



CHARRETTE SUMMARY REPORT

TETON VALLEY

VICTOR AND DRIGGS, IDAHO

DRAFT NOVEMBER 05, 2013

CONTENTS

PROJECT OVERVIEW..... 1

Introduction
Victor and Driggs

PREVIOUS PLANNING EFFORTS..... 3

Comprehensive Planning
Smart Growth Assistance
Envision Victor
Reset Housing Study

PUBLIC OUTREACH..... 4

Charrette Events
Walking Tour
Hands-on Design Session
Open Design Studio
Mid-Week Open House
Work-in Progress Presentation

CHARACTER AREAS..... 11

Parks and Open Space
Civic and Public
Estate Residential
Small Lot Single-Family
Mixed Residential
Live/Work
Neighborhood Mixed Use
Neighborhood Center
Mixed Use Core
Gateway Commercial
Industrial Mixed Use
Mobility

BLOCK STUDIES 25

Victor Block Study
Driggs Block Study
Victor Visualization: Depot Way
Driggs Visualization: Depot Street

COMMUNITY FIRST STEPS..... 32

Act Incrementally

THE PROJECT IS FUNDED IN PART THROUGH THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT'S SUSTAINABILITY CHALLENGE GRANT PROGRAM, AN INITIATIVE OF THE PARTNERSHIP FOR SUSTAINABILITY COMMUNITIES.

MIXED USE CORE

INTENT. "Main Street" -- the most highly walkable area. Buildings pulled up to the street.

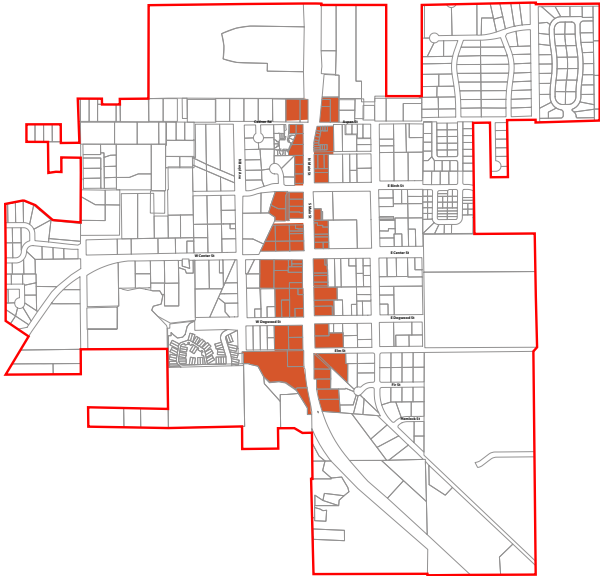
TYPICAL FORM. Commercial form in a "street wall" pattern of touching buildings located just behind the sidewalk.

BUILDING TYPE. Shopfront mixed use.

HEIGHT. 1 to 3 stories.

USE. Retail and other active uses on the ground floor, office or residential in upper stories.

VICTOR



DRIGGS



GATEWAY COMMERCIAL

INTENT. Auto-oriented commercial gateway to the Downtown, located adjacent to highways with higher speeds than Downtown. Internally walkable. Buildings often set back from the street, heavily landscaped. Largest individual buildings.

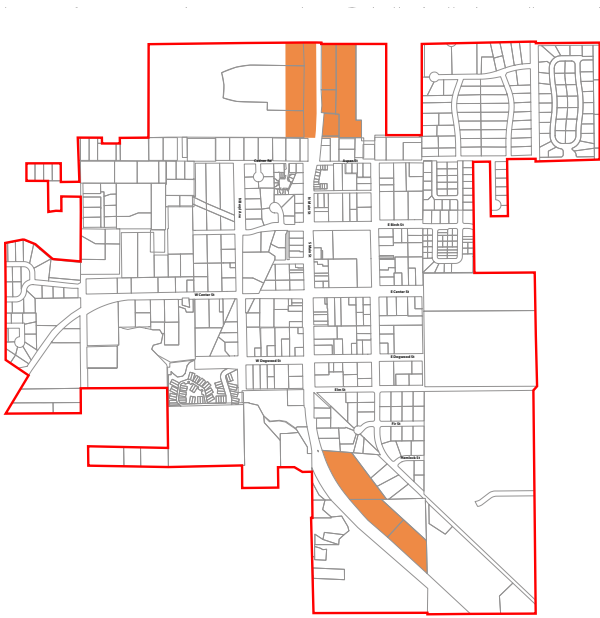
TYPICAL FORM. Commercial form with tall ground floor. May include outparcels.

BUILDING TYPE. Single-story shopfront, mixed use shopfront.

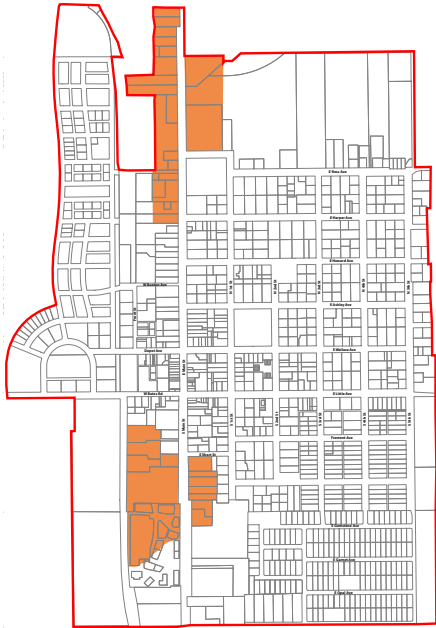
HEIGHT. 1 to 3 stories.

USE. Retail, commercial, office

VICTOR



DRIGGS



INDUSTRIAL MIXED USE

INTENT. Land intensive uses that provide service to the local community or help service outlying residents or businesses, or provide for manufacturing.

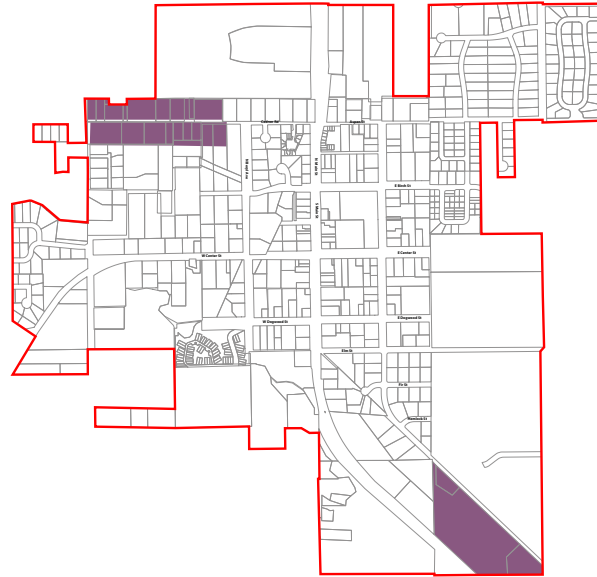
TYPICAL FORM. Industrial and warehouse form. May include outdoor storage yards. Industrial building materials (metal buildings) are common.

BUILDING TYPE. Industrial.

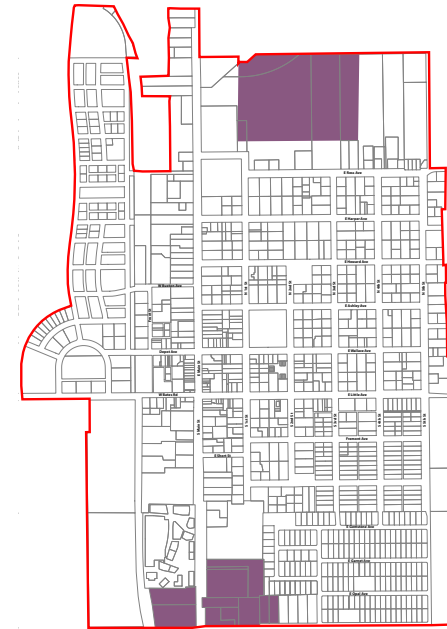
HEIGHT. 1 to 3 stories.

USE. Industrial, manufacturing.

VICTOR



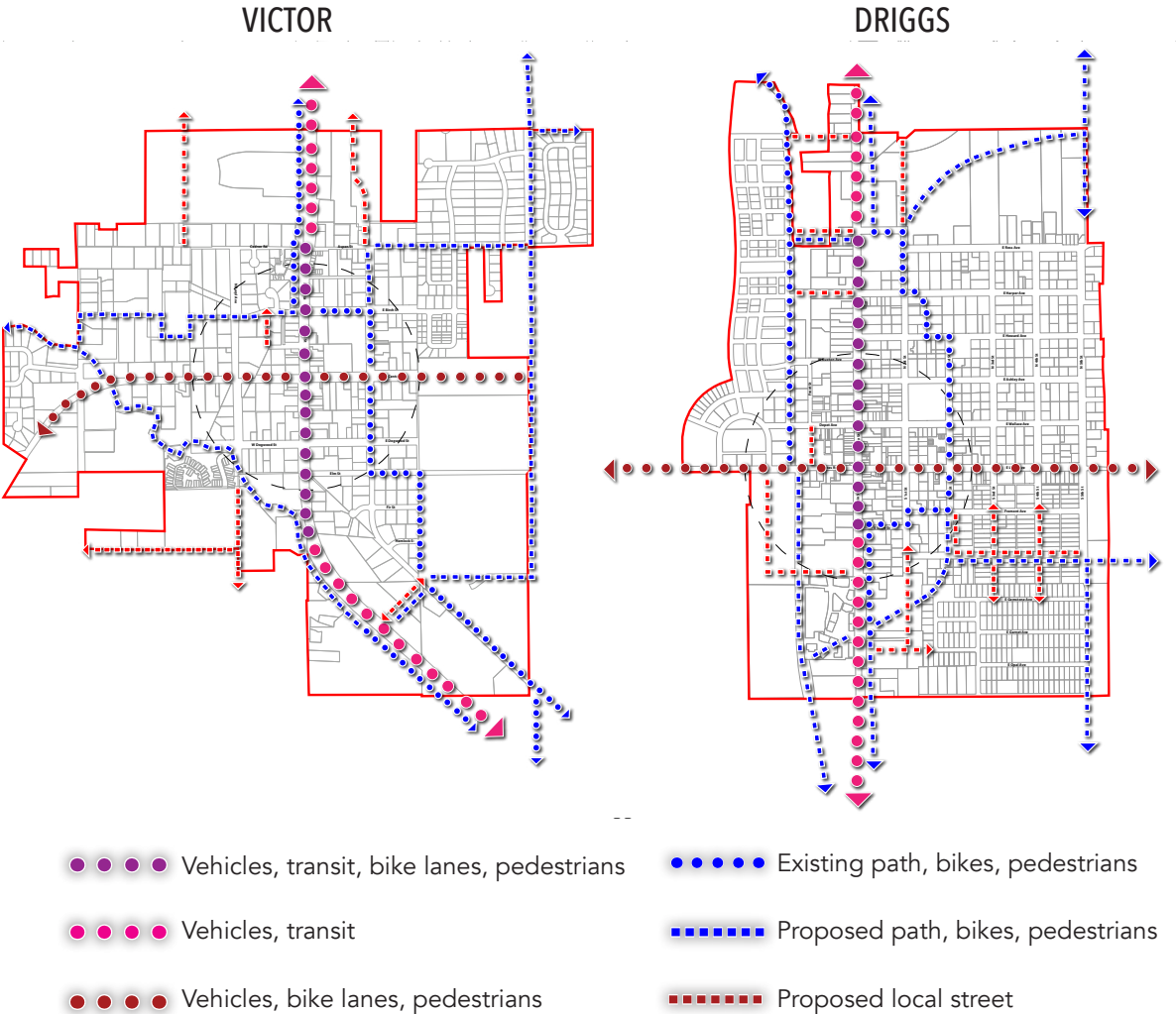
DRIGGS



MOBILITY

The following mobility and connectivity recommendations are geared toward providing a balanced, multi-modal and interconnected network that not only provides access for motor vehicles, but also supports walking and biking as viable modes of travel choice. The principles adhered to are summarized as follows:

- » Provide roadway facilities that are complete and where feasible accommodate all modes of travel;
- » Enhance the walkability and bikeability of each Downtown and the surrounding neighborhoods;
- » Provide definitive multi-purpose trail connections that where possible provide access to existing natural areas; and
- » Use street designs that are transit-ready.



BLOCK STUDIES

To test the application of the character areas, the charrette team selected key areas within each downtown to prepare illustrative block studies.

Each illustrative presents one scenario on how redevelopment may occur. It is important to note that the individual buildings shown are less important than consistent implementation of the character and form recommendations associated with each scenario. In preparing each illustrative, some assumptions about potential intensity were made, including assumptions about future parking demand. One initial assumption is that many of the buildings will contain a mix of uses. Mixing uses provides an opportunity to share parking, and therefore reduces the total number

of spaces needed. The illustrative assumes that vertically mixed use—with careful selection of uses for maximum shared parking opportunities—yields the highest building square footage on each site.

The designers assumed parking ratios vary based on the specific use mix, but about 5 spaces per 1,000 square feet of gross floor area for retail and restaurants was assumed. A ratio of 2 parking spaces plus visitor parking (if possible, on the street) is assumed for each residential unit.



VICTOR BLOCK STUDY



- Existing Building
- Single-Family
- Two-Family
- Cottage Court
- Townhouse
- Multi-Family
- Mixed Use
- Plaza
- Park
- Open Space
- Parking

- A** Cottage courts provide an option for smaller lot single-family within close proximity of Downtown. Cottage courts are smaller homes (typical less than 1,000 square feet) that are purchased fee-simple and arranged around a common courtyard.
- B** Historic Train Depot restored into interpretive visitors center with historical information, picnic facilities and green space. In addition, Depot Way is extended to Birch Street to allow for improved connectivity (see also page 30).
- C** 2 to 3-story multi-family fronts Center Street. Provides a higher density housing option for Victor residents, helps to support Downtown businesses.
- D** 2 to 3-story mixed use buildings with ground floor retail and offices or apartments above fill in gaps along Main Street. Streets and sidewalks edged with buildings help improve the pedestrian environment. Median installed down Main Street and planted with trees helps to reduce the perceived width of the street as well as helping to calm traffic.
- E** Proposed alleys/loading zones behind Main Street businesses helpful for avoiding future issues with loading and unloading of a food and merchandise. A new network of alleys and service drives breaks up the super-block allowing for improved bike, pedestrian and vehicular connectivity as well as improved access for future development types and housing options.
- F** A shared green space helps provide a buffer between lower and higher intensity uses as well as creating a new shared public space for Downtown residents and visitors.
- G** Smaller lot residential (6,000 square foot) and townhouses provides yet an option for higher intensity single-family within walking distance of Downtown.
- H** Small-lot single-family and cottage courts can be incrementally developed around existing housing (see also page 33).



VICTOR'S HISTORIC TRAIN DEPOT IN 1913



THE TRAIN DEPOT TODAY



A RESTORED TRAIN DEPOT & INTERPRETIVE CENTER IN TOMBALL, TEXAS.



A RESTORED TRAIN DEPOT IN EUGENE, OREGON



MIXED USE ON MAIN STREET



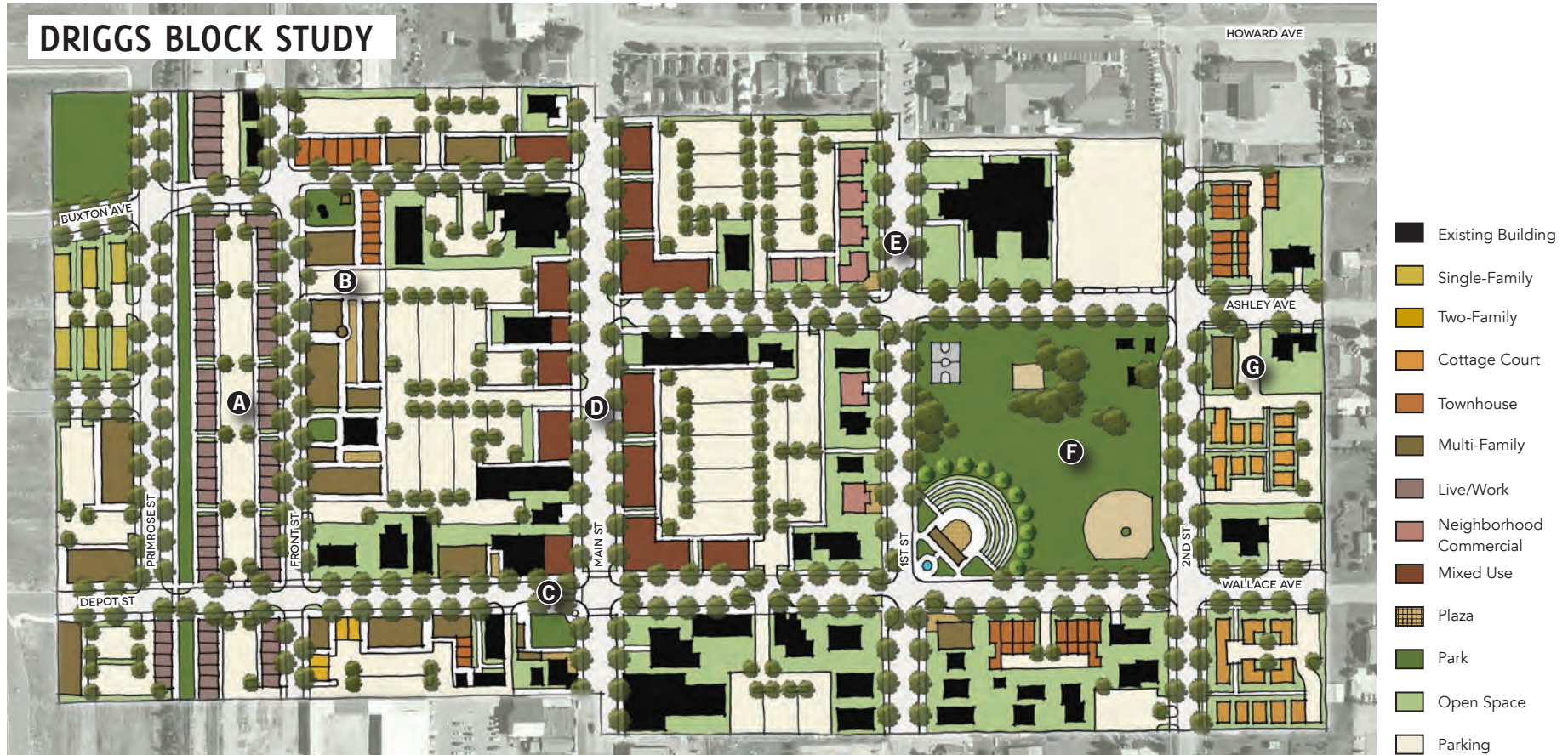
A PARK SURROUNDED BY MIXED DENSITY RESIDENTIAL



COTTAGE COURTS AND TOWNHOUSES PROVIDE AN OPTION FOR HIGHER INTENSITY SINGLE-FAMILY WITHIN WALKING DISTANCE OF DOWNTOWN.



DRIGGS BLOCK STUDY



A Live/work units create an alternative housing option, capitalizing on the existing industrial zoning, offering workspace or artist studios for local residents.

B Townhouses and small apartments provide an option for higher intensity residential within walking distance of Downtown, helps to support local businesses.

C Open space next to Teton Valley Creamery formalized and improved. Pop-up uses added to help active the space (see also page 31).

D 2 to 3-story mixed use buildings with ground floor retail and offices or apartments front Main Street.

E Neighborhood serving commercial uses added, with the look and feel of Little Ave.

F Existing park renovated and improved with a new amphitheater to accommodate larger community events.

G Higher intensity residential options added to enclose the park, creates a definitive border and helps create a sense of place around the park.



LIVE/WORK UNITS CREATE AN ALTERNATIVE HOUSING OPTION THAT WOULD ALLOW LOCAL RESIDENTS TO LIVE AND WORK IN THE SAME PHYSICAL SPACE.



SHIPPING CONTAINERS CAN BE RE-PURPOSED TO HELP ACTIVATE DEAD SPACES.



HIGHER INTENSITY RESIDENTIAL WILL HELP SUPPORT DOWNTOWN BUSINESSES



AN AMPHITHEATER COULD BE ADDED TO CITY PARK AND COULD BE USED TO ACCOMMODATE LARGER COMMUNITY EVENTS.



VICTOR VISUALIZATION: DEPOT WAY



Existing Conditions. Looking west down Depot Way towards the train depot.

The image above shows how Depot Way could be transformed overtime.

- ① Sidewalk, street lights, bike racks, benches and trees are installed.
- ② Formalized on-street parking provided.
- ③ A formal park with a bell tower added to complement the train depot.
- ④ As a result of the public investment, the private market place responds with shops and restaurants that active and enliven the street.

DRIGGS VISUALIZATION: DEPOT STREET



Existing Conditions. Looking south across down Depot Street towards the Teton Valley Creamery.

The image above shows how the space adjacent to Teton Valley Creamery could be transformed to a more functional space.

- 1 Sidewalks, street lights, trees replace informal off-street parking area.
- 2 Existing open area improved. Edge of park delineated with formal seating and planting areas.
- 3 Semi-permanent uses in shipping containers re-purposed to help active the space.
- 4 Outdoor dining provided for patrons to sit and enjoy the newly renovated space.

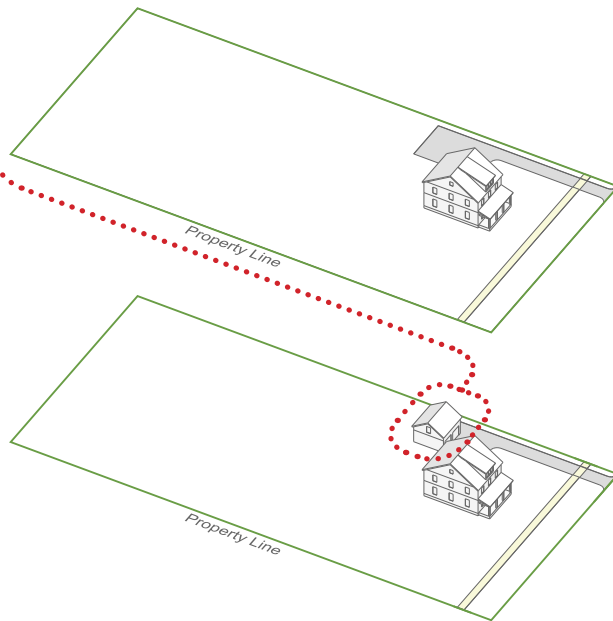
COMMUNITY FIRST STEPS

ACT INCREMENTALLY

Property owners do not have to wait for housing developers to come to the region. Local property owners can spearhead small scale development by slowly subdividing and building out their property.

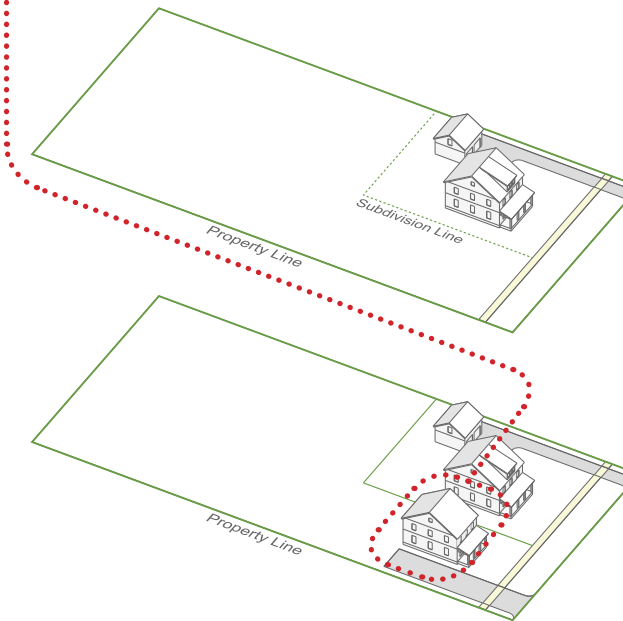
Accessory Dwelling

Adding a smaller detached accessory dwelling unit (less than 500 square feet) to the rear of your house is any easy way to add rental income to your property or to add a space for an aging parent. Accessory dwelling units can be located on the ground as a separate detached unit or can be located on top of a garage on smaller lots.



New House

On a property with a large enough lot, the lot could be subdivided to add an additional house. This house could be rented out to provide additional income or could be sold off to another home owner.



Cottage Court

An existing lot can be further subdivided to provide for additional housing options, such as a cottage courts. Units can be constructed fee-simple so they could be sold individually or units could be rented to residents or seasonal visitors.

