12/11/15

Date



Horton Scenic Parkway Notificatior

BAINBRIDGE FAMILY TRUST CONDITIONAL APPROVAL LETTER ATTACHMENT MAP

Valley Advocates for Responsible Development

December 9, 2015

Teton County Board of Commissioners
150 Courthouse Drive
Driggs, ID 83422

Re: Teton County Scenic Byway Road Vacation Request

Dear Commissioners:

Thank you for the opportunity to provide comment on the proposed road vacation request for Packsaddle Road, otherwise known as the proposed Teton County Scenic Byway. We offer the following points for your consideration:

1. **Future uses**. The petitioner has described a vision of approximately 10 large (100-1100 acre) lots for the approximate 4500-acre site located along the proposed road. This is an acceptable development outcome for this property given the Comp Plan's recommendation for low-density development that promotes agriculture and conservation. In order to facilitate this outcome, we recommend that Teton County require the consolidation and reconfiguration of the parcels owned by Ag Rim, LLC and Grandview Ranch, LP to reflect the plans of the petitioner. This will this help allay public concern over future development and align the title work associated any new county road right-of-way.
2. **Zone the area appropriately.** Teton County is currently in the midst of drafting a new land use code, which will regulate the amount, type, and location of future development. Given the Comp Plan's goals for rural and natural resource preservation in this area, the existing 20-acre zoning is too dense and could result in the creation of over 200 lots. Many members of the public have well-founded concerns about this road vacation request being a precursor to development, and such concerns have permeated community dialogue. Appropriate zoning will allow Teton County separate this road alignment issue from planning & zoning matters.
3. **This is a significant improvement to the existing road**. We believe proposed road will address erosion impacts, trespassing incidents, and provide the public with a well-defined access to USFS lands.
4. **Teton County should adopt site disturbance requirements.** Several property owners have complained about the road construction and its impacts to their properties. This underscores the need for the county to require grading and erosion control permits, and it may be worth requiring a Conditional Use Permit for grading of this scale so that property owners are notified and afforded opportunities to provide comment.

285 E Little Ave, PO Box 1164, Driggs, Idaho 83422
208.354.1707 ph 208.354.1709 fax www.tetonvalleyadvocates.org

5. **Wildlife impacts.** This request should be reviewed by IDFG or a qualified professional to identify potential wildlife impacts, and any measure to mitigate such impacts should be required where possible.

In general, we support the road vacation request if the issues stated above are addressed adequately. We look forward to the county's efforts to adopt a land use code that promotes the vision set forth by the Teton Scenic Byway proposal.

Respectfully,

Shawn W. Hill
Executive Director

Cc: Darryl Johnson, County Engineer
Kathy Spitzer, County Prosecutor
Jason Boal, County Planning Administrator

December 7, 2015

Teton County, Public Works Department
150 Courthouse Drive, Room 107
Driggs, Idaho 83422

To Whom It May Concern:

As a property owner, I appreciate the opportunity to provide comments as requested on the proposed realignment of Packsaddle Road and Hoopes Road. I would like the staff and Board of County Commissioners to understand that the uncertainty to date has delayed our plans to build on our property. My family supports the proposal to realign Packsaddle road to the new road and abandon the current easement and dangerous section referred to as 'Kay's Wall'. Two roads now surround our small piece of property and it has become clear to us that the new road developed by Ag Rim LLC & Grandview Ranch LLC is far safer and superior in its structural integrity. We support the current proposal, which requires vacating the existing county road, but we need to have a workable solution to access our property.

Realigning the road and vacating the existing easement best serve the long-term benefit to the county and residents/property owners. The safety concerns with the existing road are significant and have been realized by us as we travel to and from our property and spending time there. We would like to see this benefit realized, but also need to find a reasonable way to access our property and have access for the Felgers from the new road with out needing to remove more trees or divide smaller pieces of property. The affected property owners are working with the applicants to develop a workable solution.

I would ask the County to continue with the process with the goal of an expedient decision as our plans are on hold until this issue is resolved.

Thank you and please contact me if any questions. I can be contacted at:

Michael Assante
270 Targhee Towne Rd
Alta, Wyoming 83414
208-270-0347
mjassante@gmail.com

Michael J. Assante

Date:

Re: Realignment of Packsaddle and Hoopes Roads

The Facts as we see them are:

1. Jesse Horton will complete a realigned road built to County standards.

2. Horton will also build short connecting roads to allow access to the all land owners served by the existing road.

3. Since the new alignment will meet the state requirements for improved roads, the county will receive around $4000 per mile from the state gas tax funds

4. The cost to maintain the new road for maintenance, assuming the road is graded every other month during the spring, summer and fall, will be much less than $4000/mile.

If these facts are correct, this is a big plus for the county and all the adjacent land holders.

Additionally, the issues that still need to be considered are:

1. Snow mobile access and routes

2. Retaining the current sledding hill and/or finding and getting permission for a new sled hill

3. Making a decision as to whether the county will clear the road in the winter.

If you have an questions or want to talk to me/us, our contact number is 208-251-2979. Thanks.

Pete and Mary Lou Oslund
7449 W 4000 N
Tetonia, ID

Teton County, Public Works Department
150 Courthouse Drive, Room 107
Driggs, Idaho 83422

December 4, 2015

Re: Copeland comments concerning Horton Scenic Parkway

To Board of Teton County Commissioners:

We appreciate the opportunity to submit comments on the proposed Packsaddle/Hoopes Road realignment.

As property owners living adjacent to the realignment, we are in full support of the proposal to realign both Packsaddle Road and Hoopes Road and encourage Teton County to adopt the proposal. The realignment will replace a road that is dangerous in many places with a new road built to county standards at no cost to the county.

In the event that Teton County decides to accept the proposal, we would like to offer some specific comments concerning the proposed public parking area adjacent to our property.

1. A primary problem with the existing road has been the public's seeming inability to distinguish private from public land. We feel this may present opportunities for conflicts in and around the parking area. We would ask that signs be installed advising parking area users that they are surrounded by private land and should act accordingly.

2. Along with the above, signs should clearly state that this is a designated parking area for Packsaddle Lake Road access and is <u>not a campground.</u> Camping, campfires, littering and the discharge of firearms must be prohibited in this parking area.

Improved road access to the Packsaddle forest access site and across the Packsaddle/Milk Creek Bench can only benefit those that currently reside on the bench, or will reside there in the future, as well as the many that use this area as a National Forest Access point. This is particularly so given that 100% of the road development costs will be assumed by private landowners. We therefore encourage the Teton County Board of Commissioners to seriously consider adopting the Horton Scenic Parkway/Packsaddle realignment.

Sincerely,

Jeff and Cheryl Copeland
4444 Packsaddle Road
Tetonia, Idaho 83452
(208) 994-8994

We, David and Jolene Nissen living at 11544W 6500N. Tetonia Idaho are residence of Teton County. We are in favor of the realignment of the Teton scenic parkway. The building of this road is an extreme improvement to the current county dirt road. This new alignment considerably improves the access to our property. Please forward this to the county commisioners so they have it for the meeting about the realignment

Thanks Jolene and David Nissen

November 25, 2015

Mr. Darryl Johnson PE/PLS
Teton County Public Works Director
Teton County
Public Works Department
150 Courthouse Drive, Room 107
Driggs, Idaho 83422
(208) 354 – 0245 (voice)
(208) 354 – 8410 (fax)
djohnson@co.teton.id.us

Dear Director Johnson:

We are responding to your letter dated November 16, 2015 informing us of the proposed realignment of Packsaddle and Hoppes Roads. We own the 40 acre parcel, with the small cabin, which is located at the junction of Horseshoe-Packsaddle and Packsaddle roads. Our official address is 4238 Packsaddle Road, Tetonia.

The existing location of Packsaddle road presently crosses the Northeast corner of our property. Based upon the map you included with the above referenced letter, this portion of Packsaddle road would not be altered. Hence, the proposed realignment of these roads has no effect on the legal access to our property.

That being said, for the following reasons we believe it is best interest of all concerned for Teton County to accept the proposal, adopt the new alignment and assume control of these new roads:

The area in question draws increasing numbers of both tourists and locals every year. Unfortunately, a small minority of these persons have no regard for preserving the beauty of our wonderful valley. They litter with abandon, operate their vehicles at unsafe speeds and present a hazard to both human and wildlife.

When we inspected our property this past spring, we discovered that one of the cabin's windows had been broken in; the interior of the cabin was littered with beer bottles and reeked of human urine. A full-sized steel cooking range/stove had been dumped just over our East fence line. Numerous cardboard beer cartons littered both Packsaddle and Horseshoe-Packsaddle roads. The steel fish which previously hung from above our gate was riddled with bullet holes (we took it down). We have also previously discovered evidence of poaching. It is hoped that these types of illegal activities would greatly diminish if there were persons living in the immediate vicinity.

We believe that the development of the property in question will attract persons who highly value the natural environment and thus will serve as good stewards of the land; having more eyes and ears in the area will likely serve as a deterrent to illegal, dangerous behavior. Because it is not financially feasible for law enforcement personnel to station themselves in the area; we need to encourage the settlement of civilian "rangers" in the area to help protect our natural resources from the predatory abuse of those with no regard for the beauty which surrounds us.

Some idealists will say that zero development is what's best for the wildlife in the area. In some respects this is probably correct. However, that genie is long out of that bottle. People will

continue to be drawn to the Packsaddle lake area in increasing numbers; whether or not the county adopts these new roads. We feel it is far better to channel this traffic to a designated and controlled area than allow the continued haphazard parking which creates dangerous bottlenecks along these exceedingly narrow roads.

Our plan for our property is to create as friendly a wildlife refuge as our water supply and growing season will allow. We believe that other potential homeowners who are drawn to this area would proceed in a similar manner – in effect providing more resources for local wildlife than presently exists in the natural environment.

Additionally, we believe that the two categories of most likely residents for this new development will skew toward either an older demographic and/or vacation home owners. Neither of the groups is very likely to stress the existing schools with the addition of new pupils. If proper zoning is put in place (i.e. 40 acre minimum tracts per residence), these new residents will probably construct high-value homes that will generate significant property tax dollars to the county without adding much in the way of additional county operating expense. Other than maintaining the new road (a road which appears to have been built with better quality construction techniques and materials); this new development would not appear likely to generate any appreciable increase in county operating expenses for the foreseeable future.

Last, the existing extremely steep hill located just west of the dairy on W 4000 N is an exceeding dangerous stretch of road. We believe the grade is in excess of 12% (which we believe is outside the acceptable rage of county road grade specifications). We have personally witnessed persons traveling on this very steep hill at highly dangerous speeds; both up and down. The existence of this road alone is probably the most convincing argument one could make for all persons who care about their fellow citizens to support adopting the proposed realignment and vacating this "deathtrap" road before someone is seriously injured or killed.

Thank you for your consideration in this important matter.

Sincerely,

Corwyn Scott
20 W 1st S, #21
Rexburg, Idaho 83440
(208) 932 – 0208

USDA United States Department of Agriculture | Forest Service | Caribou-Targhee National Forest
Teton Basin Ranger District | P.O. Box 777
Driggs, ID 83422
208-354-2312

File Code: 1560/5460
Date: December 1, 2015

Teton County Commissioners
150 Courthouse Drive
Driggs, ID. 83422

Dear Commissioners:

Public works Director Darryl Johnson recently provided me information related to a proposal to realign both Packsaddle Road and Hoopes Road on the west side of Teton Valley. This was not a surprise, as this project has been discussed for multiple years. I conducted a quick field review of the routes and associated maps and materials last week. In summary this proposal improves access to the National Forest in the summer and appears to be beneficial to the Forest and Forest visitors. I do have some questions related to winter access to the National Forest and some other observations you may want to consider.

Access:

Some summer visitors and all winter visitors in the Packsaddle area tend to park at the end of the pavement (Kay's Dairy) and begin their OHV or snowmobile ride. With the change in the grades, improved road and parking lot, I could see the summer use moving to the new parking lot as planned. This lot as constructed should be able to park the current use levels. It is difficult to predict future use levels and capacity needs as population or recreational interests increase. I am concerned and confused as to how the winter use will be handled.

Winter Use:

The proposed road could be plowed at some time in the future as development expands in that area. With this potential expansion would the snowmobiles ride on the plowed road, will the easement be widened to allow a parallel groomed snowmobile path (this was implemented in the Canyon Creek Subdivision original authorization) or would the snowmobiles be expected to go to the new parking lot? If the snowmobile truck and trailers are expected to go the new parking lot, is it properly sized for snow removal and parking capacity?

If the new county roads are plowed, and the snowmobile users are expected to park in the new parking lot then several groomed loops are no longer able to link. The groomed trail from Rammell Hollow (FS Rd 381) would remain available, but riders could no longer loop from Horseshoe/Packsaddle (FS road 235) and Grandview (trail 060) (see enclosed maps). I do not envy your struggle to determine how to address this potential issue.

General observations that do not affect Forest Access:

There are numerous older fences that are bisected by the proposed road. Would the county be expected to install cattle-guards?

The new route is on top of a steep bench. The slope below the road contains elk and deer that are grazing on the native vegetation from the exposed slope. The new route may affect their historic security but it could also improve the security next to the forest.

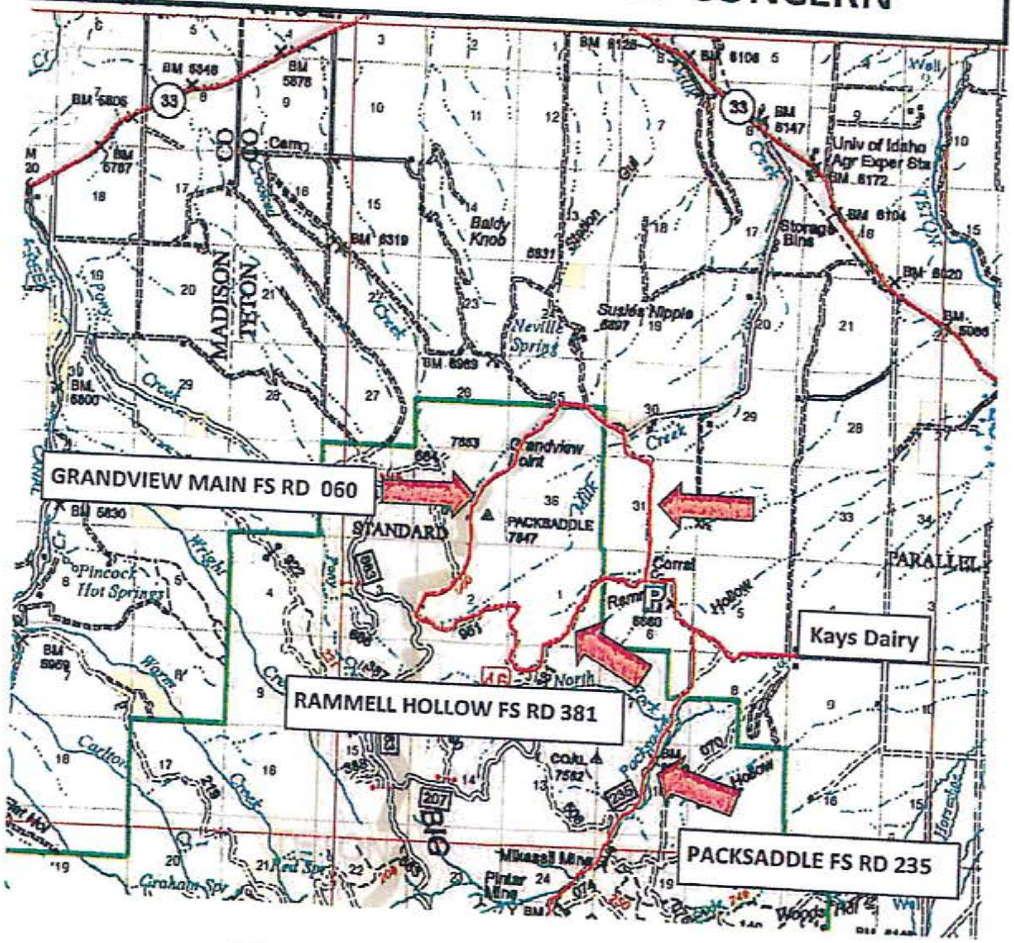
These decisions contain many different variables and issues. I wish I could make your deliberations and ultimate decision easier. If you need any additional information, clarification or have questions please contact me.

Sincerely,

JAY PENCE
District Ranger

Encl.(2 maps)
(map Snowmobile routes of concern)
(map handout of Bighole snowmobile trails)

SNOWMOBILE ROUTES OF CONCERN



PUBLIC COMMENT
Packsaddle Road Abandonment
NEUTRAL TO

August 10, 2015

Teton County Town Hall Meeting

SCENIC PARKWAY COMMENT SHEET

Please provide written comment regarding the proposed Scenic Parkway Project.

Name: Pete & Mary Jon Oslund

e-mail : mLOSLund@aol.com

Phone: 208-251-2979

COMMENT: see photos ...

+ - need more culverts on road

- need better improvements beside road so it doesn't wash out

- keep the recreation easement for sledding + snowmobiling + skiing

need to have grooming work with private owners

- more traffic on Packsaddle Road - speed + number/volume of traffic because

TETON VALLEY TRAILS AND PATHWAYS

P.O. Box 373
189 N. Main St, Suite 115
Driggs, ID 83422
(208) 201-1622
www.tvtap.org

June 2, 2016

To: Darryl Johnson

From: Tim Adams, Executive Director
Teton Valley Trails and Pathways

Re: Application for a Road Vacation/Abandonment/Addition submitted to vacate/relocate portions of Packsaddle Road (W 4000 N) and Hoopes

Please accept this letter of comment regarding the proposed application. This comment is directed specifically at a proposed pathway that would run the length of the road. Although we encourage bicycle and pedestrian infrastructure be a part of any new road project in Teton County we feel the location and lack of connections to this proposed path would not be a good investment for the county to take on. The investment needed by Teton County to maintain this pathway would not equal the use by bicyclists and pedestrians and that it would likely see little to no use by current county residents. We encourage Teton County Idaho to look at ways to divert the funds it would take to build such a pathway to projects that are currently part of bicycle and pedestrian priorities that better serve our current and near future residents of Teton Valley Idaho.

Sincerely,

T. Adams

Tim Adams
Executive Director
Teton Valley Trails And Pathways

June 3, 2016

Board of County Commissioners, Teton County
150 Courthouse Drive
Driggs, ID 83422

Dear County Commissioners,

The Teton Regional Land Trust (TRLT) would like to express our continued concern regarding the potential adoption of the proposed Teton Valley Scenic Parkway and the proposed 8.39 acre parking area. A portion of the proposed Scenic Parkway and the proposed 8.39 acre parking area are adjacent to a 253 acre conservation easement property held by TRLT.

This 253 acre conservation easement property, as well as an adjacent 125 acre conservation easement property that sits just north of USFS Route 381, are both subject to frequent trespass and disturbance from the public. The creation of a public access parking area at the proposed location would put these properties in an even more vulnerable state by creating the perception that these properties are part of US Forest Service land, and therefore permissibly accessible to the public. Furthermore, the size of the parking area is of concern, as it appears to be extraordinarily large for its intended use.

Additionally, the portion of the Scenic Byway that runs north-south, proposed to access USFS Route 381 from the 8.39 acre parking area, is immediately adjacent to the eastern boundary of the 253 acre conservation easement property boundary (see enclosed map). The conservation easement would not permit any portion of this road, or right-of-way associated with this road, to encroach on the conservation easement property.

TRLT is obligated to ensure that the conservation values of these conservation easement properties are not jeopardized by such a development. The current location of the proposed public access area would certainly increase trespass, potential for encroachment, both land and wildlife disturbance and increased litter from unrestricted public use.

If Teton County adopts the Scenic Byway road and parking area, we request that the appropriate measures are taken to mitigate any impacts on the conservation values of these important protected pieces of land. Of critical importance would be the installation of wildlife friendly fencing and signage along the conservation easement properties exposed boundaries, identifying these properties as private and protected, to deter trespass from the proposed parking area and access road (#381) to the forest. It should also be posted that no overnight camping be permitted in this proposed parking area.

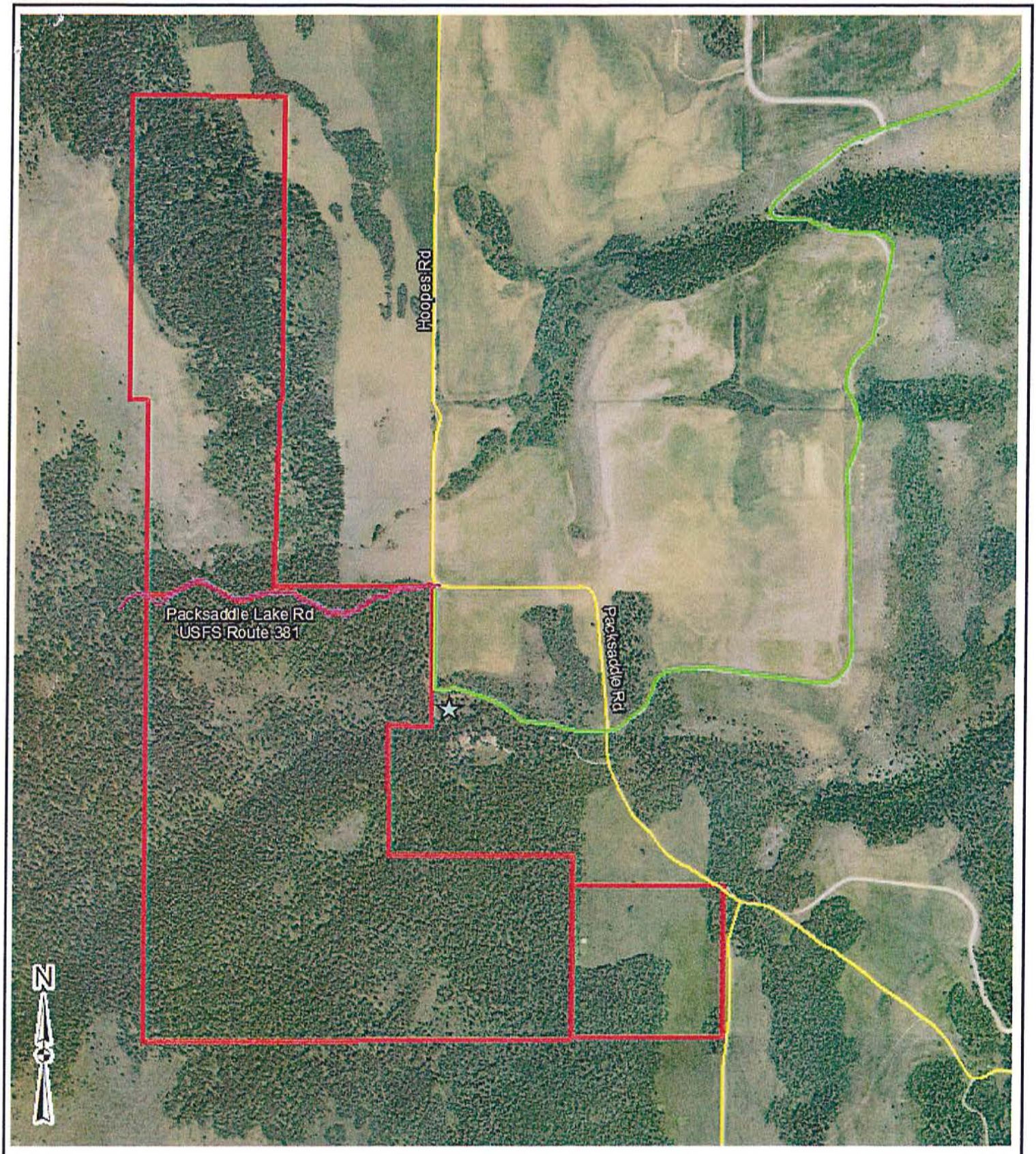
Additionally, we request the installation of an information kiosk at the parking area, complete with maps outlining the location of the private conservation easement property boundaries in relation to the public access, as well as facilities such as public restrooms and bear-safe trash receptacles. We also request a survey of the parking area to ensure that the construction does not encroach on these conservation easement boundaries.

TRLT is committed to ensuring the integrity of our perpetual conservation easements. Thank you for your consideration and helping us ensure that these lands are forever protected for not only present, but also future generations.

Sincerely,

Tamara Sperber
Conservation Director

encl



Packsaddle Conservation Easements Map

- Conservation Easement Property Boundary
- Parking Area
- Proposed Scenic Parkway

0 0.25 0.5 Miles

2015 Aerial Photography
Map by Teton Regional Land Trust 2016

IDAHO DEPARTMENT OF FISH AND GAME
UPPER SNAKE REGION
4279 Commerce Circle
Idaho Falls, Idaho 83401

C.L. "Butch" Otter / Governor
Virgil Moore / Director

December 1, 2015

Darryl Johnson, PE/PLS
Teton County
Idaho Public Works Department
150 Courthouse Drive
Driggs, ID 83422

RE: Proposed Realignment of Packsaddle Road and Hoopes Road on the West Side of Teton Valley.

Dear Darryl:

Idaho Department of Fish and Game staff received your request for comments for the proposed Packsaddle and Hoopes Road realignments. Resident species of fish and wildlife are property of all Idaho citizens. Idaho Department of Fish and Game (Department) and the Idaho Fish and Game Commission are expressly charged with statutory responsibility to preserve, protect, perpetuate, and manage all fish and wildlife in Idaho (Idaho Code 36-103 (a)). In fulfillment of our statutory charge and direction as provided by the Idaho Legislature, we offer the following comments and recommendations. The purpose of these comments is to assist Teton County by providing technical information addressing potential effects on wildlife and wildlife habitat and how any adverse effect might be mitigated. It is not the intention of Idaho Department of Fish and Game to support or oppose this proposal.

As shown in the May 5, 2006 Wildlife Overlay and Wildlife Conservation Measures for Teton County, Idaho, the proposed relocation of the section of Packsaddle county road will be located in a portion of a big game migration corridor and big game seasonal range (Fig 2, pg10).

The new road would have potential negative impacts on wildlife habitat in the form of wildlife habitat fragmentation (if the existing road is not reclaimed after abandonment by the county), increased traffic (disturbance), and increased vehicle speeds resulting in possible wildlife/vehicle collisions. This issue should be addressed following guidelines developed in the August 2015 draft Land Development Code, Article 13, Division 13.3, section 13.3.9. (Wildlife Habitat Protection Plan). If the current county road is abandoned, the Department recommends it be reclaimed and returned to rangeland or cropland to address the fragmentation issue.

The Department previously had similar discussions with Grand View Ranch when they proposed

that the County abandon the Milk Creek county road in 2009. It seems clear from documents provided at that time (see included Grand View Ranch – Opportunities & Constraints map) the intent of the road movement is to secure privacy for future housing development in the "Excellent Teton Views" area that the present county road intersects. If this is the intent of this road realignment, this proposal is just the beginning of more significant wildlife impacts. We suggest that Teton County consider this as "phase one" of a much larger development.

The Department always seeks ways to secure public access. During the realignment discussion between you and Paul Faulkner of my staff, it was noted that the landowner is willing to give permanent easements for existing access to the Targhee National Forest. The Department recommends that the county ensure that these easements or land donations are in place before acceptance of the new road and abandonment of the old road takes place.

Thank you for providing us an opportunity to comment on this proposed realignment.

Sincerely,

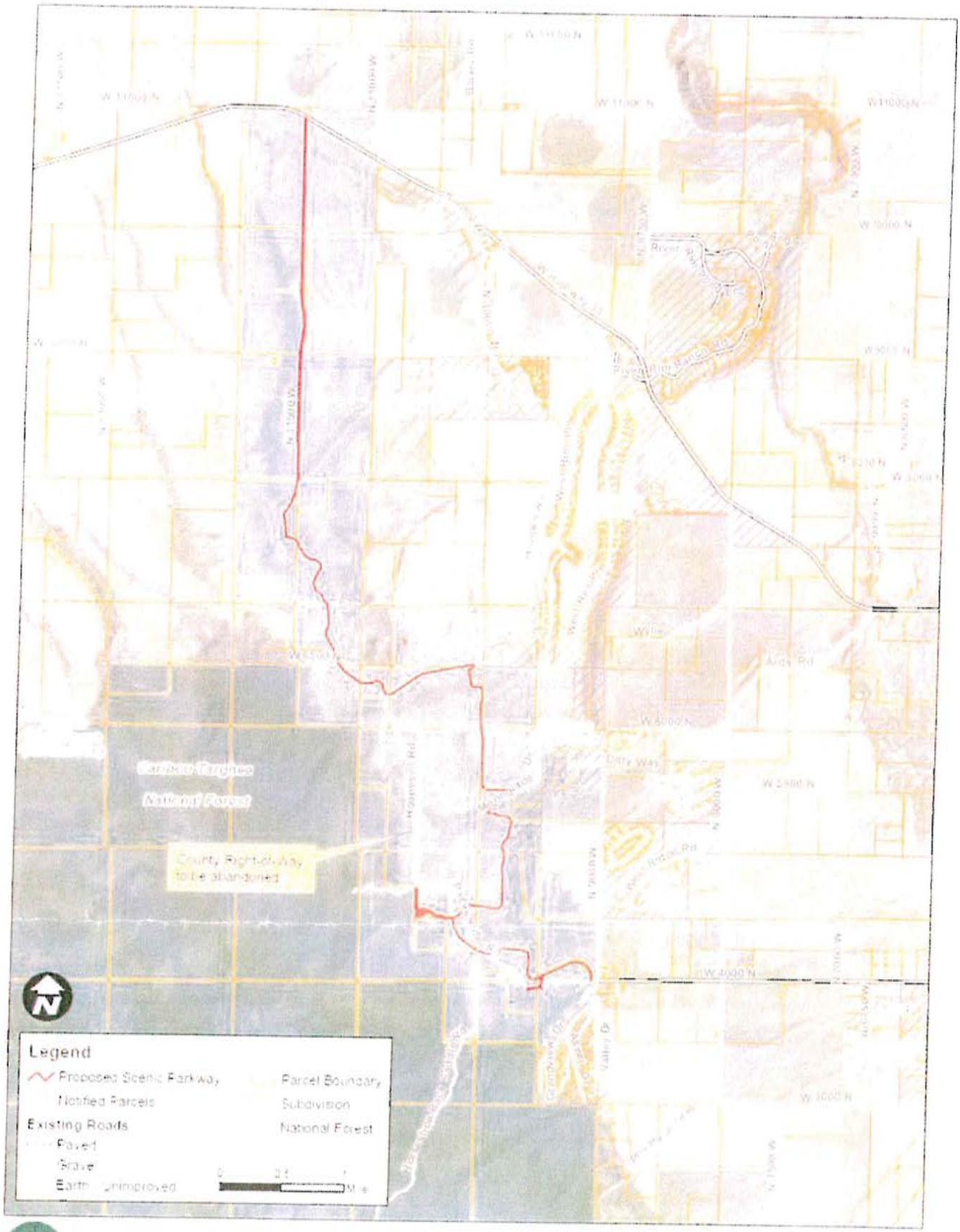
Steve Schmidt
Regional Supervisor

SLS:PJF:jms

cc: Jason Boal, Teton County Planning and Building Department

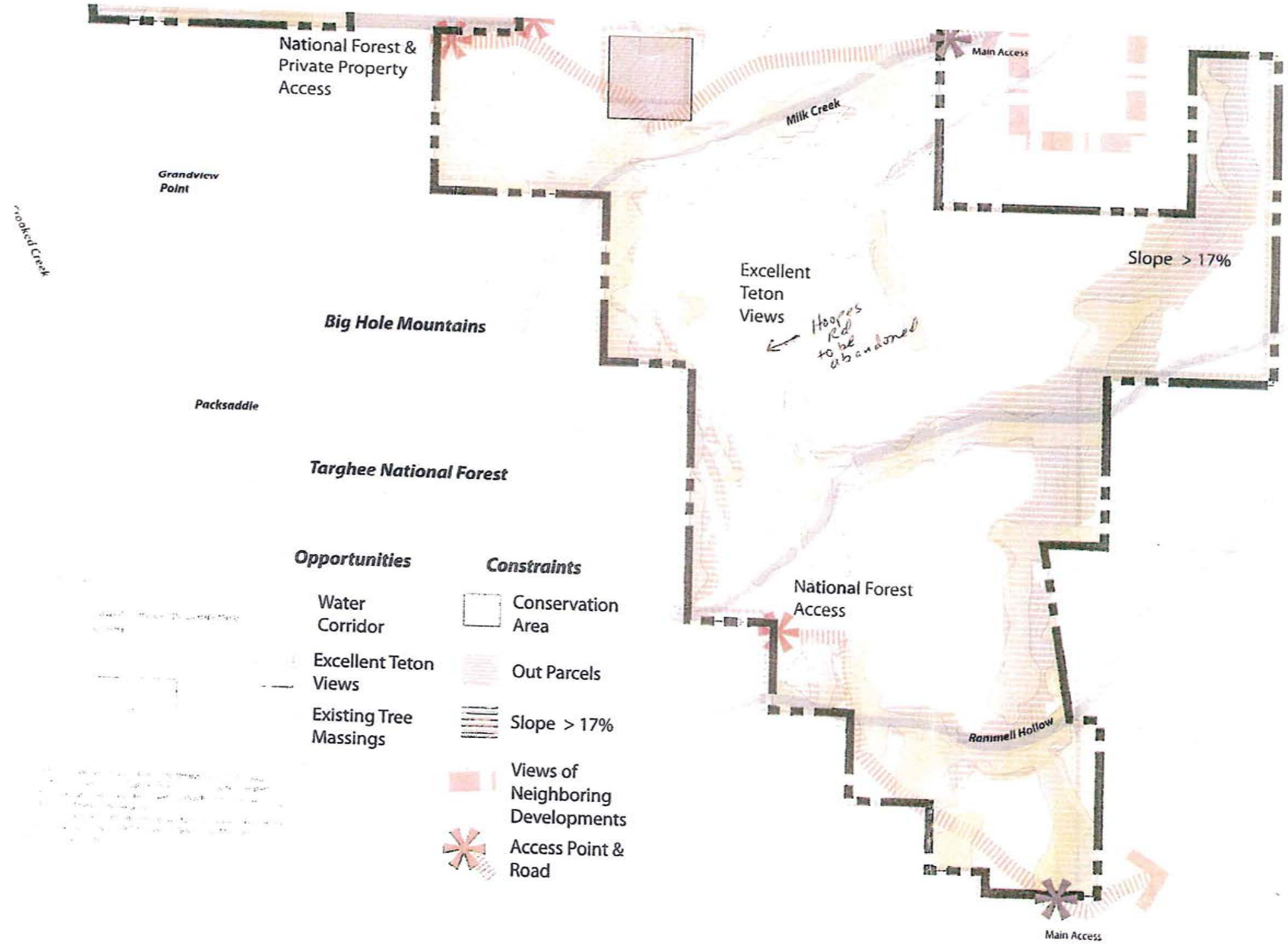
ec: Terry Thomas, IDFG
Rob Cavallaro, IDFG
Doug Petersen, IDFG
Paul Faulkner, IDFG
Robert Howe, IDFG

Enclosures: Horton Scenic Parkway Notification Map
Grand View Ranch Map



Horton Scenic Parkway Notification Map

Iron Horse Road



GRAND VIEW RANCH - OPPORTUNITIES & CONSTRAINTS

DES YORKSHOP

Dear Darryl Johnson,
The new road by Ag Rim & Grandview Ranch, has been built 50ft from my property line and runs alone side of my parcel, the whole length of the north and south side. For that reason, and also because I don't have access on that side, I am requesting for a access to the exiting road. My legal description is 6396 SEC 29, T6NR 44E.

This parcel is mostly used for farming and seasonal personal use. We have had this parcel in our family for a hundred years as of last year. My father is 86 now and I have to take care of the farming for him. Having a access on this side would be beneficial for our farming and would be greatly appreciated.

Please contact me if you have any questions or concerns.
360.9195 or 356.6619

Thank You
Sincerely,
Bronwynn Wasden

Classification: UNCLASSIFIED
Caveats: NONE

Sir:

Thank you for soliciting our comments on the proposed road construction project.

Back in August 2014, Mr. Jess Horton applied for a permit for a road crossing of Milk Creek. By email we communicated with Mr. Horton and the agent Drew Meppen of Benchmark Land Surveying with questions and concerns. Do due a lack of response we withdrew the application with no action taken.

Should the proposed road require the discharge of dredged or fill material into streams, creek, or wetlands a Section 404 Clean Water Act permit will likely be required from this office. Based on October 7, 2014 imagery on Google Earth and information on your website it appears road construction has started.

Other than the need for our approval for certain activities in streams, creeks and wetlands (waters of the U.S.) we have no comment on the overall project. During our permit review process we might require the applicant to demonstrate alternatives to discharging dredged or fill material into streams and creeks.

Robert Brochu, Biologist
Regulatory Project Manager
U.S. Army Corps of Engineers
Walla Walla District
208-522-1645

SILVER STAR

December 7, 2015

VIA electronic mail: djohnson@co.teton.id.us

Darryl Johnson, Director
Teton County Public Works Department
150 Courthouse Drive, Room 107
Driggs, ID 83422

Re: Proposed realignment of Packsaddle Road and Hoopes Road

Dear Darryl:

Responding to the Solicitation for Comments Notice regarding the action referenced above, please be advised that while Silver Star Communications neither supports nor opposes the realignment of Packsaddle Road and Hoopes Road, Silver Star does have communications facilities located in the presently existing right of way. In the event the right of way is vacated as proposed, Silver Star will require an easement for the existing facilities then situated on private property.

Further inquiry to Silver Star's position and easement requirement may be directed to my attention at 307.883.6690.

Sincerely,

Michelle Motzkus
Legal & Regulatory Administrator

PO Box 226
Freedom, WY 83120
www.silverstar.com

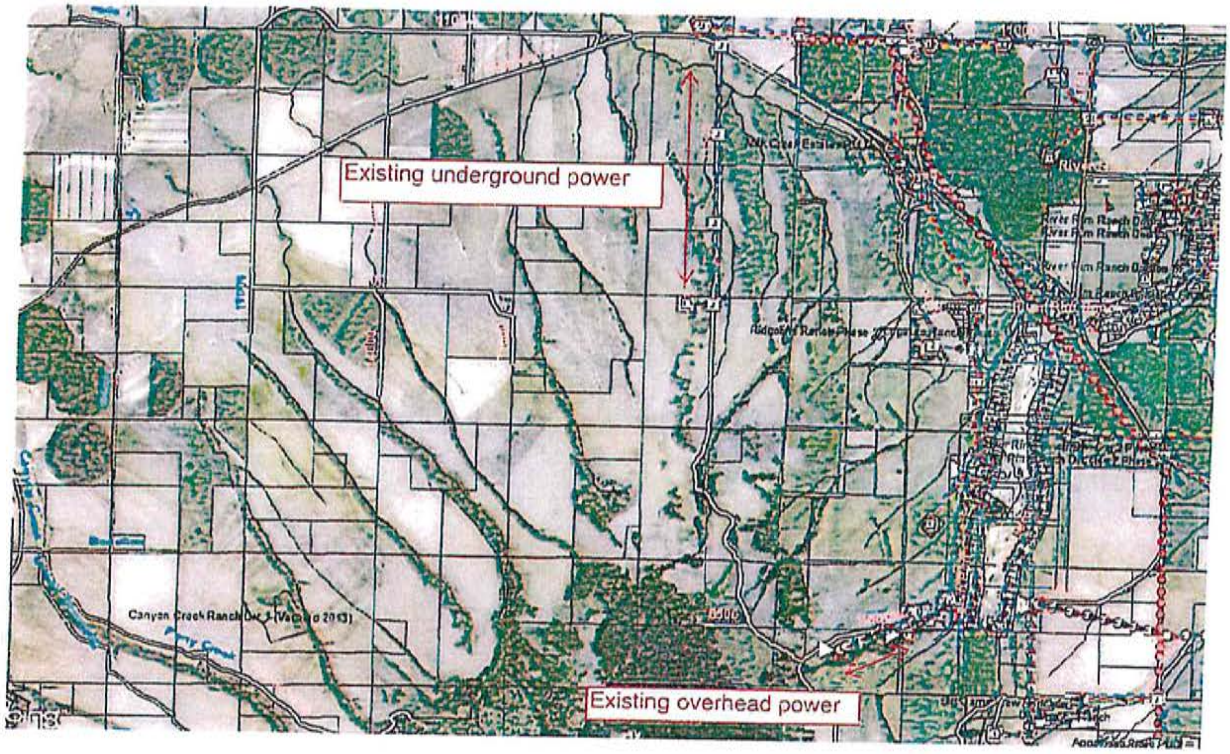
Darryl,

In an attempt to help Teton County make a more informed decision I have attached a map of a couple of locations with existing power.
One being existing underground from Hwy 33 going south on N 11500 W for approx. 2 miles and the other is overhead on a piece of Hoopes Road which only has a few poles that are installed by the existing road and then go onto private property.

Wendi Celino
Engineering Service Rep.
Fall River Rural Electric Cooperative
1605 N. Hwy 33
PO Box 511
Driggs, Idaho 83422
(208)652-7431
(208)652-7110

"Where Service Matters"

FALL RIVER
RURAL ELECTRIC COOPERATIVE


Existing underground power
Existing overhead power

December 8, 2015

Board of County Commissioners, Teton County
150 Courthouse Drive
Driggs, ID 83422

Dear County Commissioners,

The Teton Regional Land Trust (TRLT) would like to express our concerns regarding the proposed realignment of Packsaddle Road and the associated parking area as proposed by Jess Horton. TRLT holds four perpetual conservation easements on private property in the vicinity of the proposed realignment and parking area (Teton County Instrument Nos. 145911, 146247, 194089, and 194401). Of most concern are the impacts to two of these conservation easements, 253 acres and 125 acres in size, as one borders what Mr. Horton has labeled the US Forest Service Road and Parking Access on the map submitted to Teton County September 22, 2014.

The 253-acre property, along with the 125-acre conservation easement property immediately to its north, were placed under conservation easements by the landowners and TRLT to protect their conservation values, which include significant natural, wildlife, and scenic values. Wildlife habitat specifically protected by these conservation easements include forested uplands for goshawks and great gray owls and forested and mountain shrub habitat for migratory, wintering, and calving elk, moose, and mule deer. These conservation easements limit residential development and other activities on the properties that would negatively impact the conservation values. These easement property landowners have restricted development on their properties and made significant investments to protect these lands forever.

Our concerns are regarding the potential negative impacts of increased public use via the new road and the parking area adjacent the 253-acre conservation easement property. Currently, the US Forest Service access road bisects the two conservation easement properties (See attached map). These easement properties already receive a high degree of trespass by the public traveling this road. Although a sign was installed (by the US Forest Service or Teton County) to inform passersby that the road crosses private property, fire rings, signs of wood gathering, and litter have been observed along this road. Additionally, this sign is riddled with bullets and lies flat on the ground. We feel enabling a higher degree of public use in this area has the potential to increase these trespass issues.

Furthermore, siting a public parking area intended for accessing US Forest Service lands adjacent to private property approximately 0.5 mile from these publicly-owned lands (almost 0.7 miles via the US Forest Service access road), will give the impression the adjacent private property is actually publicly-owned and therefore accessible to the public. Trespass across, and littering on, these properties will increase. Negative impacts to wildlife that use these conservation easement properties, caused by disturbance of habitat and human activity, will increase.

As an organization that greatly values private property rights and works with a broad spectrum of willing landowners, we feel that if Teton County adopts the realignment of Packsaddle Road and the parking area, it is critical for Mr. Horton (and Teton County, as necessary) to provide fencing, signage (including maps of private vs public property), restrooms, and trash receptacles so that these important private conservation properties are respected and guarded against trespass and future impacts.

We encourage Mr. Horton and the County to:

1. Survey the parking area and the road leading from the parking area to the existing US Forest Service access road to ensure they are not intruding on the adjoining private conservation easement property.
2. Properly sign and fence the realigned road, parking area, and any road developments adjoining conservation properties to guard against trespass, trash, and potential damage caused by increased traffic.
3. Address all private landowners' concerns regarding the new road and parking areas and incorporate them into the county's decisions regarding the new road alignment and associated development.

As the holder of the conservation easements, TRLT is committed to ensuring the integrity of our conservation easements in perpetuity. This includes stewarding and legally defending conservation easements. We feel it is important for Teton County to consider the potential negative impacts to the conservation values on our conservation easement properties and to recommend measures to mitigate these impacts.

Thank you for your consideration and attention in protecting these vital conservation lands for future generations.

Sincerely,

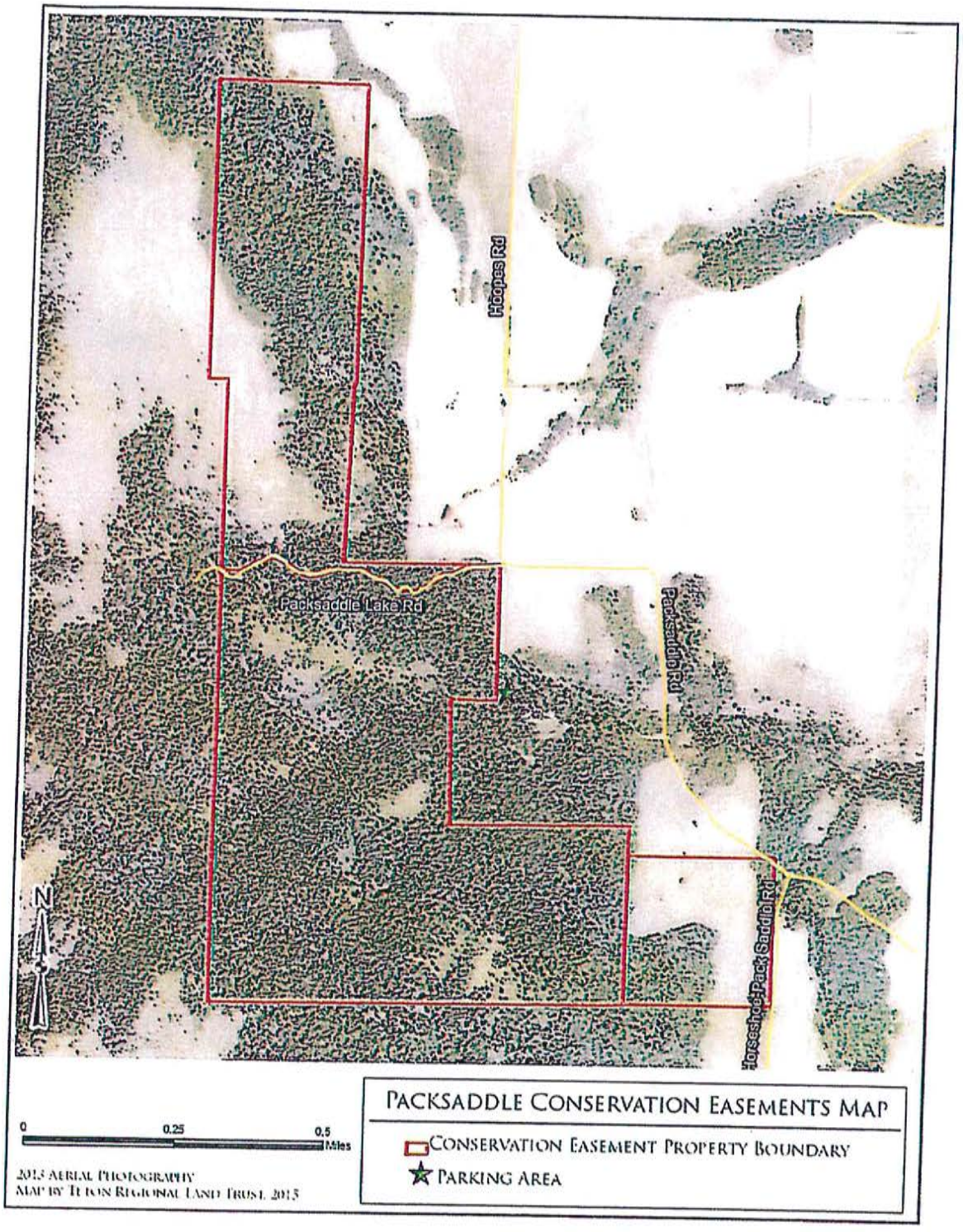
Tamara Sperber

Tamara D...

Conservation Director
Teton Regional Land Trust

encl

TETON REGIONAL LAND TRUST
P.O. BOX 247 DRIGGS, ID 83422 (208) 354-8939 www.tetonlandtrust.org


Hoopes Rd
Packsaddle Lake Rd
Packsaddle Rd
Horseshoe Pack Saddle Rd
N
0
0.25
0.5
Miles
2013 Aerial Photography
Map by Teton Regional Land Trust 2013
Packsaddle Conservation Easements Map
Conservation Easement Property Boundary
Parking Area

PUBLIC COMMENT
Packsaddle Road Abandonment
IN OPOSITION OF

Darryl Johnson

From: WENDY MCGLINSKY <windymcg@yahoo.com>
Sent: Wednesday, May 25, 2016 4:20 PM
To: Darryl Johnson
Subject: Commentary To Be Considered during the June 13th Packsaddle Road Project Hearing

Darrel Johnson and Members of the Teton County Board of County Commissioners,

Please consider the contents of this letter during the June 13th public hearing concerning the road being built by Jesse Horton/Ag Rim LLC. I regret that I can not attend.

I have serious concerns regarding that road and especially concerning the county's assumption of maintenance of that road. Previously, I've discussed my dismay about potential development of the western side of the valley. A letter voicing my concerns is included in the December 14th BoCC Information Package. Since writing that letter, I've been exploring the various reports and comments included in the Teton County Public Works Department section on the Packsaddle Road Project. I've read letters supporting the project, and letters from people defending the old road. I've looked at the four options to be considered during the hearing on June 13th, and especially, I've looked at the The March 3rd report from Teton County Engineering Tech Publics Works Department which details the projected costs of maintaining the developments proposed in each option. I believe Option 4 best serves the majority of Teton County taxpayers. In fact, I believe it is the only responsible choice.
I know you are familiar with the estimated maintenance costs associated with each of the options, so I will mention them only briefly:

Option 1 involves year round maintenance of Horton's new road. *20 snow plowings = 10.4 miles / 3 mph x 20 x $125/hr = $8,700 6 gradings = 6 x 3 hours/mile x 10.4 x $125 = $2340.* ***Year round maintenance = $32,100 / year.***

Option 2 involves year round maintenance of a smaller section of the new road. *2 miles @ year round maintenance ($3,200/mile) = $6,400 7.4 miles @ current maintenance ($1,511/mile) = $11,200* ***Total = $17,600 / year.***

Apparently in Option 3, Teton County will purchase land and build a parking lot at Kay's Hill to "Create an end destination for year round users through acquisition of 1+ acres to be developed into a more appropriate parking area for recreation users. Packsaddle Road will not be maintained during winter months. *Spring clearing =4 days x 10 hours x 2 graders x $125/hr = $10,000. One grading=8.8 miles x 3hrs/mile x $125/hr = $3,300 Current Maintenance = $13,300. Cost to build 110' x 270' Parking Area = $87,500 (Extrapolated from Fox Creek Park & Ride) Cost to acquire 1 acre = $10,000. Total =* ***$13,300 / year + $97,500 initial investment.***

Option 4 leaves things as they are with the old Packsaddle road opened each spring and maintained in the summer. *"Spring clearing =4 days x 10 hours x 2 graders x $125/hr = $10,000 One grading=8.8 miles x 3hrs/mile x $125/hr = $3,300.* ***Current Maintenance = $13,300 / year.***

In short:
Option 1: $32,100/year
Option 2:$17,600/year
Option 3: $13,300/year + $97,500 Initial Investment
Option 4: $13,300/year

Option 1 involves significant, ongoing, financial commitment. Option 3 requires a sizable initial investment, and Option 2 costs the taxpayers 4,300 more than the current situation. However, as I read the opinions of those taxpayers, I didn't see many clamoring for the improvements. Rather, several who've submitted letters of commentary would prefer their tax dollars go to maintaining existing roads. Others argue the current, winter-closed road is sufficient. Folks with ATVs, snowmobilers and sledders in particular seem quite fond of the current arrangement. In fact, the only supporters of a new road maintained by the county are people whose properties would be more easily accessed by that road.

Jesse Horton can and will build his road on his property; however, I see no reason for the county to assume responsibility for it. Year round maintenance of all or part of Horton's road involves significant, ongoing expense to the county and serves only a few county residence. On the other hand, many/most residents seem satisfied with the old road, closed as it is in the winter. And opening and maintaining the old road in the summer is not particularly expensive. I believe Option 4 serves the majority of taxpayers with the smallest expenditure of taxpayer money. I urge you to make the only responsible choice for all the taxpayers of Teton County.

Sincerely,
Wendy McGlinsky
439 Liberty St
Beacon, NY 12508

Darryl Johnson

From: Barbara Norton <barb@mondove.com>
Sent: Monday, May 30, 2016 4:12 PM
To: Darryl Johnson
Subject: Comment for Horton Scenic Parkway Development

May 29, 2016.

To: Teton County Idaho Commissioners, Darryl Johnson-Public Works Director

From: Barbara M. Norton

Subject: Opposition to the Horton Scenic Parkway Development

Thank you so much for giving us the opportunity to comment on the proposed Packsaddle Road Development. Unfortunately, we will not be able to attend the public hearing on June 13, 2016 so I ask that my letter be read aloud during the hearing and entered into the public record..

My husband Boyd and I along with Lee and Al McGlinsky have been owners of 400 acres of the land that is next to the proposed road development for almost 50 years. We have placed almost all of this land in a conservation easement so that it will forever remain as it is, an unspoiled nature reserve.

Since it is not right up against our land, the existing road has not had much impact although we have had instances of trespassing, littering and vandalism to signs and fences. The new road, however, is another story. It will severely impact our land since it abuts the eastern boundary of the land. We had no knowledge of this road until we visited our land last July and saw the devastation caused by clearing right up to this boundary. At no time were any of us contacted by the developers and told of their plans.

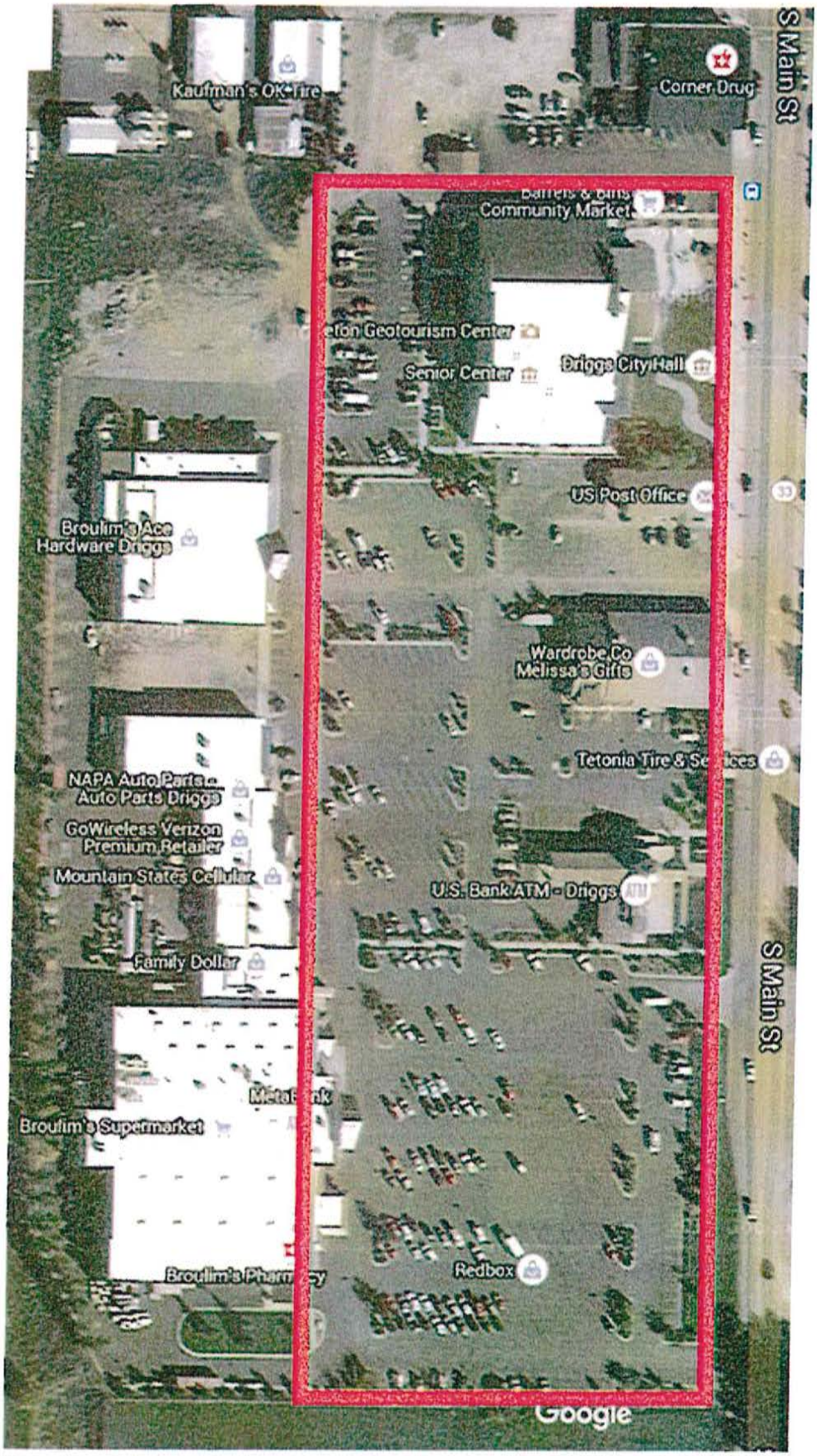
Since the new road will have such impact on the land, I urge you, the Teton Valley Commissioners, to adopt Option 4 – Do Nothing Scenario.

Here are some of my objections to this proposal:

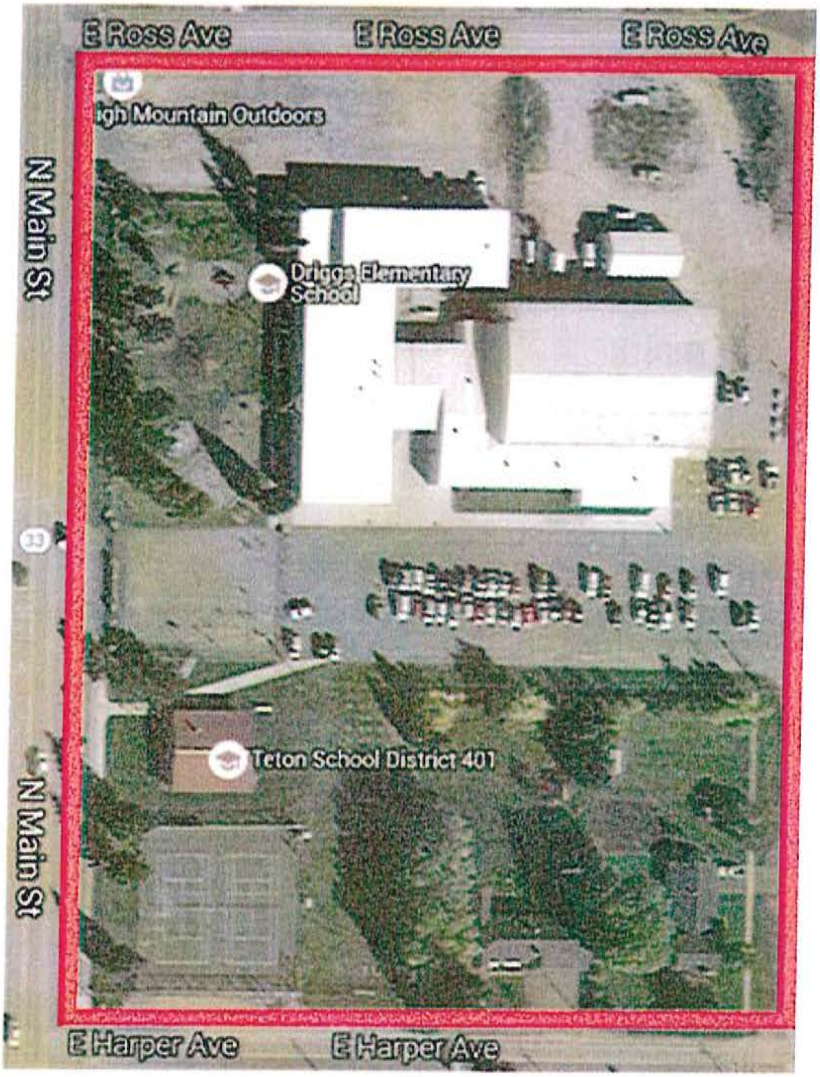
Objection 1. Proposed parking area. This parking area abuts our land. It will be 8.39 acres large. A parking area as big as a city parking lot is a use not compatible to other uses in the general neighborhood which is rural. In Option 3 which is to develop a parking area at the base of Kay's hill, a parking lot of 1 acre plus or minus is proposed. If this is thought to be adequate, why must the proposed parking area be the huge 8 acres? Why such a big one in a rural area?

To give an idea of just how big the parking area will be, here is how 8 acres looks when placed in Driggs.

A. Eight acres is greater than the total parking area of Broulim's Supermarket plus the Driggs City Center Building, the U. S. Bank and U. S. Post Office.



B. Eight acres is larger than the entire city block occupied by the Driggs Elementary School and Teton School District building with surrounding parking.



The first three Proposed Options that were given in the memorandum of March 21, 2016 from the Public Works Director to the County Commissioners assumes that this parking area will be built. There is no mention of the enormity of the parking area and no objections to it.

If this is indeed to be a scenic parkway as named, the parking area will be a gigantic scar upon the natural beauty of the land. Furthermore, it must be maintained and patrolled – by the county if it should take over this parking area. The following maintenance issues are NOT addressed in the March 21, 2016 memo to BOCC:

A. Trash – For inevitable trash in the parking lot, the county will have to provide containers. The containers will have to be animal (bear) proof which are more expensive than regular trash cans. The trash will have to be collected. If this is not done, the trash will blow onto our land since it is right next to the parking lot and will further impact our land.

B. Sanitation – Unless the county provides for public toilets and collects the waste, the public will use our land for a toilet – hazardous waste as well as toilet paper, etc.

C. Security – With that big a parking lot there will be inevitable car break-ins and other crimes. The county Sheriff will have to handle these.

D. Emergency Services – With more people using the road and parking lot there will be accidents and other emergencies. The Ambulance Service District will have to handle these.

I did not find any cost estimates for these services in Options 1-3. Therefore, if Teton County accepts the donation of the parking lot, it will place an undue burden on county services, the county budget, and the taxpayers of Teton County.

Objection 2. With such a huge parking lot, the developers must be anticipating a large increase in the number of cars on the road. If the county accepts the road, the costs given for the four options are for upkeep (plowings and gradings) only for the present. With more traffic, the road will have to be rebuilt more often, the cost of which will be passed on to Teton County taxpayers.

Objection 3. The proposed use in not in compliance with the Comprehensive Plan. It will not "preserve natural resources". It will instead destroy the natural resources of the land by making additional scars on the land and serve as a barrier to animals needing to migrate along traditional paths. Furthermore, Teton Valley as well as the state of Idaho have been very concerned with noxious weeds, rightfully so. Whenever land is disturbed such as happens when you build a road, noxious weeds spring up beside the road, spread to adjacent land and are extremely difficult to control.

It will not "maintain, nurture and enhance the rural character and heritage of Teton Valley". It will be a step to turning Teton Valley into another Jackson, WY.

Thank you for giving me the opportunity to comment.

Barbara M. Norton

PO Box 2605

Evergreen, CO 80437-2605

Darryl Johnson

From: Jean Norton <jean_anne_norton@hotmail.com>
Sent: Thursday, June 02, 2016 2:19 PM
To: Darryl Johnson
Subject: June 13 Hearing - Packsaddle Road/Scenic Parkway Proposal

Dear Teton County Commissioners,

I am writing regarding the Packsaddle Road development. I am unable to attend the meeting on the 13th of June, so would like this letter to be read aloud and included in the public record. As one of the co-owners of the conservation trust that borders the proposed parkway and parking lot, I wish my views to be considered.

Of the four options listed, I would like to express my support for Option 4 – the "Do Nothing" scenario. This option provides the most cost effective option for the county, has no additional negative impact on the community, residents or wildlife and does not incur any unforseen consequences.

I have already written to you to voice my concern over Option 1 – accepting the Scenic Parkway as presented. In addition to having a detrimental effect on the community and the local environment and wildlife, this option more than doubles the yearly maintenance costs of the road, with no corresponding savings or increase in revenue to the county. The number of people who benefit from it is relatively few. Further, the creation of a stadium sized parking lot is not a benefit to the county, it represents a liability.

In an area so relatively remote, such a large car park is quite likely to attract a range of undesireable activities: large parties, overnight camping, vandalism, drug use and underage drinking. To prevent such activities, there will need to be increased police patrols, and this represents even more expense to the county on an ongoing basis.

Even if the parking lot is not misused in any way, litter bins will have to be provided, and these must be cleared regularly, again at an additional cost to the county. If they aren't provided, and if they aren't emptied frequently, people will litter, and the area will become a mess and a health hazard.

For these reasons, neither Option 1 or Option 2 is acceptable or cost effective.

Option 3 is slightly better, as the size of the parking lot is much more reasonable, and the area is also somewhat less remote. This reduces the likelihood of it being misused, although some additional police patrols may still be required, and litter bins are still a must.

Overall, the best option is Option 4. Leaving the situation as it is will keep county costs at a minimum, and will mean that the best interests of the wider community are being looked after.

Kind regards,

Jean Norton
11A Canada Road
Arundel, West Sussex
BN18 9HZ
United Kingdom

Darryl Johnson

From: Bill Leake
Sent: Thursday, June 02, 2016 7:54 AM
To: Darryl Johnson
Subject: FW: Teton County Board of County Commissioners

Bill Leake
Chair, Teton County Idaho Board of Commissioners
208-521-4689
bleake@co.teton.id.us

From: Boyd Norton [boydn@earthlink.net]
Sent: Wednesday, June 01, 2016 5:09 PM
To: Bill Leake; Kelly Park; Cindy Riegel; Commissioners; Lee McGlinsky; Julie McGlinsky; w McGlinsky; Jean Norton; Tamara Sperber; kimberly@tetonlandtrust.org; "Barbara Norton"@mondove
Subject: To: Teton County Board of County Commissioners

To the Teton County Board of County Commissioners:

I ask that this letter be read at the June 13 hearing and made part of the hearing record.

We are co-owners, with Al and Lee McGlinsky, of the 400 acre property bordering on Targhee National Forest and containing the upper Rammel Hollow. We have owned this undeveloped land for 50 years. All but 16 acres have been put into a Conservation Easement through the Teton Regional Land Trust as a means of protecting important wildlife migration and aesthetic values of the area.

I urge you to adopt Option 4 - take no action and do not accept any part of this so called Scenic Parkway. It appears that an out-of-state real estate developer will be the only beneficiary of this scheme. Teton County taxpayers will end up subsidizing his plans for massive development - essentially like a welfare program for the developer. In addition, I urge that the commissioners examine carefully the need for an 8.39 acre parking lot. Do you realize that an 8 acre parking lot is bigger than the playing field and dugouts and the first few rows of seats AT YANKEE STADIUM AND MOST OTHER MAJOR LEAGUE BALLPARKS. What possible use could such a huge area parking lot serve in a remote area? And will the county be required to handle sanitation, litter, fire avoidance, police patrolling at taxpayer expense? This is a no win situation for Teton County whose heritage of rural values and scenic beauty we have long admired since moving to Idaho Falls in 1960.

Please consider all this very carefully. I hope you will reject the acceptance of managing this "Scenic Parkway" and huge parking lot.

Thank you.
Boyd Norton

--
303-674-3009

Recipient of Sierra Club's 2015 Ansel Adams award for Conservation Photography
Boyd Norton Wilderness Photography *"One of the 40 most influential nature photographers from around the globe."* Outdoor Photography Magazine U.K.
My Blog: http://thewildernessphotography.blogspot.com

Darryl Johnson

From: Al McGlinsky <al2mcg@q.com>
Sent: Saturday, June 04, 2016 1:28 AM
To: Darryl Johnson
Subject: My comments for the June 13 Horton Scenic Parkway public hearing

Dear Teton County Commissioners,

I will not be able to attend the June 13 BOCC hearing on the Horton Scenic Parkway proposal. Please read aloud and include this statement in the materials presented as surely would have happened, had I been able to attend.

As a Teton County land owner and taxpayer for over 50 years now, I believe *Option 4* is best: *Do nothing (accept no part of the Scenic Parkway).*

Like it or not, one result of that option is that the roads that Jesse Horton has already built will enable yet another private gated community. I suspect that beyond zoning and lot sizes, the county has no say over how property owners might develop or use their land. Still, there is no good reason why the cost of maintaining roads we hadn't needed should be passed on to all Teton County taxpayers. So Option 4 is indeed best.

Remember, the county had no plans to alter Packsaddle Road until Jesse Horton came forth with his "Scenic Parkway" proposition. When a change in long standing practice is suddenly proposed, it is always good to ask **Who Benefits?** Obviously, Jesse Horton's proposal, a long "scenic pathway" through his property along which he can sell "view lots" benefits HIM.

The existing roads already provide access both to those who have farmed the land for generations and to USFS lands. They also preserve snowmobile groomers and users established right of ways, protect important wildlife, a matter important in the county plan. The Kay's hill to Packsaddle Road, Milk Creek and Hoopes Road constitutes a shorter loop accessing Hiway 30, and save taxpayers money each year because they require lower maintenance, require no new cattle guards, no additional fencing, signage, restrooms nor trash removal services at the newly proposed, overly large (8.3 acre??) parking lot.

Another concern appeared to me when reviewing the Packsaddle Road packet contents. If you look at the map details near what we and others always called the corrals (1/4 mile eastward form the USFS boundary where Packsaddle Road begins to bisect our land), you'll see that the radius of the turn in the road that bisects our property (that would newly be connected to Jesse's 8+ acre parking lot) has been **increased**… (ostensibly to enable larger trailer pulling vehicles and logging trucks). BUT, the only way to do that would be to shave that corner *off our property* as the drawings show would indeed be done. Why were we not being consulted as to our willingness? Bummer…both in recommending that loss to our (conservation easement protected) property and in not involving or even informing us about it!

Within the packet, the contents are arranged in a manner that ignores the above fact and immediately focusses on details of road construction, on whether it would be the county or Jesse who would pay for this or that, includes numerous and repetitive eMail exchanges between Jesse and BLM about his possible purchase of two 40 acre parcels, etc., etc. Putting all these details *first* implies they are most germane…of utmost importance. Strong letters opposing Horton's plan appear very late in the pile. Two quick examples: my letter

for the December 14 hearing which makes many important points against the Horton proposal does not appear until page 97 (of 104) and another by Tetonia resident (Rob Young) against the proposal is placed very last.

The name of Jesse Horton is no longer conspicuous as an applicant. Why/how that change? Not all the input provided by the public has been included. (Check the public input provided after December 14.) Why?

In closing, while I prefer the *do nothing Option 4*, should the BOCC decide to provide off road parking for recreational users, after an initial expense to purchase land, Option 3 does that very well and more cheaply on *one acre* at the base of Kay's hill… a far better location year round.

Thank you for all you do on behalf of keeping Teton County beautiful and property taxes affordable for those of us who are living on very limited incomes.

Sincerely,

Alfred M. McGlinsky
12713 memory lane
Nampa, ID 83686

Hi,
Info presented at the Town hall has changed my perspective a bit. Good info was presented by Johnson.

General:

1) Not in favor of Teton county accepting the Parkway and vacating the present road. We did not ask for the Parkway. Keep it private. It will cost more money to maintain because of the length. We have other roads that need attention. We already have a supplemental levy. Many of us don't want it to be permanent or increase. My assessment is that the main users of the present road, starting at Kay's Wall, (by quantity) are recreationists (it's a gut feeling by observation...I can't prove it.). They are very tolerant of, and often times expect, a less than perfect road.

2) The present road works and is more direct. People living on the bench land knew what the roads were like when they purchased the land. If they want access to the Parkway as a private road and have the convenience of a subdivision without the "inconvenience" of being in subdivision, they can talk to Horton. Complaining that keeping the present road will cause a second road to border their property is invalid. We did not ask for the Horton road to be built. He just did it. The fault is Horton's. It is not the responsibility of Teton county citizens to bail them out. There are plenty of parcels that have two or more roads along the border.

3) Sue Berkenfield made a good point about "...build it and they will come." The Parkway would make a loop on a nicely graded road, hence, more through travelers. Packsaddle Rd. is already in need of repair with just the mainly local traffic. Kay's Wall can be intimidating to some. That's good. It encourages an out and back trip, not an easy loop. People have to WANT to go there. The tendency is for people to back away. The object of that road is to move local people around, not encourage casual cruisers to ride through. It is not a tourist attraction. The Parkway could become just that.

4) Kay's Wall can be challenging to some. Again, that's good because it lowers casual use. Though I sympathize with the horse trailer guys, nothing says they HAVE to take that route. There are, literally, go-around solutions. I liken it to the lack of wisdom in taking an overloaded 18-wheeler over Teton Pass. In both cases, the smart move is to go around, lower the weight or choose a more appropriate vehicle.

5) Kay's Wall is steep by modern road standards, but not impossible. Erosional problems on the hill have simple engineering solutions. Sure, it may require more attention then a flat road after snow melt, BUT, it is less expensive than taking on Parkway maintenance.

6) I have been suspicious of the reasoning behind spending 2.5 million on a private road to "give away" to Teton county. I find the sentiment is echoed by others. We have no assurances committed in writing and enforceable, that the lands affected will remain agricultural. If Horton wants us to believe him, he can place it all in a land trust to be forever agricultural. Also, as far

as I know, Idaho law would still allow him to place a few McMansions up there, receive an AG exemption and pay less in property taxes than most of us.

Snow Season

1) Packsaddle Rd. from Kay's Wall west and north has gone through evolutionary phases from a path that zigzagged up the hill in the 1970s to the straight shot is now. In that time, friends, family and I have XC skied it, hiked and now Rodeled it (long distance gravity sledding). At first it was break-your-on-trail with and occasional snowmobile track, then the road was straightened in the 1980s (I think) and more snowmobiles used the road, making skiing easier. Later came the snowmobile trail grooming crew. Wow, it was a pleasure to ski efficiently for the first time. We are in solidarity with groomers Harmon and Hansen on wanting to keep the present snowmobile route as it is. Though we don't snowmobile, we have committed to buying registration tags to support these guys IF the route remains the same.
If snowmobile grooming followed the Parkway, the special terrain features that make it attractive would be lost. A Parkway route would be bland by comparison because the curves are more tame and the pitches are less interesting. As I have mentioned in earlier emails, the present road holds snow better (I have compared) gathers snow better and has the better solar aspect to help the snow last.

2) For those of us who depend on gravity sports, the present road is ideal because of the quality and frequency of the appropriate gradients. Starting a slide from the top of Rammel Hollow (Packsaddle L. Rd.), out of the possible 3-1/4 miles to the base of Kay's Wall, only 0.4 mile total walking is needed between drops. Not bad... and it only costs a liter of water and half a power bar (or brownie).

3) The esthetics of the route must be mentioned, because it is a motivator and a reward. After winding and diving the mile down Packsaddle L. Rd. through the forest, the shadowy trees are quickly left behind and the rider bursts into the sunshine on an open field of snow, the Tetons spread brilliantly before you. The effect can make you say, Whoa! The game is to see how far you can glide before having to hike again (or re-run that mile). The Parkway would have us turn sharply south at the corral...lose all of that speed... and put us into a gulley, no view, not good. The snowmobile path, right now, lets us dive to the south after a short walk east. I'll skip the in between sections through the trees. The very best part is the last sweeping turn to the east that ends west of Kay's Wall summit and Kay's Wall itself. As you ski or walk to the summit, the Tetons emerge dramatically once more as the Kay's Wall pitch drops away to the leading line of Packsaddle Rd. It's a wonderful way to end the day in the snow, whether by ski, sled or snowmobile. The Parkway does not have the excitement or the drama of the present road. A winter recreationist needs and will seek these "carrots" as a reward. It's an incentive that motivates you to stay healthy, so that you can do it again and again. Since many of us are gravity-powered, we are dependent upon the snow grooming and the character of the route. Once again, the Parkway doesn't have it.

4) Kay's Wall is often THE destination for families with children of all sizes and sometimes the grand parents. From summit to intersection, Kay's Wall can give a 1/4 mile slide, but most do not have the skill or equipment to that. Most slides are short runs not from the summit. But when you are a little kid, who cares. Most people go out of their way to be courteous and there can be a sense of community there, especially during the holiday season. I have met people from all over the U.S. at that spot as well as foreign visitors. I have also met people from out of state who have remembered the place and have come back year after year. It's fun, it's inexpensive and easy to access...a rarity that should not be lost.

5) Clay Smith has said that sliding Kay's Wall is dangerous, so is operating heavy equipment, (I have done it) but will that stop him? It's relative. Yes, people may be hurt. What's new? It's part of life and recreation to take some risk. The key is to take responsibility for your actions and not blame someone else if you suffer misfortune.

6) Finally, here's a thought. Bainbridge land forms the south border of Kay's Wall. They have tried unsuccessfully, at least since the 1970s, to sell it. They complained of not having access to the top of the land, yet they have a paved road to the bottom...what's the problem? Well, I asked the land trust if that land is of interest to them. I also asked if the lower, flatter eastern portion could be designated as a parking area for recreationists as part of the land trust deal. Provisionally, the woman with whom I spoke, thought it was a great idea. She seemed especially interested in the enhancement-of-recreational-opportunity angle.
Could solve some of the problems: sell an unsalable parcel (thus helping the Bainbridge family) and provide parking away from the road etc. You get the drift I'm sure. The west end of the parcel has a small section that connects directly to the Targhee Forest...that's good too.

Hope this helps,
Rob Young 3072 Aspen Dr., Tetonia, ID 83452 456-2246

Dear Mr. Johnson,

I am unable to attend the hearing about this on December 14, so I would like to send the following letter, to be read out aloud at the hearing and entered into the minutes.

I have serious concerns about the plans for a new road to replace the existing Packsaddle road.

In July I had the opportunity to visit the land owned by my parents (Boyd and Barbara Norton) and the McGlinsky family, which borders Targhee National Forest and contains the upper Rammel Hollow. I have not seen the land for many years, and I was eager to revisit it, to once again see the beauty and peace of it, and to reminisce over the many happy memories both our families share from the many camping trips we all had there.

To my dismay, the land that I remembered so well had been breached; the very place where we used to camp had been cleared, all the trees removed, leaving only a muddy track, and as we surveyed the damage, the quiet was shattered by a bulldozer that appeared on the neighboring property, already at work clearing more land for this road.

There were survey stakes well inside the fence line that we believed, for nearly 50 years, was the boundary of our property. We had no knowledge of this survey, no opportunity to question it, or commission our own survey prior to the destruction of the place we had known and loved so well.

Indeed, had we not come to the area when we did, we would not have known about the plans for the road at all. If we had, we would have voiced our opposition from the very beginning.

When my parents and the McGlinskys bought the land, back in the 1960's, they did so because they wanted to preserve it, to keep it as untouched as possible, a sanctuary for wildlife and a place that we, and others, could enjoy in its natural state.

Toward that end, both families made many financial sacrifices. My family is not a wealthy one, and I know that my parents often had difficulty paying the mortgage and putting food on the

table for my brother and I while we were growing up. Even now, as with many people, money is tight, and both of my parents have had to continue to work even though they are more than a decade past retirement age. Had they been willing to compromise their principles, they could have sold or developed the property, and lived very comfortably on the proceeds. They did not. They chose instead to put the land in a conservation trust, so that it would be safe for future generations to see and enjoy. They recognised that conservation and protection of our natural resources is about making difficult decisions, and standing by one's principles, even if it means having to make personal sacrifices.

It is also worth noting that at no point did either my family or the McGlinskys ask for public funding to realise their vision for the land they own. Although they have made sacrifices to leave a legacy for future generations, they have done this out of their own initiative and have funded it themselves. Jess Horton's vision for his land is for his own personal gain, yet he is asking for public help in achieving it, which is ironic to say the least.

The decision you will have to make about this new road is not an easy one, and it will have an impact on the future of the whole area. I realise that it is not up to the county to determine whether the road is to be built or not, as it is being done on private land, owned by Mr. Horton (though whether he owns *all* of that land is up for debate!). Although Mr. Horton has said that he will build this road regardless of whether it will be maintained by the county or not, I feel that if he must maintain this road on his own, he will be much less inclined to build it to begin with. I also have concerns that at some point, if there is a contractual relationship between the county and Mr. Horton, the county may be asked, or even compelled to contribute to the costs of actually building the road. By refusing to enter into an agreement with him to take over the road after completion, I feel the county will also avoid any scenarios where it will end up being pressured into assisting with funding its construction.

Every road is a scar on the environment. With each new one that is created, there is a resulting destruction in the quality of the land, a disruption to the deer, elk, badgers, and bears that inhabit it, and a loss of scenery and beauty for the human residents. Once the landscape is destroyed, once the wildlife have been driven out, there is no going back, no way to undo the damage, and the generations that come after us will never be able to see it as it was. Please don't let this happen.

Thank you very much for your time and consideration.

Kind regards,

Jean Norton

Dear Mr. Johnson

I apologize for not being able to attend the December 14 hearing on this important matter. But I do ask that this statement be entered into the hearing record. And, if it's not too long, to be read at the hearing.

It was in the summer of 1960 that Barbara and I were headed west across Wyoming, with an eye toward California, land of sunshine and aerospace industries. I had just received my degree in physics from Michigan Tech when we stumbled upon the Teton Range and Jackson Hole. It was instant love and we secretly claimed this mountain range as *ours*. Immediately I scratched the aerospace industry and California from my list and instead took a job as a nuclear physicist at the National Reactor Testing Station in Idaho. We settled in Idaho Falls.

Within months of settling in Idaho Falls we discovered Teton Valley. This was, and is, a very special place. Jackson Hole may have spectacular views of the range, but Teton Valley became to us the "quiet side" of the Tetons and the views, in my opinion, were equally magnificent. We, and friends of ours, explored the Western Slopes of the Tetons in hikes and backpacking trips out of Teton Valley – up to Alaska Basin from Teton Canyon, to Wind Cave in Darby Canyon, and up through several other canyons where there were almost no trails into magnificent alpine basins. I've made numerous trips to the top of Table Mountain where, as you know, the pioneer photographer William Henry Jackson made the first photos of the Tetons in 1871. He did so by accessing it from Teton Valley. And by the way, some of this is covered in my second book, ***The Grand Tetons*** published by Viking Press in New York in 1974. Also, I was one of the handful of people who drew up the boundaries and lobbied and testified in Congress to have the Western Slopes protected as the Jedediah Smith Wilderness Area.

In the mid-1960s an opportunity came up to purchase a piece of land in Teton Valley. Together with the McGlinsky family we purchased the 400 acres in Rammel Hollow area owned by Adrian Cook of Tetonia. It was never our intention to sell or subdivide this land. It was simply a joy to visit once in a while and to camp and let our children roam around our hillsides of Douglas fir and pines and aspen and enjoy the beauty of the place with views of the Tetons as Wilson Price Hunt may have seen them when he possibly crossed our land in his expedition in 1811.

All but a few acres of this land are now in a Conservation Easement through the Teton Valley Land Trust. It is our desire to keep this land as pristine as possible for protecting wildlife and aesthetic values of the area.

Fast forward a half a century from our purchase of the land to today. An out of state developer now wishes to change the character of Teton Valley. At least on the western side of Teton Valley. I'm not sure of the intentions of this developer, but they cannot be good. He obviously does not have any knowledge of the history and heritage and the *feeling* of this place and his only intent is to make as much money as possible. I wonder if the rest of the residents of Teton Valley agree with his intentions. I think not. At least I hope not because I think most folks here like where they live and do not want it changed by an out-of-state developer with no roots here and no apparent feeling for the beauty.

Now to the question of the road that this developer proposes be taken over by the county. On the one hand, the existing Packsaddle road from the Kay place is very steep at the start. It makes for difficult, though not impossible access. The developer has made a somewhat easier access road. However, for the county to take over and maintain this road, as the developer proposes, only provides more profit for the developer to sell his lands adjacent to the road and make a huge profit while burdening the taxpayers of Teton County with additional expenses to maintain access. My question is: since the developer has paid for this alternative road, does he expect the county to pay for those expenses or is it to maintain the road? Either way it will be up to Teton County taxpayers to subsidize it.

Another major concern has to do with a parking lot being bulldozed adjacent to our property line on the east side of our land. He has planned an 8 acre parking lot! This is far larger than the parking lots of many supermarkets and shopping centers! Why? This would only increase traffic in the area, creating litter and greatly increase fire hazards from visitors who do not understand the serious fire danger in a dry climate. I fear that there may be other purposes planned for this mega-parking lot. Is this for some type of commercial development? We are strongly opposed. And by the way, we, the Norton and McGlinsky families, were never consulted by this developer about his plans which will have severe impact on our land and the lands of others in the area.

In short, we ask you, the Teton County Commissioners, to weigh very heavily the benefits and costs of taking on and maintaining this road. Such costs not only include tax burden to Teton Valley taxpayers, but aesthetic costs as well. I fear that with such massive development more road building will follow and the quality of life here will suffer badly.

Thank you for your time.

Boyd Norton

PO Box 2605

Evergreen, CO 80437

December 2, 20015

Re: December 14 Public Hearing testimony of Alfred M. McGlinsky, In Opposition to Jesse Horton's "Scenic Parkway" Development Proposal

Dear Mr. Johnson,

We are sorry not to be able to attend this important public hearing because we no longer live in eastern Idaho and now live several hundred miles away in Nampa and travel is no longer as easy for us as it was when we were young. For that reason, I wish to make this letter a part of the hearing record. I would also like this to be read this aloud to the public and the Teton County employees in attendance, again, because I would surely have had the privilege of doing just that if I could have been at this public hearing.

For about 50 years we have co-owned with the Norton family 400 beautiful acres tight to the Targhee national forest. It is our land that is cut by the Packsaddle Lake Road giving the public access to the national forest. We bought the land from Adrian Cook of Tetonia, whose family, we believe, had homesteaded it. For the most part, the privately owned land around us for miles has always been agricultural—no homes, few fences--those mainly for cows. As a result, an abundance of wildlife such as deer and moose breed and call this place home. To name a few who also depend on such habitat, (designated in 2005 as "species of greatest conservation need" by the Idaho Department of Fish and Game and/or as "Sensitive Species" by the USFS) : Brewer's sparrows, Swainson's hawks, northern goshawks, great grey owls, three toed woodpeckers, flagellated owls, are among the species present.

It has always been our family's hope that future generations will have such incredible places to enjoy—they are indeed, increasingly rare. Toward that, at the turn of the century we put Conservation Easements on our 400 acres through the TRLT in Driggs. To us, the significant financial sacrifice required by doing that was less important than the opportunity to preserve all this far into the future for our children and all folks to enjoy. We agree with the many who have travelled the world and still claim the beauty, peace and quiet of this Teton Valley is among the finest. Well worth preserving!

It is a fact that the existing Packsaddle and Hoope's Roads have been in use for more than a century, providing access to the privately owned lands, farm fields and the national forests to the west. So clearly, this proposal by Mr. Horton to replace those roads was not one initiated to alleviate a serious problem that Teton County had identified as suddenly needing to be fixed.

The minutes from the Teton County BOCC meeting on 7/13/2015 state that Mr. Horton claimed the "existing road does not serve the public and isn't good for the property owners". (Historically many would disagree.) Further, the minutes say that Horton "developed a plan which was reviewed by the county's previous engineer, who encouraged them to consider replacing the entire road." (That seems so unlikely: Had he the legal authority to so recommend? Exactly what portion(s) of the existing road(s) is referred to? Has this conversation/ "directive" with the county's previous engineer and Horton been verified? Are we to believe that Horton's motive was to build 10.6 miles of roads *across his property* just to benefit the county?? Or is it to make even more money selling off a variety of pieces of his property on roads he has newly contrived to be designated a "Scenic Pathway"?) It ought to be mentioned that the existing Packsaddle and Hoope's Roads give county

users a considerably shorter access to state highway 33 than the route Horton has built and is now hoping to transfer maintenance to the county.

Those minutes also report that Mr. Horton stated that he had the approval of all adjoining property owners. Blatantly not true! I can name six adjoining property owners who, to this day, have never been consulted, let alone have approved. He's never approached me and others. If he had, we would certainly have opposed the construction of the parking lot adjacent to our property and that of Jeff Copeland. I have little hope that fencing and posting signs would keep people using that parking lot from coming onto our land. Perhaps you have not seen what has happened to the large and very sturdy sign (put in place, I believe, by Teton County) at the beginning of where Packsaddle Lake Road crosses our property. It is riddled with bullet holes and lies flat on the ground, it's double 4X4 posts having been broken off. Our land shows such trespassings as fire rings and sawn remnants from wood gathering...precisely what the downed sign asks the road users not to do, given that it is a stretch of private land that the road now crosses to provide USFS access beyond.

The minutes also report flatly that Mr. Horton wants *all* his road to become a county responsibility...not just a portion as Commissioner Riegel had suggested. I see no reason why it should be an all or nothing matter. Why? Who benefits, one must properly ask?

Moving to another document regarding this Scenic Pathway idea, it seems to me that Mr. Johnson's July 9, 2015 memo to the BOCC may have "cherry picked" from the four mentioned Teton County documents and focussed just on providing *access to public lands*. However, those same documents express equal concerns for protecting natural and other resources, for preserving the valley's beauty and for maintaining the quality of life for the enjoyment of current and future citizens. *All* these purposes must be weighed, balanced...not just access to public lands.

I will close this by saying that so beautiful and rare a place as the Teton Valley needs protections or it will become like too many other once lovely, but now overpopulated places. It is not in the best interest of all Teton County citizens to build or maintain a "scenic pathway"; their views from almost anywhere they reside in the valley are already magnificent! I doubt that many, if any, would drive further west for a better view of the Tetons. There is no county wide clamoring for that...just those of Mr. Horton's relatively recent involvement in creating AgRim.LLC and Grandview Ranch LLC.

So, please do not ask all the county taxpayers to pay for Mr. Horton's rather obvious gamble at becoming even more wealthy while compromising wildlife and other important values we and future Teton valley folks hold so dear.

Thank you for the service you commissioners and dedicated professionals do on our behalf.

Sincerely,

Alfred M. McGlinsky
12713 Memory Lane
Nampa, ID 83686
208 465 0404

Dear Mr. Johnson,
I can not attend the hearing on December 14th, so I ask that this statement be read into the record of that hearing.

Thank-you for your assistance,

Wendy McGlinsky
439 Liberty St.
Beacon, NY 12508
203/243-7327

You have heard already, or you will hear soon, the thoughts of Boyd and Barbara Norton and of Al and Lee McGlinsky. Fifty years ago, these two couples bought four hundred acres (give or take) of unirrigated rangeland facing the Teton mountains across Teton Valley. The young idealists consigned their land to conservation easement and so promised not to develop their property, ever, because they wanted their personal piece of wild Idaho saved for wildlife and for future generations. I am one of that future generation. I am Wendy McGlinsky, eldest daughter of Lee and Al. I have two sons to follow after me.

I have lived for the past thirty years in Connecticut and New York where development has claimed many/most "wild" places for exclusive, private owners. On my way to work, I drive smooth, asphalt roads through fenced forests which guard pristine vacation homes. As I pass those engineered landscapes, I miss the desolate rangelands of my childhood; I remember bouncing over the dirt road to the McGlinsky/Norton property in Teton Valley. So many years later, I can still close my eyes and smell the dust of that road. I hear the wind in the aspens; I see the valley and the pines and wild flowers, and below me, I see dry pastures and scrappy ranches. I close my eyes to remember, and I see a piece of our country as it has been for a hundred years or more.

I believe Jesse Horton threatens this vision. He is a developer. He makes money buying land, "improving" it, and re-selling it. At the moment, he is "improving" a property next to that bit of old Idaho owned by my family and the Nortons.

Jesse Horton has the right to do what he wants on his property, but he's asking the county to take over maintenance of the road he's building, and I am suspicious of his motives. I suspect he's dreaming of profit as he buys and improves dry rangeland. I suspect he's banking on building and selling a less expensive version of Sun Valley. In fact, I believe he envisions lovely, vacation homes with breath-taking views of the mountains as he's scraping out a "scenic by-way" to service those future lots. "Scenic by-way" sounds great in a real estate blurb. I see him selling his road to the public by arguing it will provide better access to public land. To back up this argument, he's carving out a parking lot which he insists will serve Forest Service land despite its distance from that land. Pleading long-term benefit to the county, he petitions the county to maintain his improvements.

Clearly, Jesse Horton is served by his road and his parking lot. Of course he'd love to have the county maintain them. But does the county really benefit as well? Tax revenue from the lots which Jesse Horton might develop along his new, county-maintained road might pad county coffers, but I worry that, in pursuit of tax revenue, Teton County will sell that which makes Teton County wonderful.

Here, on the East Coast, I am surrounded by the aftermath of such bargains. Here, farmland and forests have been subdivided and "improved" into secluded, fenced and landscaped, forest hide-aways. Many owners visit on weekends and pay high property taxes for the privilege, but they are not invested in the community nor in the history of the place. Driving past those carefully constructed private compounds, I am homesick for a place which remembers what it was, and I am glad that fifty years ago, two idealistic

young couples bought a bit of land in Teton County, cast aside potential profit and pledged to keep that bit of Idaho as pure Idaho.

I hope you will think carefully on what might be lost as you consider the parking lot at the top of Jesse Horton's "scenic by-way" and especially as you consider taking over maintenance of his "new and improved" road.

Sincerely,

Wendy McGlinsky
439 Liberty St.
Beacon, NY 12508
203/243-7327

Julie McGlinsky
1150 Melvina Way
Eugene, Oregon 97404

August 2, 2015

Re: Opposition to Jess Horton's proposal for a "Teton Valley Scenic Parkway"

Dear Commissioners Leake, Park and Riegel,

Thank you all for your service overseeing the world-class lands and waterways of the Teton Valley. Because my parents and family share your love of this area, fifty years ago they pooled finances with the Nortons to buy 400 acres, bordered by national forest and agricultural land. Rather than developing this investment for personal gain, they converted it to a conservation easement. My family's vision is to hold this land for migrating wildlife, groves of spectacular aspen, unpolluted springs, and fields of wildflowers. We are committed to caring for the unique assets of the Teton Valley that enhance the lives of its residents. Jess Horton's proposal would have the opposite impact.

Commissioner Riegel couldn't have been more correct in noting that landowners neighboring Jess Horton's proposal "may not want to attract more people to the area". Currently on our property I find horse and foot tracks, and an occasional fire circle near the perimeters. Reducing the steep nature of the road, providing kiosks and the development of an 8 acre parking area will mean more traffic, trespassing, littering, possible fires, degradation of our property and intrusion on the wildlife corridor. When last there, rock trucks and road construction rigs, able to navigate the new road, passed multiple times an hour. They drove the ATV riding public off the road and dominated the environment. Contrary to what Mr. Horton stated, the current road has been adequate for decades. It is much better for the county's interests and neighboring owners than activity the proposed road would facilitate.

I am unconvinced that taxpayers of Teton County should maintain a road serving the needs of a North Carolina developer. Further, the proposed road seems likely to cost more. Clearly Jess Horton needs and will continue with heavy construction traffic. Additionally there is likely to be more traffic. This use will degrade the road more rapidly than current residential and recreational use. Does anyone think an 8-acre parking lot, capable of holding 16 cars and 6 trucks with trailers is a good idea without bathrooms, garbage collection, and fences? If the intention the new parking area is access to public land, why not locate it at the base of the road to national forest instead of the proposed site (and construction) between Jeff Copeland's and our properties? The proposal seems designed to both serve the needs of Jess Horton and increase financial demands on the county.

Finally, I think it's important to set the record straight that Jess Horton did not contact this adjacent property owner or get our approval for his proposal, as recorded in the Board's July 13th minutes. Our family has not yet seen the entire proposal. Instead, it is rumored that Mr. Horton conducted a land survey, which we have not seen. Based on this data, he proceeded to clear a roadway on property previously behind our fence line without even contacting us. I find this disregard for his neighbors troubling.

Clearly there are multiple sound reasons to oppose Mr. Horton's proposal. Let me thank you again for your diligent service to our treasured Teton Valley. How refreshing to travel from Jackson Hole, with its traffic and millionaires, into this beautiful valley managed to support the local people, the scenery, and the wildlife that make it so precious.

Sincerely,
Julie McGlinsky
541-232-0421

Julie McGlinsky
1150 Melvina Way
Eugene, Oregon 97404

December 4, 2015

Re: **December 14th Public Hearing testimony of Julie A. McGlinsky, in opposition** to Jesse Horton's development proposal to realign portions of Packsaddle Road and Hoopes Road and vacate the existing easement

Dear Commissioners Leake, Park and Riegel,

Thank you all for your service overseeing the world-class lands and waterways of the Teton Valley. Because my parents and family share your love of this area, fifty years ago they pooled finances with the Nortons to buy 400 acres, bordered by national forest and agricultural land. Rather than developing this investment for personal gain, they converted it to a conservation easement. My family's vision is to reserve this land for migrating wildlife, groves of spectacular aspen, unpolluted springs, and fields of wildflowers. We are committed to caring for the unique assets of the Teton Valley that enhance the lives of its residents. Jess Horton's proposal would have the opposite impact.

Commissioner Riegel couldn't have been more correct in noting that landowners neighboring Jess Horton's proposal "may not want to attract more people to the area". Currently on our property I find horse and foot tracks, and an occasional fire circle near the perimeters. Reducing the steep nature of the road, providing kiosks and the development of an 8 acre parking area will mean more traffic, trespassing, littering, possible fires, degradation of our property and intrusion on the wildlife corridor. When last there, rock trucks and road construction rigs, able to navigate the new road, passed multiple times an hour. They drove the ATV riding public off the road and dominated the environment. Contrary to what Mr. Horton stated, the current road has been adequate for decades. It is much better for the county's interests and neighboring owners than activity the proposed road would facilitate.

I am unconvinced that taxpayers of Teton County should maintain a road serving the needs of a North Carolina developer. Further, the proposed road seems likely to cost more. Clearly Jess Horton needs and will continue with heavy construction traffic. Additionally there is likely to be more traffic. This use will degrade the road more rapidly than current residential and recreational use. Does anyone think an 8-acre parking lot, capable of holding 16 cars and 6 trucks with trailers is a good idea without bathrooms, garbage collection, and fences? If the intention the new parking area is access to public land, why not locate it at the base of the road to national forest instead of the proposed site (and construction) between Jeff Copeland's and our properties? The proposal seems designed to both serve the needs of Jess Horton and increase financial demands on the county.

Finally, I think it's important to set the record straight that Jess Horton did not contact this adjacent property owner or get our approval for his proposal, as recorded in the Board's July 13th minutes. Our family has not yet seen the entire proposal. Instead, it is rumored that Mr. Horton conducted a land survey, which we have not seen. Based on this data, he proceeded to clear a

roadway on property previously behind our fence line without even contacting us. I find this disregard for his neighbors troubling.

Clearly there are multiple sound reasons to oppose Mr. Horton's proposal. Let me thank you again for your diligent service to our treasured Teton Valley. How refreshing to travel from Jackson Hole, with its traffic and millionaires, into this beautiful valley managed to support local people, the scenery, and the wildlife that make it so precious.

Sincerely,
Julie McGlinsky
541-232-0421

Darryl Johnson

From: Darryl Johnson
Sent: Wednesday, May 25, 2016 7:26 AM
To: 'Lee McGlinsky'
Subject: RE: Input for June Horton Road Hearing

Hello Lee;

I have received your email and will include in the 6/13/3016 staff report.

Regards;

Darryl Johnson, PE, PLS
Teton County Public Works Director
Office: 208-354-0245, Cell: 208-313-0245
djohnson@co.teton.id.us

From: Lee McGlinsky [mailto:lee1239@q.com]
Sent: Tuesday, May 24, 2016 9:34 AM
To: Darryl Johnson <djohnson@co.teton.id.us>
Cc: Al McGlinsky <al2mcg@q.com>; Julie McGlinsky <mcziplock@gmail.com>; WENDY MCGLINSKY <windymcg@yahoo.com>; Barb Norton <barb@mondove.com>; Boyd Norton <boydn@earthlink.net>; Jean Norton <jean_anne_norton@hotmail.com>
Subject: Input for June Horton Road Hearing

Dear Mr. Johnson,

I'm not able to attend the June, 2016, hearing so please accept these comments. Please read these into the record for the June hearing.

I favor Option # 4 for the following reasons:

I see no reason why the tax payers of Teton County should pay for the maintenance of Jesse Horton's road which will only benefit his personal income and those few with homes on this road. You'll notice that most of those writing in favor have or will have houses on this road. People who have been using this road as it is see no reason for the "improvements" and added costs proposed for this "scenic byway". And some of them see the "improved" road as a detriment to how they are already using the road.

We own the Conservation Easement bordering part of the Horton road and the large proposed parking lot. We, as well as the Norton family, fellow owners, decided to forgo the personal income advantages to developing this land and placed it into a conservation easement to preserve the unique wilderness qualities for future generations. We don't want to see our sacrifice used to give Jesse Horton yet more personal gain.

According to the plans, Teton County requires a wider radius of the turn in the road that bisects our property that would newly be connected to Jesse's 8+ acre parking lot… (ostensibly to enable larger trailer pulling vehicles and logging trucks) BUT, the only way to do that would be to shave that corner *off our property* as the drawings show. The proposal is to take the land needed from our Conservation Easement <u>without consulting us or without our permission.</u> This is not acceptable and probably illegal.

Lee Ann McGlinsky
12713 Memory Lane
Nampa, ID 83686

Dear Mr. Johnson,

Please enter this letter into the record at the Public Hearing on Dec. 14, 2015. Thank you.

In the mid 1960s my husband and I bought 400 acres of land in Teton County bordering the Targhee National Forrest. We couldn't afford the price by ourselves so we joined another couple, Boyd and Barbara Norton, to buy the land and place it into a Conservation Easement with the Teton Regional Land Trust. We felt it was vital to preserve this beautiful place for wildlife and prevent it from being developed. When we did this we knew we were making a huge financial sacrifice but it was more important to honor our values about the environment than to make money on this land in the future. Our Conservation Easement protects this land in "perpetuity, forever honored by all heirs and present owners". You won't get this iron-clad promise from a developer.

Now a North Carolina developer, Jesse Horton, threatens this easement and what it represents by buying as much as 7,000 acres of Teton Valley and planning a road enabling massive development bordering our easement. Contrary to Mr. Horton's statements to you, he not only didn't get our agreement to this development but he never even notified us or our co-owners, the Nortons, of this planned road and development. There is even a questionable boundary where Mr. Horton bulldozed a grove of aspen trees and erected an electric fence on what we think is our property, also without notifying us. His proposed 8 acre parking lot will encourage littering and trespassing across our property to get to the Targhee National Forest and Pack Saddle Lake. Presently people park at the beginning of the Pack Saddle Road and travel up the road, not across our conservation easement.

You only have Mr. Horton's word on what he plans for development in his 7,000 acres along the new road he is making and expects Teton County tax payers to maintain. The current road has been used by all of us for at least 50 years and doesn't need replacing. Everything Mr. Horton proposes will make a huge profit for him. View lot homes (maybe large ranches or summer homes) on a county maintained road will sell for high prices.

Mr. Horton's proposal doesn't conform to the Teton County Comprehensive Plan adopted Dec.13, 2004, which states that "conservation and protection of important plant, fish and wildlife habitats should be encouraged as a matter of public policy". Teton Valley was designated in 2004 as an Important Bird Area by Idaho Fish and Game and the Audubon Society for the essential habitat it provides migratory birds. Encouraging more fencing, residences and destruction of sage brush habitat negatively affects all this. Mr. Horton will certainly benefit, but how does this benefit Teton County tax payers?

I urge you to reject Mr. Horton's road proposal until you have more time to consider the long term effects on the valley and find out more about Mr. Horton's past business dealings in North Carolina.

Sincerely,

Lee Ann McGlinsky

Lee Ann McGlinsky
12713 Memory Lane
Nampa, ID 83686

Dear Mr. Johnson,

Please enter this letter into the record at the Public Hearing on Dec. 14, 2015. Thank you.

In the mid 1960s my husband and I bought 400 acres of land in Teton County bordering the Targhee National Forrest. We couldn't afford the price by ourselves so we joined another couple, Boyd and Barbara Norton, to buy the land and place it into a Conservation Easement with the Teton Regional Land Trust. We felt it was vital to preserve this beautiful place for wildlife and prevent it from being developed. When we did this we knew we were making a huge financial sacrifice but it was more important to honor our values about the environment than to make money on this land in the future. Our Conservation Easement protects this land in "perpetuity, forever honored by all heirs and present owners" You won't get this iron-clad promise from a developer.

Now a North Carolina developer, Jesse Horton, threatens this easement and what it represents by buying as much as 7,000 acres of Teton Valley and planning a road enabling massive development bordering our easement. Contrary to Mr. Horton's statements to you, he not only didn't get our agreement to this development but he never even notified us or our co-owners, the Nortons, of this planned road and development. There is even a questionable boundary where Mr. Horton bulldozed a grove of aspen trees and errected an electric fence on what we think is our property, also without notifying us. His proposed 8 acre parking lot will encourage littering and tresspassing across our property to get to the Targhee National Forest and Pack Saddle Lake. Presently people park at the beginning of the Pack Saddle Road and travel up the road, not across our conservation easement.

You only have Mr. Horton's word on what he plans for development in his 7,000 acres along the new road he is making and expects Teton County tax payers to maintain. The current road has been used by all of us for at least 50 years and doesn't need replacing. Everything Mr. Horton proposes will make a huge profit for him. View lot homes (maybe large ranches or summer homes) on a county maintained road will sell for high prices,

Mr. Horton's proposal doesn't conform to the Teton County Comprehensive Plan adopted Dec.13, 2004, which states that "conservation and protection of important plant, fish and wildlife habitats should be encouraged as a matter of public policy". Teton Valley was designated in 2004 as an Important Bird Area by Idaho Fish and Game and the Audubon Society for the essential habitat it provides migratory birds. Encouraging more fencing, residences and destruction of sage brush habitat negatively affects all this. Mr. Horton will certainly benefit, but how does this benefit Teton County tax payers ?

I urge you to reject Mr. Horton's road proposal until you have more time to consider the long term effects on the valley and find out more about Mr. Horton's past business dealings in North Carolina.

Sincerely,

Lee Ann McGlinsky

November 30, 2015

District 33 Grooming Board of Directors
654 N 4212 East
Rigby, Idaho 83442

Mr. Darryl Johnson, PE/PLS
Public Works Director, Teton County
Idaho Public Works Department
150 Courthouse Drive
Driggs, ID 83422

RESPONSE TO LETTER FROM D. JOHNSON, TETON COUNTY, DATED NOVEMBER 18, 2015

Dear Mr. Johnson:

This letter is being sent from the Snowmobile Trail Grooming Board of Directors in response to your letter dated November 18, 2015, to address the Packsaddle Road and Hoopes Road proposal. The Snowmobile Trail Board desires to maintain the descriptive easement that the county has maintained for many years, because the proposed new route crosses the traffic road numerous times making it unsafe for the public during snowmobile season. The existing trail holds snow a lot better than the proposed new route, if we maintain this easement for snowmobilers it could be closed in the summer, if needed.

We do not agree with vacating the existing county road easement, as this access is also part of our snowmobiling trail system. If we give up this easement, we will have trouble connecting some of our snowmobile trails that are currently established. It is not cost effective to dead-end snowmobile trails. We also have concerns with the parking lot above Jeff Coplan's house because the county is not going to plow the road in the winter. Further consideration on parking lots and trailheads is needed.

If you would like to discuss further or have any questions, please feel free to call Randy Horman at (208) 521-0254.

Sincerely,

Randy Horman

Randy Horman, Operations Supervisor, Grooming District 33
Clint Hansen, Madison County BOD Representative
Doyle Barney, Madison County BOD Representative
Tom Barry, Jefferson County BOD Representative
Craig Byington, Jefferson County BOD Representative
Bob Hansen, Teton County BOD Representative
Travis Molten, Teton County BOD Representative

May 17, 2016

Darryl Johnson

Teton Co. Courthouse

Driggs, ID 83422

To Whom It May Concern:

I am writing to oppose the "Teton Valley Scenic Parkway' which would do away with the present Kay's Wall access. I do not feel it is in the best interests of Teton Co. to accept more road maintenance when we already don't have enough money to take care of existing county roads, such as 4000 N (Packsaddle Rd). Concerned citizens have complained several times about the changing condition of Packsaddle Rd from the river to 9000 W and we are always told there isn't money to take care of it the way it should be. Why would the county want to add more financial burden to an already strapped budget? I say leave Kay's Wall as it is and concentrate on fixing our present roads.

Al Young

Darryl Johnson

From: Bill Leake
Sent: Thursday, August 06, 2015 11:34 AM
To: Darryl Johnson
Subject: FW: Jess Horton Road Development

FYI, response and file as suggested by Dawn

Bill Leake
Chair, Teton County Idaho Board of Commissioners
208-521-4689
bleake@co.teton.id.us

From: Jean Norton [jean_anne_norton@hotmail.com]
Sent: Sunday, August 02, 2015 11:09 AM
To: Bill Leake
Cc: Jason Boal; Darryl Johnson; Al McGlnisky; Lee McGlinsky; Kelly Park; Cindy Riegel; Paul Wendland
Subject: Jess Horton Road Development

Dear Chairman Leake,

I am very concerned by Jess Horton's plans for the re-development of Packsaddle road and by his plans for wider development in the nearby area.

My parents purchased land in this area than 50 years ago. From the time I was a child, their 400 acres has been cared for and protected by my family and the McGlinskys. Although it would have been profitable for both families to sell or develop it, we all felt that it was far more important to leave this place in its natural state, protected and preserved, and have chosen to put this land into a conservation easement to ensure that it is kept safe for future generations to enjoy.

Jess Horton's proposals are completely at odds with our vision for this area, and placing the road right on the property line puts our land at risk for littering and vandalism, and poses a threat to the wildlife that roam the area.

It is also worrying that he made no effort to contact us about his plans for development, or the fact that he was having the boundary surveyed and has further taken action to begin clearing the land ahead of the consultation process. In light of this, and the many other questionable situations he has involved himself in, one has to wonder about his intent for the area and whether it is in the best interests of the community to allow any of his projects to go forward.

This is a beautiful and scenic place, and it does not need any additional road development. I urge you to stop this road and assist us in preserving this area for the benefit of the whole community, rather than allowing it to go ahead for the enrichment of a single individual.

Thank you for your time.

Kind regards,

Jean Norton
11A Canada Road

Darryl Johnson

From: Bill Leake
Sent: Thursday, August 06, 2015 11:34 AM
To: Darryl Johnson
Subject: FW: Jess Horton road developments

FYI, response and file as suggested by Dawn

Bill Leake
Chair, Teton County Idaho Board of Commissioners
208-521-4689
bleake@co.teton.id.us

From: Al McGlinsky [al2mcg@q.com]
Sent: Saturday, August 01, 2015 8:15 AM
To: Bill Leake; Kelly Park; Cindy Riegel; Darryl Johnson; Jason Boal; Paul Wendland
Cc: Al McGlnisky; Lee McGlinsky; Jean Norton
Subject: Jess Horton road developments

We are co-owners, with Al and Lee McGlinsky, of the property (400 acres) bordering on Targhee National Forest and containing the upper Rammel Hollow. We have owned this undeveloped land for almost 50 years. All but 16 acres have been put into a Conservation Easement through the Teton Regional Land Trust as a means of protecting important wildlife migration and aesthetic values of the area.

Last month we learned of the proposed road (Packsaddle Road) that would be near our property. We were extremely shocked when we visited the land last week and saw that the land for the road had actually been bulldozed and went right up to the property boundary with absolutely no buffer between our property line (as determined by the developer's survey) and the road.

We were given absolutely no notice of any of this by the developer, Jesse Horton. At no time did he contact us about his plans or the fact that he had done a survey or that the road would abut our property which left us no time to conduct our own survey or otherwise react.

In our research we discovered that Mr. Horton appears to have been involved in some serious land development improprieties in North Carolina. Land there that he had purchased for $2 million was sold to the state of NC for about $21 million. However, in order to get the state to agree to purchase the land, Mr. Horton was apparently involved in some improper dealings with the office of Governor Mike Easely and, apparently, with the governor

himself. It was a political donation to Easely of $56,000 from 13 contributors who either had direct ties to Horton or were members of his family. There is a major story about this impropriety in the Charlotte Observer dated October 22, 2006.

There seem to have been other issues concerning Mr. Horton and his Mingo Tribal Trust (of which he is trustee) and involving lawsuits and other actions against him in other places.

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We urge you to stop the development of the road and indeed, all developments by Mr. Horton until these matters are looked into closely.

Thanks very much for your time.

References:

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2. Report: Easley's campaign received donations after land deal - http://www.rrdailyherald.com/news/report-easley-s-campaign-received-donations-after-land-deal/article_22dc6452-fc0e-52aa-9e02-81ecfb8a635c.html)
3. Federal Deposit Insurance Corporation v. Mingo Tribal Preservation Trust et al, https://dockets.justia.com/docket/north_carolina/ncwdce/5:2013cv00113/72568
4. Lifestore Bank AF v. Mingo Tribal Preservation Trust 1993 LLC EAC LLC LLC , - http://caselaw.findlaw.com/nc-court-of-appeals/1675797.html
5. New Default Allows New Foreclosure: Erosion of the Two-Dismissal Rule - **http://www.wardandsmith.com/articles/protection-for-lenders-foreclosing-on-real-property-collateral**
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Sincerely,
Boyd and Barbara Norton

--
303-674-3009

Recipient of Sierra Club's 2015 Ansel Adams award for Conservation Photography

Boyd Norton Wilderness Photography *"One of the 40 most influential nature photographers from around the globe."* Outdoor Photography Magazine U.K.

My Blog: http://thewildernessphotography.blogspot.com

Co-Founder & Co-Director Serengeti Watch

Charter Fellow: International League of Conservation Photographers & Founding Fellow International League of Conservation Writers

Recent books: ***Serengeti: the Eternal Beginning*** (October 2011, Fulcrum); *"Boyd Norton has captured the magic of this ancient and majestic ecosystem."* Jane Goodall

Conservation Photography Handbook (February 2016; Amherst Media)

Darryl Johnson

From: Boyd Norton <boydn@earthlink.net>
Sent: Friday, July 31, 2015 2:36 PM
To: Bill Leake; Kelly Park; Cindy Riegel; Darryl Johnson; Jason Boal; Paul Wendland
Cc: Al McGlnisky; Lee McGlinsky; Jean Norton
Subject: Jess Horton road developments

We are co-owners, with Al and Lee McGlinsky, of the property (400 acres) bordering on Targhee National Forest and containing the upper Rammel Hollow. We have owned this undeveloped land for almost 50 years. All but 16 acres have been put into a Conservation Easement through the Teton Regional Land Trust as a means of protecting important wildlife migration and aesthetic values of the area.

Last month we learned of the proposed road (Packsaddle Road) that would be near our property. We were extremely shocked when we visited the land last week and saw that the land for the road had actually been bulldozed and went right up to the property boundary with absolutely no buffer between our property line (as determined by the developer's survey) and the road.

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Sincerely,

Boyd and Barbara Norton
303-674-3009

Lee Ann McGlinsky
12713 Memory Lane
Nampa, ID 83686

Dear Chairman Leake,

In the mid 1960s my husband and I bought 400 acres of land in Teton County bordering the Targhee National Forrest. We couldn't afford the price by ourselves so we joined another couple, Boyd and Barbara Norton, to buy the land and place it into a Conservation Easement with the Teton Regional Land Trust. We felt it was vital to preserve this beautiful place for wildlife and prevent it from being developed. When we did this we knew we were making a huge financial sacrifice but it was more important to honor our values about the environment than to make money on this land in the future. Our Conservation Easement protects this land in "perpetuity, forever honored by all heirs and present owners" You won't get this iron-clad promise from a developer.

Now a North Carolina developer, Jesse Horton, threatens this easement and what it represents by buying as much as 7,000 acres of Teton Valley and planning a road enabling massive development bordering our easement. Contrary to Mr. Horton's statements to you, he not only didn't get our agreement to this development but he never even notified us or our co-owners, the Nortons, of this planned road and development. There is even a questionable boundary where Mr. Horton bulldozed a grove of aspen trees and errected an electric fence on what we think is our property, also without notifying us. His proposed 8 acre parking lot will encourage littering and tresspassing across our property to get to the Targhee National Forest and Pack Saddle Lake. Presently people park at the beginning of the Pack Saddle Road and travel up the road, not across our conservation easement.

You only have Mr. Horton's word on what he plans for development in his 7,000 acres along the new road he is making and expects Teton County tax payers to maintain. The current road has been used by all of us for at least 50 years and doesn't need replacing. Everything Mr. Horton proposes will make a huge profit for him. View lot homes (maybe large ranches or summer homes) on a county maintained road will sell for high prices,

Mr. Horton's proposal doesn't conform to the Teton County Comprehensive Plan adopted Dec.13, 2004, which states that "conservation and protection of important plant, fish and wildlife habitats should be encouraged as a matter of public policy". Teton Valley was designated in 2004 as an Important Bird Area by Idaho Fish and Game and the Audubon Society for the essential habitat it provides migratory birds. Encouraging more fencing, residences and destruction of sage brush habitat negatively affects all this. Mr. Horton will certainly benefit, but how does this benefit Teton County tax payers ?

I urge you to reject Mr. Horton's road proposal until you have more time to consider the long term effects on the valley and find out more about Mr. Horton's past business dealings in North Carolina.

Sincerely,

Lee Ann McGlinsky

Dear Teton County Commissioners,

We are sorry not to be able to attend this important public hearing because we now live several hundred miles away in Nampa, Idaho and travel is no longer as easy for us as it was when we were young. For that reason, I wish to make this letter a part of the hearing record. I would also like you to read this aloud to the public attending, the BofCC, and Teton County employees in attendance, again, because I would surely have had the privilege of doing just that if I could have been at this public hearing.

For about 50 years we have co-owned with the Norton family 400 beautiful acres tight to the Targhee national forest. It is our land that is cut by the Packsaddle Lake Road giving the public access to the national forest. We bought the land from Adrian Cook of Tetonia, whose family, we believe, had homesteaded it. For the most part, the privately owned land around us for miles has always been agricultural—no homes, few fences--those mainly for cows. As a result, an abundance of wildlife such as deer and moose breed and call this place home. To name a few who also depend on such habitat, (designated in 2005 as "species of greatest conservation need" by the Idaho Department of Fish and Game and/or as "Sensitive Species" by the USFS) : Brewer's sparrows, Swainson's hawks, northern goshawks, great grey owls, three toed woodpeckers, flagellated owls, are among the species present.

It has always been our family's hope that future generations will have such incredible places to enjoy—they are indeed, increasingly rare. Toward that, we have put Conservation Easements on our 400 acres through the TRLT in Driggs. To us, the significant financial sacrifice required was less important than the opportunity to preserve all this far into the future for all folks to enjoy. We agree with the many who have travelled the world and still claim the beauty, peace and quiet of this Teton Valley is among the finest. Well worth preserving!

It is a fact that the existing Packsaddle and Hoope's Roads have been in use for more than a century, providing access to the privately owned lands, farm fields and the national forests to the west. So clearly, the Mr.

Horton proposal to replace those roads was not one initiated to alleviate a serious problem Teton County had identified as suddenly needing to be solved.

The minutes from the Teton County BOCC meeting on 7/13/2015 state that Mr. Horton claimed the "existing road does not serve the public and isn't good for the property owners". (Historically many would disagree.) Further, the minutes say that Horton "developed a plan which was reviewed by the county's previous engineer, who encouraged them to consider replacing the entire road." (That seems so unlikely: Had he the legal authority to so recommend? Exactly what portion(s) of the existing road(s) is referred to? Has this conversation/ "directive" with the county's previous engineer and Horton been verified? Are we to believe that Horton's motive was to build 10.6 miles of roads *across his property* just to benefit the county?? Or is it to make even more money selling off a variety of pieces of his property on roads he has newly contrived to be designated a "Scenic Pathway"?) It ought to be mentioned that the existing Packsaddle and Hoope's Roads give county users a considerably shorter access to state highway 33 than the pathway Horton has hoped the county would adopt.

Those minutes also report that Horton stated that he had the approval of all adjoining property owners. Blatantly not true! I can name six adjoining property owners who, to this day, have never been consulted, let alone have approved. He's never approached me and others.

The minutes also report flatly that Horton wants *all* his road to become a county responsibility...not just a portion as Commissioner Riegel had suggested. I see no reason why it should be an all or nothing matter. Why? Who benefits, one must properly ask?

Moving to another document regarding this Scenic Pathway idea, it seems to me that in Mr. Johnson's July 9, 2015 memo to the BOCC he has "cherry picked" from the four mentioned Teton County documents and has focussed on providing *access to public lands*. However, those same documents express equal concerns for protecting natural and other resources, for preserving the valley's beauty and for maintaining

the quality of life for the enjoyment of current and future citizens. *All* these purposes must be weighed, balanced...not just access to public lands.

I will close this by saying that so beautiful and rare a place as the Teton Valley needs protections or it will become like too many other once lovely, but now overpopulated places. It is not in the best interest of all Teton County citizens to build or maintain a "scenic pathway"; their views from almost anywhere they reside in the valley are already magnificent! I doubt that many, if any, would drive further west for a better view of the Tetons. There is no county wide clamoring for that...just those of Horton's relatively recent involvement in creating AgRim.LLC and Grandview Ranch LP.

So, please do not ask all the county taxpayers to pay for Mr. Horton's rather obvious gamble at becoming even more wealthy while compromising wildlife and other important values we and future Teton valley folks hold so dear.

Thank you for the service you commissioners and dedicated professionals do on our behalf.

Sincerely,

Alfred M. McGlinsky
12713 Memory Lane
Nampa, ID 83686
208 465 0404

Dear Chairman Leake,

I am very concerned by Jess Horton's plans for the re-development of Packsaddle road and by his plans for wider development in the nearby area.

My parents purchased land in this area than 50 years ago. From the time I was a child, their 400 acres has been cared for and protected by my family and the McGlinskys. Although it would have been profitable for both families to sell or develop it, we all felt that it was far more important to leave this place in its natural state, protected and preserved, and have chosen to put this land into a conservation easement to ensure that it is kept safe for future generations to enjoy.

Jess Horton's proposals are completely at odds with our vision for this area, and placing the road right on the property line puts our land at risk for littering and vandalism, and poses a threat to the wildlife that roam the area.

It is also worrying that he made no effort to contact us about his plans for development, or the fact that he was having the boundary surveyed and has further taken action to begin clearing the land ahead of the consultation process. In light of this, and the many other questionable situations he has involved himself in, one has to wonder about his intent for the area and whether it is in the best interests of the community to allow any of his projects to go forward.

This is a beautiful and scenic place, and it does not need any additional road development. I urge you to stop this road and assist us in preserving this area for the benefit of the whole community, rather than allowing it to go ahead for the enrichment of a single individual.

Thank you for your time.

Kind regards,

Jean Norton
11A Canada Road
Arundel
BN18 9HZ
United Kingdom

2861 W. 4000 N.

Tetonia, ID 83452

Feb.1, 2016

Dear Commissioners and Mr. Johnson,

Thank you for reading my comments. I cannot believe this county is asking the Public Works Director to spend time analyzing how much it will cost the taxpayer to adopt the road Mr. Horton has built. Isn't a better question, of what benefit is it to the taxpayer to adopt this road? Doesn't this county have more deserving and pressing priorities?

Many studies have been done that prove the taxes generated from Mr. Horton's development and others like it will never cover the cost of the services they require. How can you consider adoption, given the condition of the Packsaddle Road itself? Each spring the part of 4000 North beyond 3000 West breaks apart. Each summer the county patches it up, but the problems never get fixed. Each year traffic increases. This is a dangerous road, especially the blind curve inches from the Teton River. The barrow pits are so deep a car can be flipped if one wheel leaves the road. Mr. Horton needs to take care of his road so that the county can focus on maintaining the roads we are already responsible for.

Mr. Horton did not build his road after planning it with county officials. Now we are supposed to spend taxpayer money to assess if it meets county specifications? He is promoting his road as a recreational amenity, to be maintained at the taxpayer's expense. We have skied and biked and walked all over this area for over 40 years. The Transportation Dept. grooms the old road. This area gets lots of use. It is to the taxpayer's advantage to leave the first road as it is; a maintained winter and summer place of access and recreation.

For these reasons we are opposed to the adoption of Mr. Horton's private road. We do not need it and we cannot afford it.

Sincerely,

Barbara Agnew

Barbara and Davie Agnew

Dear Teton County Commissioners
and
Public Works Director

Re: the private road built by developer Jess Horton, east of Packsaddle Road

Under consideration is the possible adoption of that road by Teton County and I want to offer a few thoughts.

First, is cost of maintenance now and in the future. At this time, the county can't very well maintain many of the roads we already have. All you need to do is spend a day driving them to comprehend this.

I spend most of my time on west-side roads, so I'll cite some particulars. The stretches of potholes on 5000 W (Bates/Cedron) were worse than I've ever seen them last summer until given temporary patches. They'll break up again soon, only to need repair again.

Continuing west on Bates past the point at which it turns north at 7000 W the situation is the same.

Then there is 8000 W. It is usually one of the very worst dirt roads I've ever driven on, and I've spent much of my life driving on dirt roads in the West. It is not only infrequently graded, but when it is it's worse, because for some reason what seems to be pit run was used as a topping. Really! The stuff is not only huge, but round so it won't bind together, and of course mostly moves off to the side into the borrow pit. What doesn't move to the side rests on the surface for a while, making the road rough and dangerous. By that I mean when a tire clips one of those tennis ball sized rocks it can and does do real damage. An acquaintance had a new windshield smashed by a passing vehicle. Not a regular rock chip, but like he'd run into an owl at high speed. And neither vehicle was going fast. Similarly, I had one sail past my windshield last summer, narrowly missing. When graded, it's apparently policy to drag all the rocks back up from the borrow pit to the center of the road, along with all the weeds and clumps of dirt. Really odd. It's like driving on a road during construction. I've experienced it on other west side roads too.

Another important point regarding 8000 W is that it isn't plowed in winter, yet it would offer more advantages to more people if it were an all-season county road than the Horton road would.

So the idea of the county adopting yet another road it can't well maintain seems like a non-starter. The county won't be able to maintain it decently and if it were to do so, from where would the money come? We can't even spend money that we should on schools.

And I've only considered summer use. Now, the county doesn't have to plow it in winter. If adopted, the county will have to plow it.

Talk about a budget breaker.

Then, there would be the loss of Packsaddle hill for recreation. Now, the hill is one of the few really good places for free recreation in the winter. As a sledding hill, it is simply great, by far the best we have and many people use it. Go out there when kids are sledding and you hear them yelling and giggling like kids in a swimming pool. And this includes many adults, myself and family included.

The same holds for snowmobilers, and there was a large sled dog event held up there too, both groups spending money in the valley.

So the situation is only positive as-is. The county has little financial obligation and it benefits free recreation for the tax payers.

If Mr. Horton has seen fit to build a nice road for people who will buy parcels on his property, good for him and them. It will be a, or like, any other gated subdivision. And the very few property owners who would benefit if the county were to take over the road may be able to make private arrangements with Horton to use it, as it appears one has already done by plowing it.

It would seem to be a huge waste of money and effort for Teton County to adopt this road.

Sincerely,

Clint Grosse
P.O. Box 1320
Driggs, ID 83422
Phone: Home 208-787-2882
Cell 208-201-4949
Email: access@silverstar.com