



# User Guide

## Districts 3 - 6 Zoning Update and Parking Study



3/16/18

### Introduction

This Review Draft contains a summary of the proposed new zoning districts for Character Districts 3 - 6 in the Town of Jackson. For a complete understanding of all the proposed changes it should be read in concert with the other release documents, especially the proposed zoning map and proposed new zoning districts (see attachments). However, this document provides a quick and more general understanding of how and where the current zones are proposed for change. More specifically, this document includes the following four components:

- Summary table of key changes to the current zones;
- Summary table of eight proposed new zones;
- Discussion of key issues;
- Comparison of existing and proposed zoning for each subarea in Districts 3 - 6.

The LDR changes proposed in this draft are not presented in final (codified) form because the public process will likely change some aspects of the proposed draft. A final version will be provided at a later date this spring.

It is important to note that changes proposed in this document are based on the direction provided to staff by the Council on December, 18, 2017 as outlined in the "Final Policy Direction" document.

- 1. What portion of the additional 1,800 dwelling units should be transferred from the Rural areas of the County into Town? [These units would be in addition to what is allowed by current zoning.]?**
- 2. What type of residential density is preferred? Where should residential density be located?**
- 3. How should residential buildout potential be calculated and monitored?**
- 4. How much of the additional density should be tied to requirements or incentives for workforce and/or deed-restricted housing?**
- 5. Should the amount of commercial development potential in Town be reduced? If so, how?**
- 6. What types of development should be subject to architectural design standards?**
- 7. What type of pedestrian improvements, if any, should be required for new development?**
- 8. Should the Town strive to increase connectivity for all modes of travel by trying to encourage or require that all blocks be more similar in size to those downtown?**

The Council's direction for zoning and parking were based on extensive public input from open houses, on-line surveys, public hearings, and other comments that took place over the previous six months. It was also informed by the hard work and recommendations from the Town Planning Commission, as well as from technical assistance from our zoning consultants Code Studio and our transportation consultant Kimley Horn. Staff has worked to integrate all of this input into this draft LDR update for the community's and Council's final review.

The primary goals of the proposed LDR update are:

- **Workforce housing:** Find Transitional locations to provide up to 1,800 additional residential units in Town to help meet our community's goal of housing 65% of the workforce locally. The community's overall residential buildout, however, will stay the same even if all these units are built because they were transferred from a recent downzone of the County's Rural lands. Stable subareas will be protected.

Equally important as the goal of creating workforce housing is the goal of protecting our Stable neighborhoods from additional density and other changes inconsistent with the unique character. This draft is intended to meet this goal as well.

- **Parking:** Improve parking standards where possible and to identify broader parking policy strategies for future implementation. Parking changes at this point are modest in District 3 – 6 because the Council’s direction was generally to require new parking to be ample and provided on-site by the landowner.

For a list of all documents, meetings, and workshops for the Districts 3- 6 and Town Parking update, please visit <http://www.tetoncountwy.gov/562/Long-Range-Planning-Department>.

## Summary of Proposed Changes to Current Zones

The summary table below summarizes the major changes made to the existing zones. This provides a quick guide to the proposed changes (and non-changes) that might be of most interest to landowners and neighbors. Please be aware, however, that while most properties will be rezoned as presented in the table, some properties may be rezoned to another zone due to unique circumstances. Thus, those who want to make sure that they understand which new rules are proposed for a particular property should consult the proposed new zoning map (full map attached) or the subarea maps provided later in this document which may also be easier to use.

SUMMARY OF KEY CHANGES TO EXISTING ZONES (Districts 3 – 6)	
<b>S</b>	<b>Suburban (S) (Stable):</b> S properties in the Stable subareas were generally converted to the Neighborhood Low Density – 1 (NL-1) zone which keeps everything essentially the same with the one major exception that it reduces the minimum lot size from 12,000 sf to 43,560 sf (1 acre). This was done to help protect existing development character and increase wildlife permeability as set out in the Comprehensive Plan. The height for flat roofed houses was reduced from 30’ to 26’ as well.
<b>NC</b>	<ul style="list-style-type: none"> <li>• <b>Neighborhood Conservation (NC) (Stable):</b> NC properties in the Stable subareas were kept essentially the same but were converted into two different zones as follows: Current NC properties without alleys will continue to be allowed one ARU and zoned Neighborhood Low Density – 2 (NL-2), while those with alleys will continue to be allowed up to two ARUs and zoned NL-3. A change is that properties with alleys must now take access from alley, not from the main street. In addition, the height for flat roofed houses was reduced from 30’ to 26’. The NC Stable neighborhood in Hidden Ranch Loop was converted to Neighborhood Low Density – 1 (NL-1), which is the replacement zone for the Suburban (S) zone.</li> <li>• <b>Neighborhood Conservation (NC) (Transitional):</b> NC properties in the Transitional subareas (i.e., north and east of Rodeo grounds) were converted to the Neighborhood High Density – 1 (NH-1) zone that has a minimum density of three units and allows up to large apartment buildings to create workforce housing. The NH-1 was chosen partly because some of these NC properties are located close to CR-2 zoning (which allows taller buildings and more intense uses) and so will serve as a transition zone to less dense residential zoning, such as the new NM-2. The proposed building types were previously allowed only by the Planned Unit Developments (PUD), which is proposed to be deleted from the LDRs until a suitable replacement can be created. The height was increased from 30’ (2 stories) to 35’ - 39’ (3 stories) and the FAR remains at .40.</li> </ul>

## SUMMARY OF KEY CHANGES TO EXISTING ZONES (Districts 3 – 6)

<b>NC-2</b>	<b>Neighborhood Conservation -2 (NC-2) (Stable):</b> NC-2 properties in the Stable subareas were kept essentially the same but were converted to the Neighborhood Medium Density – 1 (NM-1) zone that will provide added flexibility to allow duplexes or two detached single-family homes on their own lots. The proposed approach will also avoid the awkward detached townhouse plat that creates a common lot and HOA situation by allowing a 7,500 sf lot to be split into two 3,750 lots, each with one SF detached home and one ARU. Duplexes are still allowed under either single or separate ownership. The height for flat roofed houses was reduced from 30' to 26'.
<b>AR</b>	<ul style="list-style-type: none"> <li>• <b>Auto-Urban Residential (AR) (Stable):</b> AR properties in the Stable subareas were kept essentially the same but were converted into the Neighborhood Low Density – 4 (NL-4) zone that allows more flexibility by allowing 3 units in any form (attached or detached) instead of just one SF detached with 2 ARUs. The intent is to offer more workforce housing options. All units must still stay under single ownership (i.e., no condos). Height has been increased from 26' to 30' for steep pitched roofs, FAR has been increased from .35 to .40 for three units, and LSR has been reduced from .45 to .37 for three units.</li> <li>• <b>Auto-Urban Residential (AR) (Transitional):</b> AR properties in the Transitional subareas were converted into either the Neighborhood Medium Density – 2 (NM-2) or Neighborhood High Density – 1 (NH-1) zones depending on how much additional density is appropriate for increased workforce housing in that location. The new zones allow a range of multi-family development types (e.g., apartments, condos, townhomes) that were previously allowed only by the Planned Unit Development (PUD), which is proposed to be deleted from the LDRs until a suitable replacement can be created. <ul style="list-style-type: none"> <li>○ In addition, AR properties currently in the Office Overlay (near the intersection of Snow King Ave and Glenwood Street) will be converted to the Office Residential (OR) zone, which is an existing zone.</li> </ul> </li> </ul>
<b>UR</b>	<b>Urban Residential (UR) (Transitional):</b> UR properties in the Transitional subareas (which are often a UR-PUD) were converted mostly to Neighborhood High Density – 1 (NH-1), with fewer to Neighborhood Medium Density – 2 (NM-2), that both allow higher densities to create workforce housing. The new zones allow a range of multi-family development density that were previously allowed only by the Planned Unit Development (PUD) which is proposed to be deleted from the LDRs until a suitable replacement can be created. Most of the UR PUDs are well-established and are not likely to redevelop in decades.
<b>BC</b>	<b>Business Conservation (BC) (Transitional):</b> BC properties in the Transitional subareas were converted into the Neighborhood High Density – 1 (NH-1) zone that has a minimum density of three units and allows up to large apartment buildings to create workforce housing. This zoning seems appropriate because BC zoning is currently located adjacent to the commercial zoning of CR-1 that allows larger buildings and more intense uses. The height was increased from 26' (2 stories) to 35' - 39' (3 stories) and the FAR was increased from .30/.35 to .40.
<b>RB</b>	<b>Residential Business (RB) (Transitional):</b> RB properties in the Transitional subareas were converted into the existing Commercial Residential -2 (CR-2) zone that increases the FAR from .32 to .46 and increases the height from 30' (2 stories) to 42' – 46' (3 stories). This would also allow a broader set of commercial uses.
<b>BP-R</b>	<b>Business Park – Restricted (BP-R) (Transitional):</b> BP-R properties in the Transitional subareas that front Hwy 89 near the Whole Grocer were converted into a new commercial zone called Commercial Residential - 3 (CR-3). This zone is very similar to the existing CR-2 zone but it has a .40 FAR instead of a .46 FAR. This rezone would slightly decrease the FAR from .41 to .40 but would

## SUMMARY OF KEY CHANGES TO EXISTING ZONES (Districts 3 – 6)

	increase the height from 35' (2 stories) to 42' – 46' (3 stories). The CR-3 would also streamline the approval process for many commercial uses by requiring only a Basic Use Permit instead of a Conditional Use Permit.
<b>MHP</b>	<b>Mobile Home Park (MHP) (Stable and Transitional):</b> The three mobile home parks in Districts 3 - 6 are all proposed to be converted to a new zone. The one located at 750 Cache Creek Drive would be rezoned to Neighborhood Low Density – 2 (NL-2); and the ones located at 160 E. Karns and 555 N. Cache would be rezoned to Neighborhood High Density – 1 (NH-1). These new zones would provide development standards if the parks redevelop. This approach would also eliminate the MHP zone from the LDRs. Staff recommends doing this for now with the idea that the Council and community should have a future discussion to address what role, if any, mobile homes (and tiny homes on wheels) should play in meeting our workforce housing goals.
<b>AC</b>	<b>Auto-Urban Commercial (AC) (Transitional):</b> AC properties in the Transitional subareas that front both sides of the Highway 89 from the Flat Creek bridge on the north to High School Road on the south (and along Hwy 22) were converted into the a new commercial zone called Commercial Residential - 3 (CR-3). This zone is very similar to the existing CR-2 zone but has a .40 FAR instead of a .46 FAR. Thus, this rezone would allow a .40 FAR for all uses which would replace an FAR range of .25 - .40. It would also increase the height from 35' (2 stories) to 42' – 46' (3 stories). The other main change would be the properties on the east side of Hwy 89 between South Park Loop Road and High School Road are proposed to now allow "Heavy Retail/Service" and Light industrial" uses (same as for BP-R). One important issue that requires additional analysis is whether the existing building frontage requirements in the CR-2 should be carried over to the CR-3 given that these building frontages were designed more for an urban lot and block context than a strip highway context. Staff will continue to work with Code Studio to develop some site and building design guidelines that are appropriate for the highway corridor, if deemed necessary.
<b>PUD</b>	<b>Planned Unit Development (PUDs):</b> Existing older PUDs that still have underlying zoning (e.g., Rural, NC, etc.) were converted to a new zone, usually NE-1. The new zoning will not impact the existing PUD Master Plan in any way nor make any development nonconforming. It will simply provide "gap filler" standards when the Master Plan or PUD fails to do so (something that happens already with existing zoning) and/or provide base zoning if the PUD expires due to redevelopment.

## Summary of Proposed New Zones

The summary table below presents the proposed eight (7 residential, 1 mixed-use) new zones for Districts 3 – 6. It includes the key development standards of each proposed new zone to allow easy comparison across all of the zones. It also provides a quick reference to which current zones the new proposed zone would replace. This table is essentially the mirror image of the table above. The intent is to provide similar information from two perspectives to make the information more accessible to all readers.

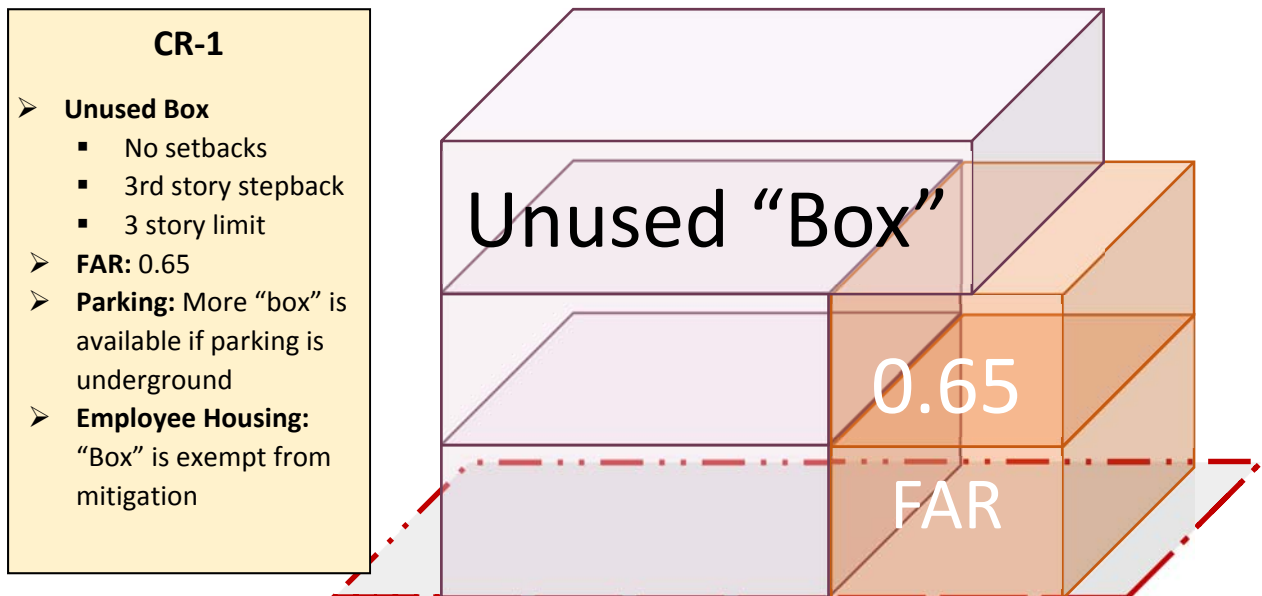
Proposed New Zones - Summary					
New Zone	Major Standards			Zone(s) Replaced	Comments
	FAR	LSR	Height		
<b>Neighborhood Low Density - 1 (NL-1)</b>	.30	.60	26' – 30'	S (S)	Minimum lot size increased from 12,000 sf to 43,560 sf (1 acre); lowered height for flat roofs from 28' to 26'.
<b>Neighborhood Low Density - 2 (NL-2)</b>	.40	.45	26' – 30'	NC (S)	Lowered height for flat roofs from 30' to 26'.
<b>Neighborhood Low Density - 3 (NL-3)</b>	.40	.45	26' – 30'	NC (S)	Lowered height for flat roofs from 30' to 26'; access from alley required if present.
<b>Neighborhood Low Density - 4 (NL-4)</b>	.30 - .40	.38 - .45	26' – 30'	AR (S)	Allows 3 units in any configuration (attached or detached). ARUs would be converted to 'apartments' with workforce rental requirement; Small increase in FAR and decrease in LSR. Still single ownership.
<b>Neighborhood Medium Density - 1 (NM-1)</b>	.30 - .40	.40 - .50	26' – 30'	NC-2 (S)	Allows two SF units and with one ARU each in any lot configuration (attached or detached). Allows two 3,750 sf lots or one 7,500 sf lot. Lowered height for flat roofs from 30' to 26'.
<b>Neighborhood Medium Density – 2 (NM-2)</b>	.30 - .40	.35 - .45	35' – 39'	AR (T)/NC (T)	Allows SF detached units up to 8-unit apt building and 3 stories. The 2:1 workforce housing FAR bonus is allowed.
<b>Neighborhood High Density - 1 (NH-1)</b>	.40	.30 - 40	35' – 39'	NC (T) /BC (T) /AR (T)	Allows a minimum of 3 units (detached or attached) up to the maximum units allowed by FAR and 3 stories. The 2:1 workforce housing FAR bonus is allowed.
<b>Commercial Residential - 3 (CR-3)</b>	.40	.10	42' – 46'	AC (T)	Increases FAR from a range of .25 - .46 (depending on use) to .40 for all uses.
(S) = Stable (T) = Transitional					
Adoption of the 7 new residential zones and one new mixed-use zone (CR-3) will result in the deletion from the LDRs of the following 10 current zones: S, NC; NC-2; UR; AR; RB; BC; BP-R; MHP, and AC.					

## Key Issues

In addition to the changes included in the tables above, staff wanted to clarify and provide additional context regarding a variety of important topics related to the Districts 3- 6 update. Some of the information below relates back to the 8 policy questions that were posed to the public and Council which resulted in the Final

Policy Direction document on December 18, 2017 which can be found at <https://www.tetoncountywy.gov/DocumentCenter/View/5440>.

- Restrictions on the 1,800 (or less) additional housing units (Policy Question #4): As part of the Districts 3 – 6 process, Staff asked the public and Council about what kinds of workforce restrictions, if any, should be placed on the 1,800 additional units. We got a range of answers from all should be deed-restricted to none of them should be restricted, meaning that the answer is probably somewhere in the middle. The Council wanted staff to provide them with an option designed to help achieve the 65% local workforce housing goal. Staff’s recommendation is to apply the existing 2:1 workforce FAR bonus tool in Sec. 7.8.4 to the approximately 1,800 additional units. As a refresher, this tool was adopted with District 2 so it has been in use for little more than a year. While it has not been used much yet, staff still believes that it can be an effective incentive to create workforce housing without any public subsidy but we are open to discussing whether the option should be modified for the needs of Districts 3 – 6. In summary, it allows landowners to exceed a property’s base FAR with the voluntary option to build 2 sf of additional market housing for every 1 sf of additional deed-restricted (local employee) housing they build. This 2:1 bonus was added to the proposed Neighborhood Medium Density - 2 (NM-2), Neighborhood High Density -1 (NH-1), and Commercial Residential – 3 (CR-3) zones. The total amount of additional housing allowed under this option is not limited by a predetermined cap or FAR limit but by the size of the unused ‘box’ that can be built according to the zone’s base development standards (e.g., height, setbacks, parking, etc.). Please see the below diagram from a District 2 memo to help explain this concept.



Units built with the 2:1 bonus are exempt from FAR. This tool largely replaces the need for a PUD in the residential zones. Also, as a reminder, all units constructed using this bonus are only counted against the buildout when the units are actually built. Thus, we do not estimate the “maximum development potential” of the bonus spread across all applicable properties as we do with base zoning/FAR. Finally, it is important to note that this 2:1 bonus tool may need to be reevaluated depending on the results of the joint Town/County **Housing Mitigation LDR Update**. The goal of the 2:1 incentive will be to encourage housing development types that will not be targeted by the new affordable housing mitigation requirements.

- Residential Buildout (Policy Question #3): Based on the proposed zoning map, the number of additional units allowed by all the new base zoning should be approximately zero units. All of these units would be located in the NM-2 and NH-1 zones. The remainder of the 1,800 units (if desired) would be constructed primarily through the 2:1 Workforce Housing Bonus FAR tool proposed to be allowed in the NM-2, NH-1, and CR-3 zones only. Bonus units would be counted on an annual basis as they are built through the annual Indicator Report (NOTE: ARUs in the NL-1, ML-2, and NL-3 zones will also be counted against the same 1,800 maximum). When the total number of additional units reaches 1,800 units, the workforce bonus will be deleted from all zones in the Town. This will ensure that the proposed zoning will not add any more units to the community (Town and County combined) than is currently outlined in the Comprehensive Plan. It should be noted that the Council has not yet decided exactly how many of the 1,800 units they support adding to Town. Instead they provided general direction to staff on where additional units should be located and then wanted staff to estimate how many actual units their direction would likely create before making a final decision through the current process (Policy Question #1). It should also be noted that there is a significant decrease in residential potential in the conversion of the existing Suburban zone to NL-1 due to the decrease in the minimum lot size from 12,000 sf to 43,560 sf (1 acre).
- Commercial Buildout (Policy Question #3 & #5): Based on the proposed zoning map, commercial development potential from base zoning would increase by approximately 35,000 sf compared to existing zoning. This is primary due to the conversion of existing AC zoning to the new CR-3 which increases FAR from a range of .25 - .46 to .40. The CR-3 FAR was simplified to a single FAR to treat all uses equally. This was the same general change that was made recently in District 2 when the AC was converted to CR-2. In addition, applying the Office Residential (OR) zone to properties within the current Office Use Overlay increased office potential to a measurable but much smaller degree. The addition of approximately 35,000 sf compared to the community's overall buildout of over 14 million sf of commercial potential is a relatively small change and considered by staff to be within the acceptable range of not adding significantly to the community's commercial buildout.
- Parking Update: The Council's general direction on parking in residential areas was to make sure that parking was provided on-site, paid for by the developer, and did not spill out into adjacent properties or neighborhoods. The Council did not support allowing winter overnight on-street parking at this time. The result is that the proposed residential parking standards in Districts 3 - 6 are largely the same as the current standards, with the exception that staff updated the parking standards for apartments, condos, and townhomes to match the recently updated standards in District 2. Staff is willing to discuss additional parking changes as this process continues. In the commercial highway corridor, the Council's direction was to explore how to better use the large, existing commercial parking lots as shared parking for surrounding residential areas, as regional park 'n rides for the valley's transit system, and as opportunities for public-private partnerships to develop shared parking facilities and possibly structures. Staff has not proposed changes in this draft to enact this direction because these topics will be addressed in more detail as part of the final phase of the Parking Study (part of the 2019 Work Plan) that will focus on regional parking and transit strategies, including the role that the commercial properties along the Hwy 89 corridor may play.



- Planned Unit Developments (PUDs): PUDs have been deleted from all District 3 – 6 zones. The plan is to temporarily suspend the PUD and replace it in the near future (i.e., perhaps in the fall LDR cleanup) with a ‘Workforce Housing PUD’ that directly targets housing for local workers. The primary purpose of the PUD tool has been to allow greater flexibility in setbacks, higher densities, taller buildings, and the option to include apartments and condominium/townhouse units (ownership units) in zones where these were not allowed (e.g., AR). While helpful in some cases to create workforce housing, PUDs create project-specific development standards that are confusing to administer over the long term and they reduce predictability by allowing increased density in otherwise single family neighborhoods. To address these issues, this draft incorporates many of the development opportunities of PUDs into the new Neighborhood Medium Density - 2 (NM-2) and Neighborhood High Density -1 (NH-1) zones with the intent of encouraging workforce housing. The biggest change probably happens in the AR zone where the replacement zone (i.e., Neighborhood Medium Density - 4) no longer includes a density option above base zoning or a method to allow ownership units (i.e., condos). This would affect only those who currently own three or more contiguous AR town lots (22,500 sf), which is the minimum site area for an AR PUD. One benefit of this change will be to shift density away from AR Stable neighborhoods toward Transitional neighborhoods, which is consistent with the Comprehensive Plan. Thus, while ownership opportunities will be reduced in the AR Stable areas, they will be replaced by the same, if not better, opportunities in areas more appropriate for additional density.
- Sidewalks (Policy Question #7): Public comment strongly supported increasing sidewalks in locations throughout Town, while also acknowledging that sidewalks may not be appropriate in all neighborhoods either due to lack of need or concerns about character. Staff acknowledges that the Town does not currently have a clear policy on what types of projects (i.e., how big) should trigger a sidewalk requirement and where sidewalks should be required in the first place. Staff would like to work with the Public Works Department, who is generally in charge of sidewalk improvements in the town, and Pathways Director to develop a more clear policy on sidewalk requirements. This is a complex topic and not one the Council has yet addressed directly. Factors that should be considered include public safety, identification of key pedestrian corridors, future development patterns, and connections to major population areas or community amenities (parks, transit stops, etc.). As the Districts 3- 6 process moves forward, staff will continue to consider how sidewalk standards might impact development but we recommend that any community-wide effort to address sidewalks be addressed in the future in a separate effort as part of the annual Work Plan.
- Form-based Frontages: The form-based standards in Sec. 2.2.1 (i.e., building frontages, pedestrian frontages, and parking types) are not included in the proposed new residential zones for Districts 3 - 6. This is because these form-based standards are designed mostly for an urban, commercial and mixed-use context, such as the downtown core area. They do not work well and are unnecessary for most residential neighborhood development types and so have not been used for the new line up of ‘Neighborhood’ zones.
- Tiny Homes: So-called “tiny homes” have been a trendy topic in public comment because they offer a potential method to increase workforce housing. For LDR purposes, tiny homes are small (approx. 200 – 400 sf), detached housing units that meet the International Residential Code (i.e., cannot be built to recreational vehicle (on wheels) or manufactured home (HUD) standards). Essentially, these are either



stick built on site or modular in construction – just like regular homes, only smaller. According to this definition, tiny homes are allowed in two of the proposed new zones, the Neighborhood Medium Density - 2 (NM-2) and the Neighborhood High Density -1 (NH-1). These two zones allow multiple tiny homes to be located on one lot provided they meet all other development standards. The tiny homes may not be subdivided or sold separately and so must all be under common ownership. As such, they are considered detached ‘apartments’ by the LDRs. No additional standards apply to this use, although the Town may want to consider whether certain standards that currently apply to our Mobile Home Park zone (e.g., site design, landscaping, private space, etc.) should be applied to tiny home developments. The Council may also want to consider whether the LDRs should allow in some way the cheaper version of a tiny home (popularized on HGTV and in other media) that is built to recreational vehicle standards on wheels and can often be self-built for about \$30,000 or bought fully constructed for \$50,000 or more. In some cases they can be significantly more expensive and elaborately designed (e.g., Wheelhaus). The Council may also wish to discuss whether there is support to allow these tiny homes on a temporary basis on vacant or underutilized land as a way to provide seasonal housing or ease short-term housing shortages. If so, staff suggests that this discussion be conducted separately after the Districts 3 – 6 update is completed.

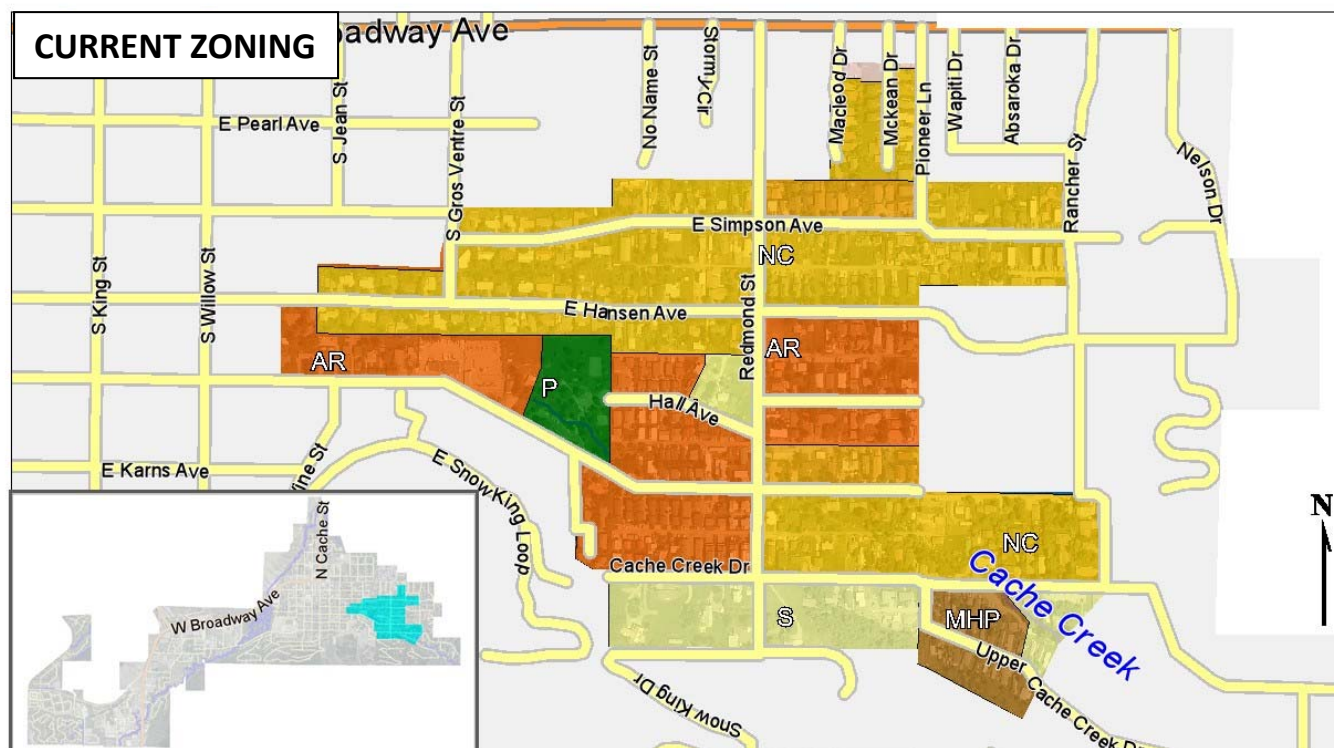
- Live-work Units: This draft proposes to delete the ‘Live-work’ use from Districts 3 - 6. This use was deleted because Live-work units have often not been used for their intended purposes which is to have the operator of the business be the same person who lives in the residential unit above. Too often the units have been bought by speculators where the commercial and residential spaces have been rented to different people or the owner uses it as their personal crash pad in Jackson. Also, enforcing the live-work requirements has proven difficult for the Town, especially given that our LDR standards are vague and require constant oversight that we cannot provide. Even with this change, Live-work units will still be allowed in the OR zone so we will have to likely wait until the next LDR clean-up in the fall to delete the Live-work standards in Sec. 6.1.4.H entirely from the LDRs.
- Nonconformities: Existing single-family detached homes and ARUs in the proposed Neighborhood High Density -1 (NH-1) zone will become nonconforming because the minimum density will be three units. This means that these SF homes, which are concentrated in the NC zone immediately north of the rodeo grounds, will be limited by the LDRs to a maximum of 20% expansion in floor area. This will be a significant constraint for these landowners but the hope is that many of these homes will redevelop soon because they are older and appear to be at the end of their useful life.
- Design Review (Policy Question #6): Based on the input from the public and Council, all residential projects of a triplex or greater are to be reviewed by the Design Review Committee (DRC). The LDRs already require that all nonresidential projects (with a few exceptions) undergo DRC review. Staff recommends that design standards for residential projects be added to the current Town Design Guidelines which were developed for commercial projects. In addition, the Design Guidelines will need to be updated to include new standards for highway commercial development, which has different design needs and challenges than commercial buildings in the downtown core. From a practical perspective, we will first need to address the highway commercial standards as part of the new CR-3 zone but then do a more comprehensive review as part of the Design Guidelines in the near future. If Council agrees, this item could be considered for addition to the Planning Department’s Work Plan.

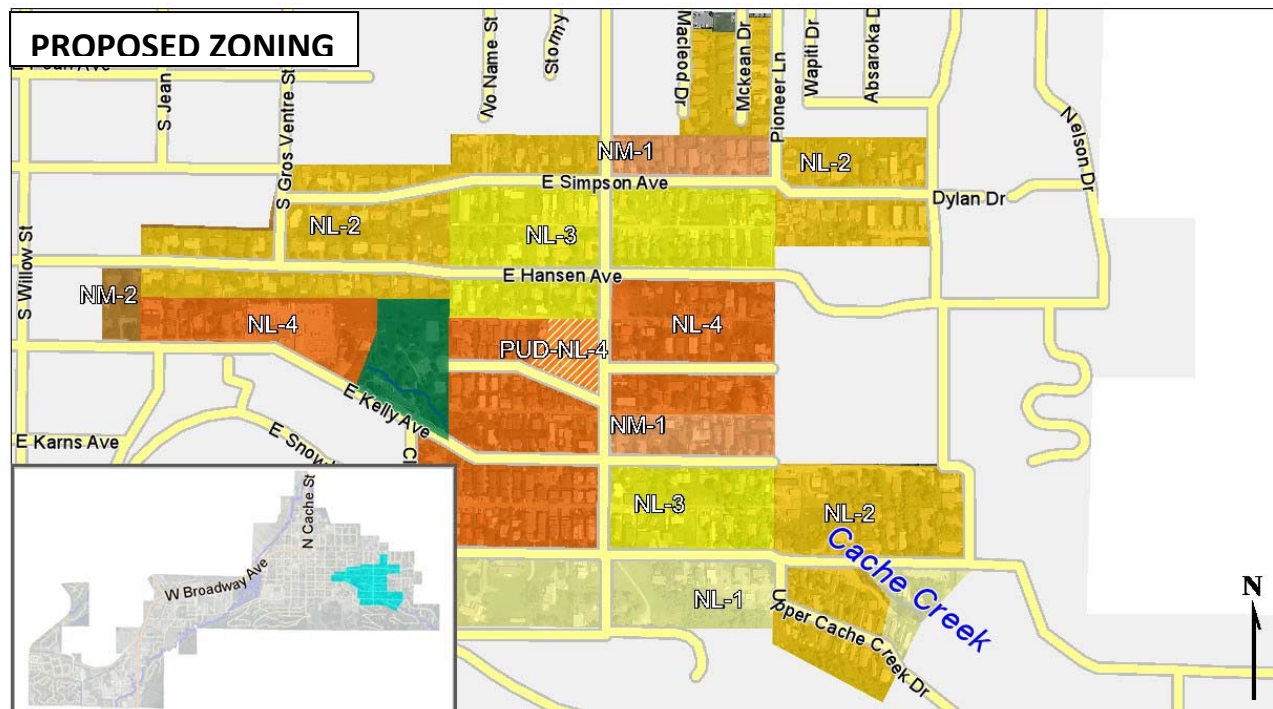
- “Clean up” LDR amendments: To help keep the focus on the Districts 3 – 6 rezoning, Staff has elected to postpone consideration of additional ‘clean-up’ amendments to the LDRs until the regular annual LDR clean-up, likely in the fall. Most of these clean up items are not related directly to the Districts 3 – 6 zones but are general fixes to the LDRs that have been previously identified by staff as necessary. For example, updates are needed to improve and/or clarify our standards addressing outdoor storage, LSR, outdoor seating, measurement of height, etc.).

## Comparison of Existing Zoning to Proposed Zoning Using Subarea Maps

The following section provides maps of each subarea in Districts 3 – 6 to show how the proposed new zoning compares to existing zoning. It also provides a quick account of how each zone in each subarea would be converted to a new zone. This section is a good place to start to understand how a particular property might be rezoned.

**Subarea 3.1: East Jackson (STABLE) (existing zoning districts include SR, NC, NC-2, AR, PUDs).** The goal for this stable subarea is to maintain existing character and density, which is primarily single-family units and a mixtures of housing types in Planned Unit Developments (PUDs), but to also allow targeted redevelopment consistent with current neighborhoods. Staff proposes to introduce a few new residential housing types and a few more zone districts to better meet workforce housing needs while still being consistent with existing character and density. See map:



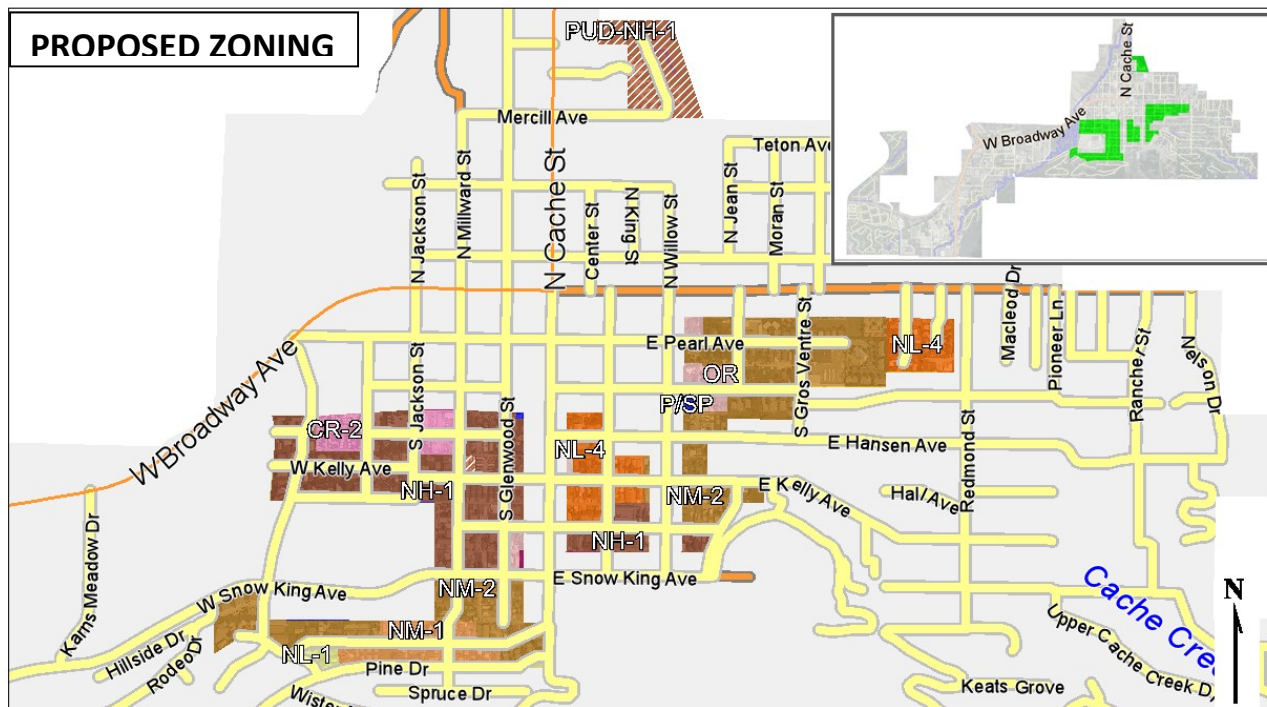


Subarea 3.1: East Jackson		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 2 (NL-2)</u>: All NC zoned properties with no alley access are now proposed to be NL-2.</li> <li><u>Neighborhood Low Density - 3 (NL-3)</u>: All NC zoned properties that have alley access are now proposed to be NL-3.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 ARU.</li> <li>SF; SF w/ 1 or 2 ARUs.</li> </ul>
<b>Neighborhood Conservation - 2 (NC -2)</b> <i>(allows an attached duplex or two detached townhomes, both either rental or ownership)</i>	<u>Neighborhood Medium Density - 1 (NM-1)</u> : All NC-2 zoned properties are now proposed to be zoned NM-1.	SF; SF w/ 1 ARU; duplex.
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<u>Neighborhood Low Density - 4 (NL-4)</u> : All AR zoned properties are now proposed to be NL-4. No subdivision allowed.	SF; SF w/ 1 or 2 ARUs; duplex; triplex.
<b>Suburban (S)</b> <i>(allows a single family home and one attached or detached ARU depending on the size of the property)</i>	<u>Neighborhood Low Density - 1 (NL-1)</u> : All S zoned properties (along Cache Creek Drive) are now are now proposed to be NL-1.	SF; SF w/ 1 ARU

Subarea 3.1: East Jackson		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Planned Unit Development (PUDs)</b> (Allows higher FAR and height than base zone)	No change in their approved densities. PUDs will no longer be allowed or a modified PUD tool may be considered for certain larger properties in this subarea	TBD
<b>PARKING (Subarea 3.1):</b>  The Council's direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council's support of <b>Parking Alternative A (private expense/high supply)</b> .  One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>'1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU'</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.		



**Subarea 3.2: Residential Core (TRANSITIONAL)** (existing zoning districts include NC, NC-2, UR, AR, BC, OUP, PUDs): The goal for this transitional subarea is to prioritize redevelopment and reinvestment. Due to its central location, additional density, multi-family buildings, and larger buildings are expected where appropriate. See map:

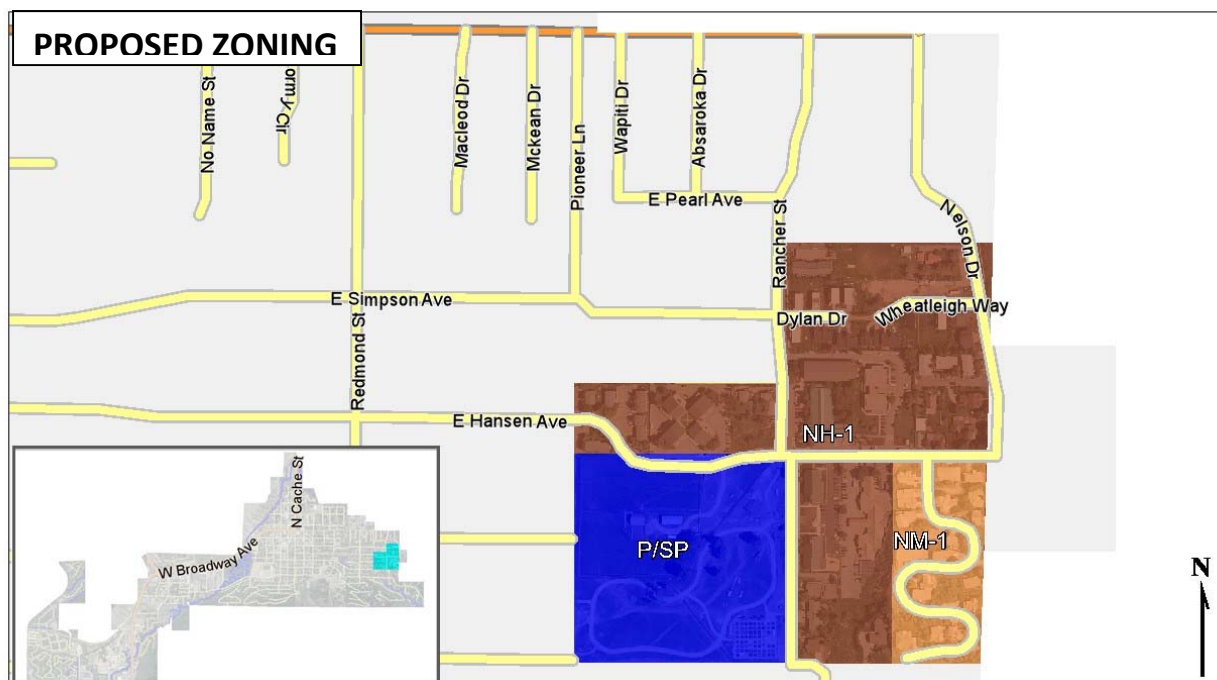
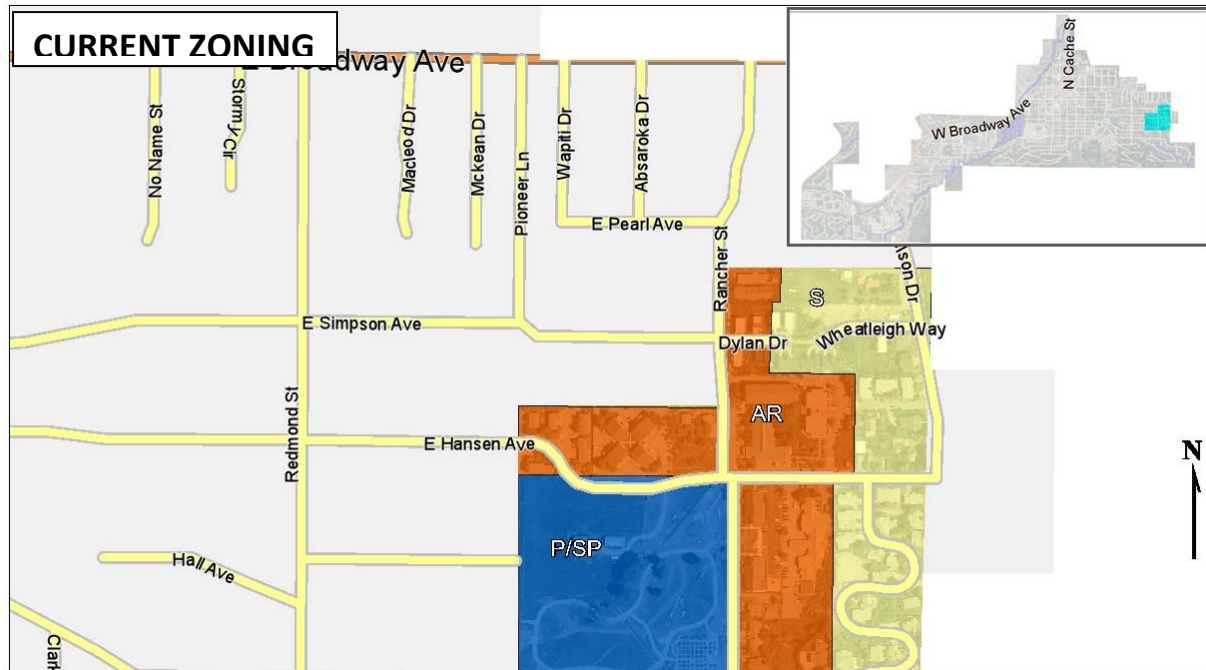


Subarea 3.2: Residential Core		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 4 (NL-4)</u>: NC properties located on No Name Street and Stormy Circle are now proposed to be NL-4.</li> <li><u>Neighborhood High Density - 1 (NH-1)</u>: NC properties located north of the rodeo grounds are now proposed to be NH-1.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 or 2 ARUs; duplex; triplex.</li> <li>Triplex minimum up to apt. buildings; max. set by FAR.</li> </ul>
<b>Neighborhood Conservation - 2 (NC -2)</b> <i>(allows an attached duplex or two detached townhomes, both either rental or ownership)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Medium Density - 1 (NM-1)</u>: Most of NC-2 zoned properties are now proposed to be zoned NM-1.</li> <li><u>Neighborhood Medium Density - 2 (NM-2)</u>: AR zoned properties located near the Pine Drive/S. Cache Street area are now proposed to be NM-2.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 ARU; duplex.</li> <li>SF; SF w/ ARUs; duplex; triplex, tiny homes, up to 8-unit apts.</li> </ul>
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 4 (NL-4)</u>: AR properties located generally between S. Cache Street and Willow Street are now proposed to be NL-4.</li> <li><u>Neighborhood Medium Density - 2 (NM-2)</u>: AR zoned properties located generally east of Willow Street, and those on Pine Drive, are now proposed to be zoned NM-2.</li> <li><u>Neighborhood High Density - 1 (NH-1)</u>: AR zoned properties located immediately east of the rodeo grounds on Millward and Glenwood Streets are now proposed to be NH-1.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 or 2 ARUs; duplex; triplex.</li> <li>SF; SF w/ ARUs; duplex; triplex, tiny homes, up to 8-unit apts.</li> <li>Triplex minimum up to apt. buildings; max. set by FAR.</li> </ul>
<b>Urban Residential (UR)</b> <i>(Highest-density residential zone. Allows a single family home up to apartment buildings)</i>	<u>Neighborhood High Density - 1 (NH-1)</u> : UR zoned properties are proposed to be zoned Neighborhood High Density - 1 (NH-1). (See Office Overlay discussion below for comments on 4 UR lots on East Pearl Avenue).	Triplex minimum up to apt. buildings; max. set by FAR.
<b>Business Conservation (BC)</b> <i>(Allows existing commercial uses in residential neighborhoods to not be considered nonconforming and continue indefinitely or be converted to less intense uses)</i>	<u>Neighborhood High Density - 1 (NH-1)</u> : BC zoned properties located along Karns Avenue are now proposed to be NH-1.	Triplex minimum up to apt. buildings; max. set by FAR
<b>Office Overlay (OUP)</b> <i>(Allows office uses up the base FAR of the existing residential zone, mostly AR)</i>	<u>Office Residential (OR)</u> : Most OUP properties are proposed to be zoned OR in order to maintain the office use. Some OUP properties that were recently rezoned to UR (e.g., 4 lots on East Pearl Avenue) will be proposed for NM-2 to approximate existing zoning (but no office use allowed).	Duplex; triplex, tiny homes, up to max. set by FAR.

<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No change to approved densities. But to provide new base standards if the Hidden Hollow UR-PUD is redeveloped in far future, the PUD will be rezoned to NL-2 for the single-family home area and NH-1 for the rest of the PUD area.	TBD
<p><b>PARKING (Subarea 3.2):</b></p> <p>The Council’s direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council’s support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>‘1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU’</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p> <ul style="list-style-type: none"> <li>• There was also minority support on the Council to consider the use of public parking lots (i.e., parking garage or surface lots) for private residential overnight parking. While staff has not proposed any changes related to this approach in this draft, this topic may warrant additional discussion in the future.</li> </ul>		

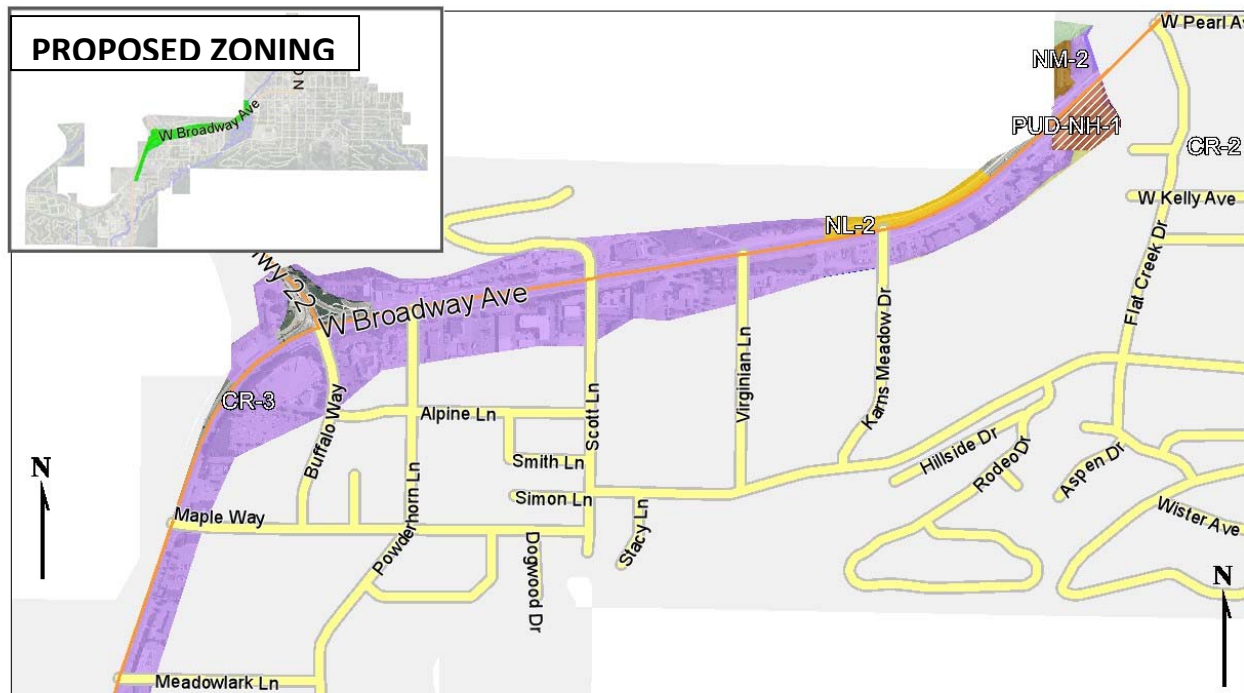
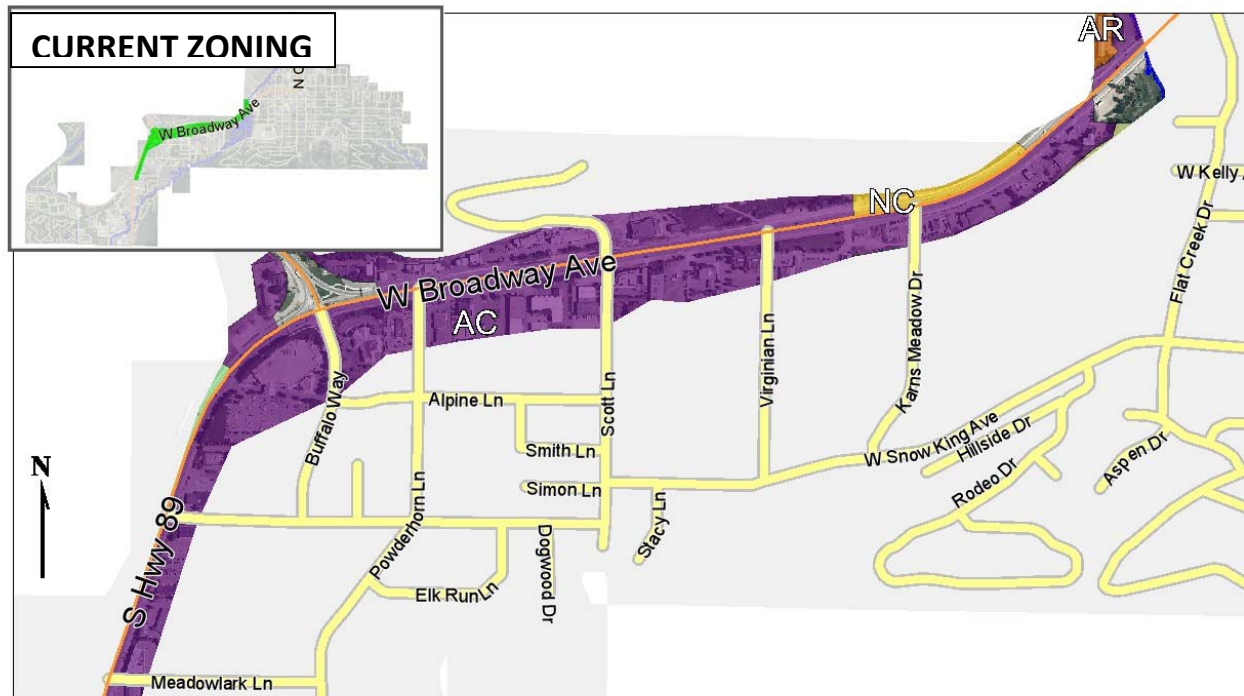


**Subarea 3.4: May Park Area (STABLE)** (existing zoning districts include SR, AR, PUDs). The goal for this stable subarea is to maintain the existing character and density, which is a mix of single-family, duplex, multi-family, senior housing and PUD developments, but to also allow targeted redevelopment consistent with the wide range of current neighborhood characters. Staff proposes to introduce a few new residential housing types and a few more residential zone districts to better meet workforce housing needs while still being consistent with existing character and density. See map:



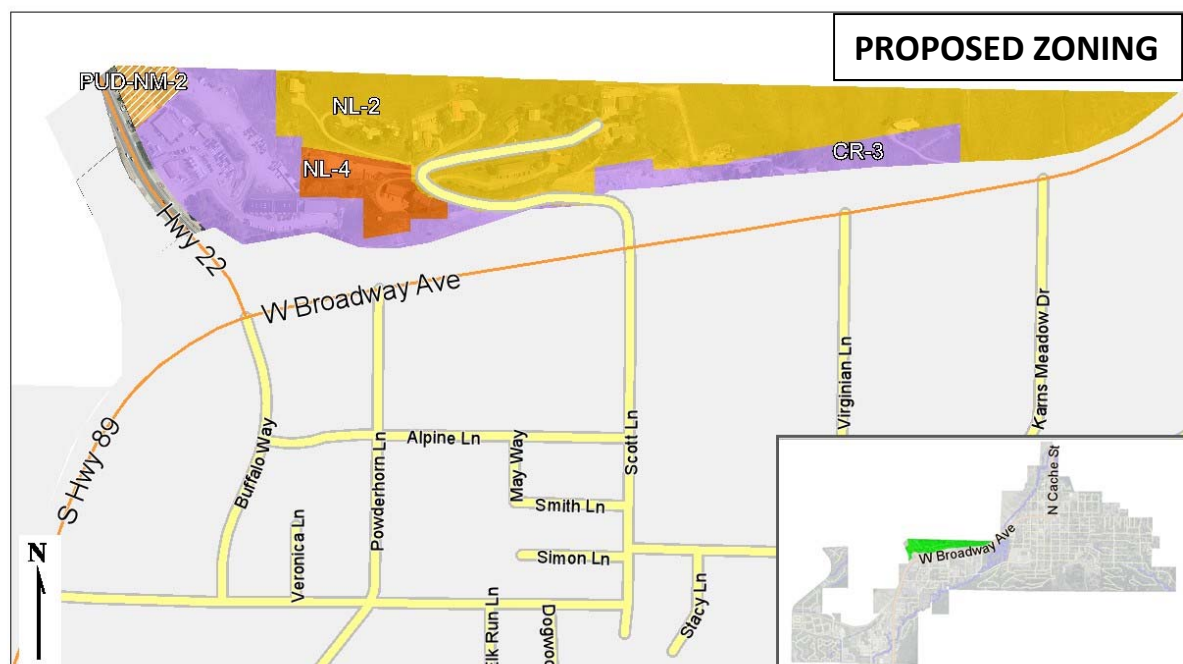
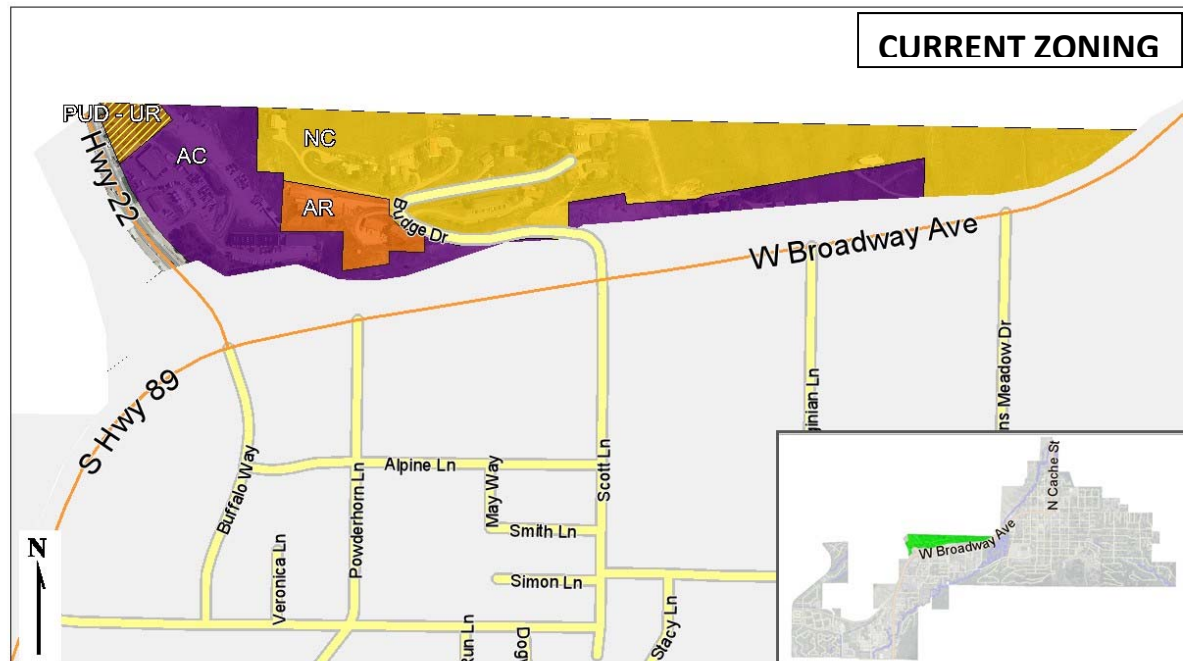
Subarea 3.4: May Park Area		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Suburban (S)</b> <i>(allows a single family home and one attached or detached ARU depending on the size of the property)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Medium Density - 1 (NM-1)</u>: Existing S zoned properties in East Ridge PUD are now proposed to be zoned NM-1.</li> <li><u>Neighborhood High Density - 1 (NH-1)</u>: Existing S properties (including Daisy Bush PUD and Forest Service site) located off Nelson Avenue are now proposed to be NH-1.</li> </ul>	<ul style="list-style-type: none"> <li>Keep existing – SF and duplex.</li> <li>Triplex minimum up to apt. buildings; max. set by FAR.</li> </ul>
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<u>Neighborhood High Density - 1 (NH-1)</u> : Existing AR properties are now proposed to be NH-1.	Triplex minimum up to apt. buildings; max. set by FAR.
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No change in their approved densities. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
<b>PARKING (Subarea 3.4)</b>  <p>The Council’s direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council’s support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>‘1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU’</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p>		

**Subarea 4.1: Midtown Highway Corridor (TRANSITIONAL)** (existing zoning districts include NC, AC): The goal for this transitional subarea is to prioritize redevelopment and reinvestment. New development should be mixed-use and multi-family that faces the highway with parking located in back. Buildings will be 2 – 3 stories but 4-story structures are possible where hillsides act as backdrops. Planning for Complete Street amenities and wildlife movement should be emphasized. See map:



<b>Subarea 4.1: Midtown Highway Corridor</b>		
<b>Current Zone</b>	<b>Proposed Zoning (Council Direction)</b>	<b>Housing Types (proposed)</b>
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<u>Neighborhood Low Density - 2 (NL-2)</u> : All NC zoned properties with are now proposed to be NL-2.	SF (no ARUs)
<b>Auto-Urban Commercial (AC)</b> <i>(Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No PUDs in subarea. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
<b>PARKING (Subarea 4.1):</b>  <p>The Council’s direction in this subarea was to seek an aggressive strategy where the public sector would encourage and/or require less parking through, for example, paid parking, parking permits, START bus service, parking maximums, and Transportation Demand Management (TDM). Here, a moderate walk is acceptable and winter on-street parking would not be allowed. There would also be moderate or significant increase in public funding and maintenance responsibilities to implement these parking strategies. Staff has not proposed changes in this draft to enact this direction because these particular topics will be addressed in more detail as part of the final phase of the Parking Study (part of the 2019 Work Plan) that will focus on regional parking and transit strategies, including the role that the commercial properties along the Hwy 89 corridor may play. This approach is intended to be consistent with the Council’s support of <b>Parking Alternative D (Public expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments was changed to <b>‘1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU’</b> to make it the same as the parking standard in the recently adopted District 2 zones.</p>		

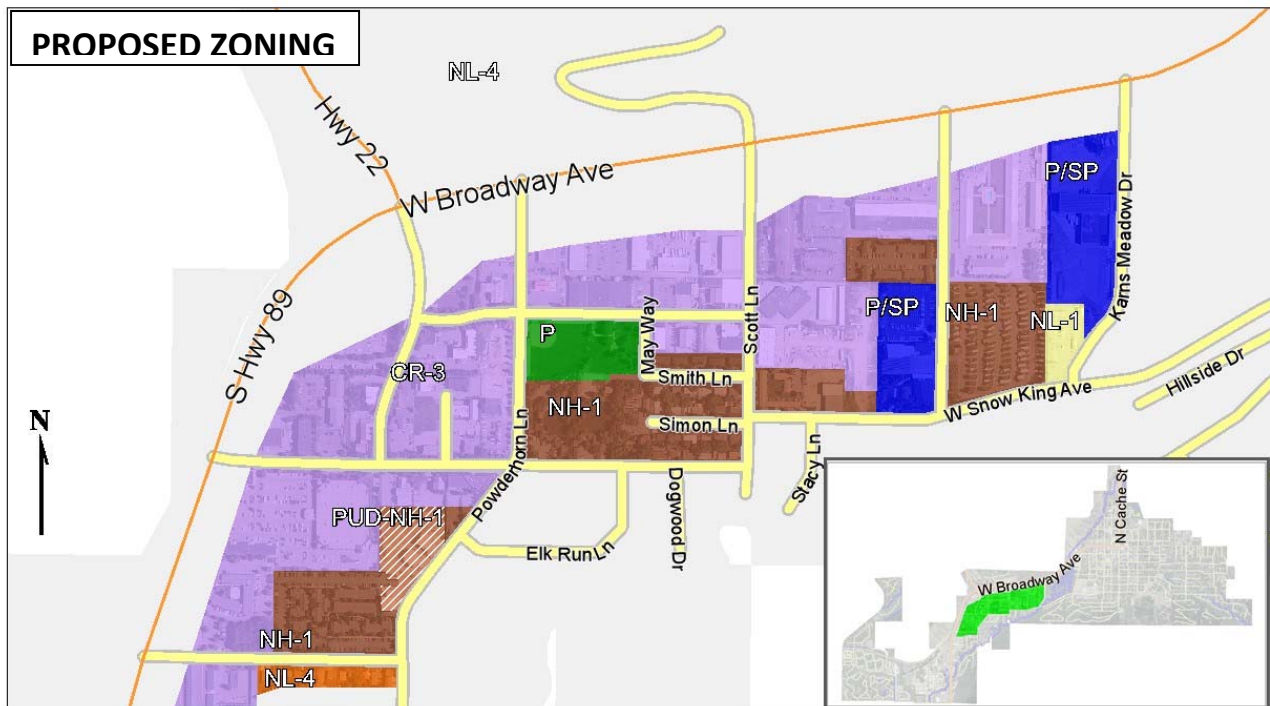
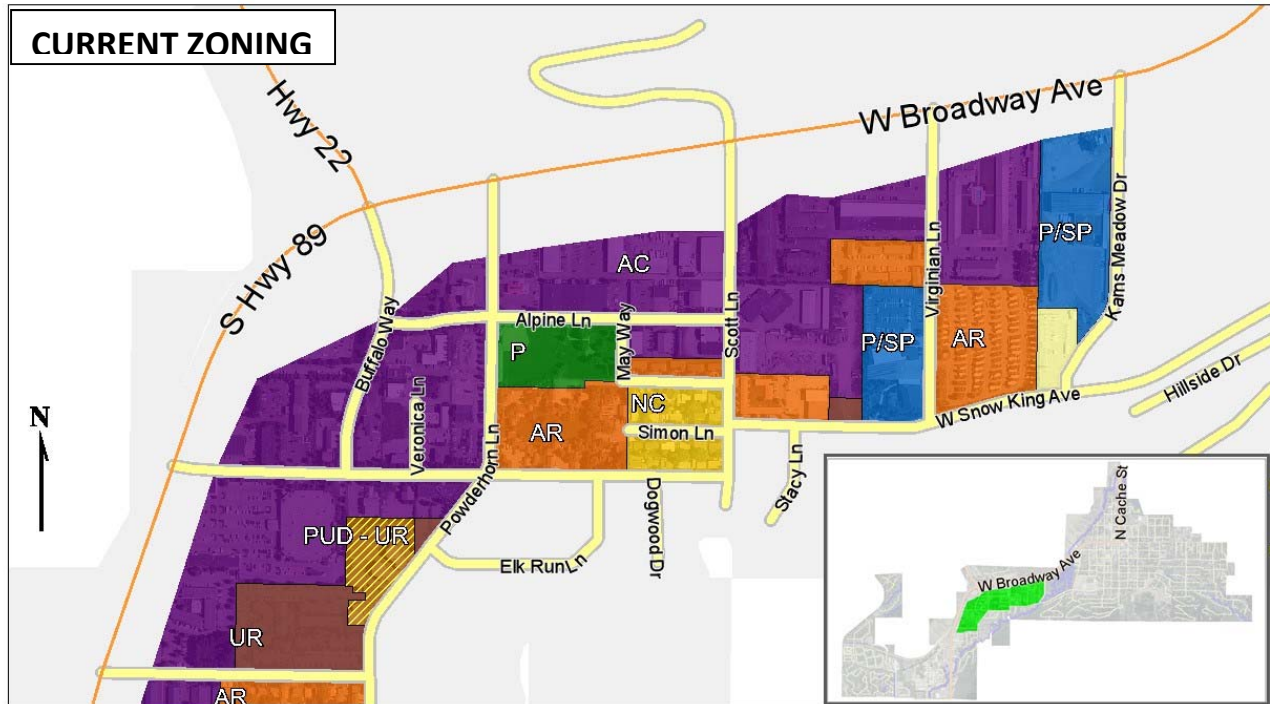
**Subarea 4.2: Northern Hillside (TRANSITIONAL) (existing zoning districts include NC, AC, AR, PUD):** The goal for this transitional subarea is to balance providing some mixed-use development and residential opportunities with wildlife movement and steep slopes. The recent landslide is evidence of slope instability and a need to consider less residential density than originally planned. Smaller building footprints are desired in order to maintain open areas. A variety of housing types, including multi-family, may be appropriate depending on slope conditions. See map:





Subarea 4.2: Northern Hillside		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home but no ARUs)</i>	<u>Neighborhood Low Density - 2 (NL-2)</u> : All NC zoned properties are now proposed to be NL-2.	SF (No ARUs)
<b>Auto-Urban Commercial (AC)</b> <i>(Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<u>Neighborhood Low Density - 4 (NL-4)</u> : AR properties are now proposed to be NL-4.	SF; SF w/ 1 or 2 ARUs; duplex; triplex.
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	Not many PUDs in subarea but no change in any approved densities. A modified PUD tool may be considered for certain larger properties in this subarea	TBD
<b>Parking (Subarea 4.2):</b>  <p>The Council's direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council's support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to '<b>1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU</b>' to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p>		

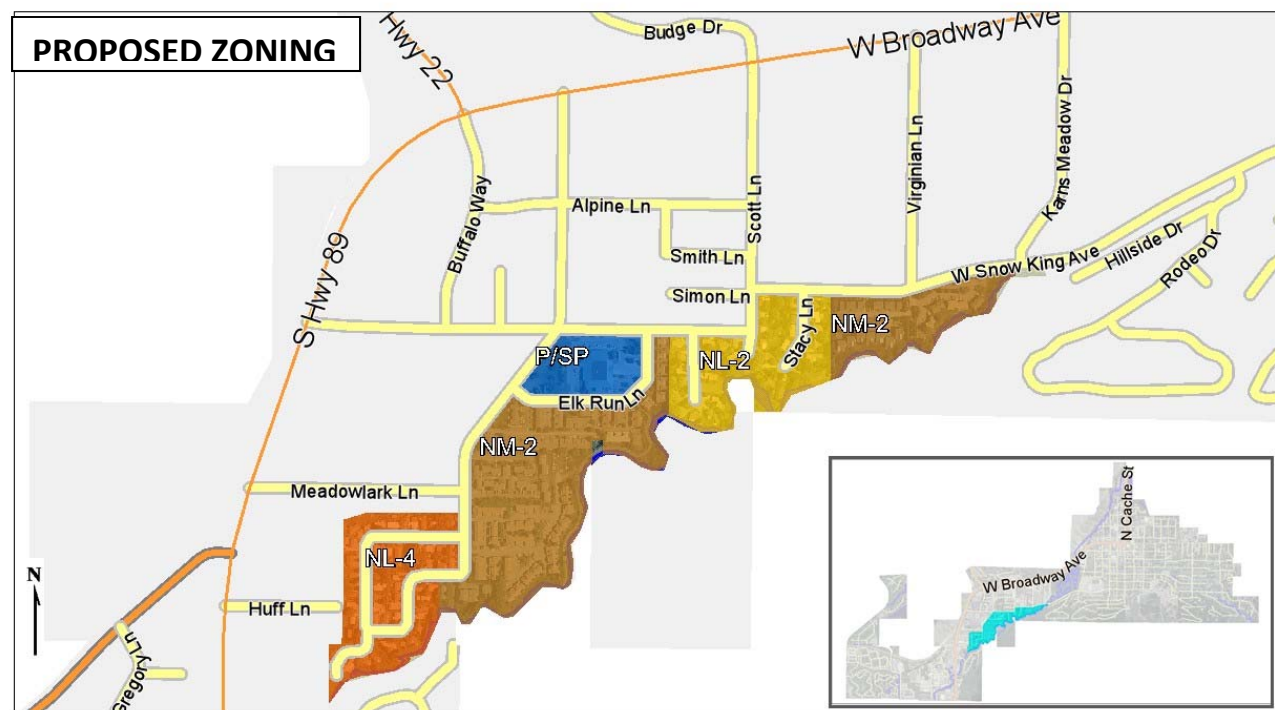
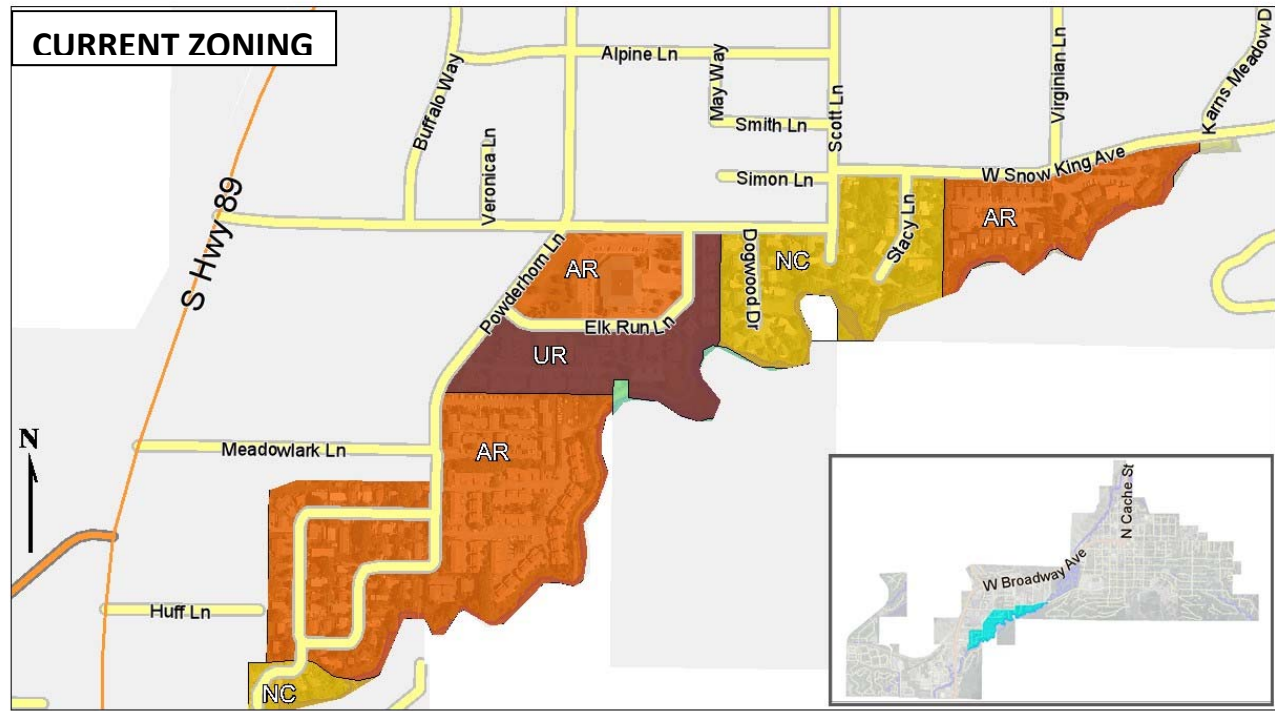
**Subarea 4.3: Central Midtown (TRANSITIONAL)** (existing zoning districts include NC, AR, UR, AC): This transitional subarea is the core of District 4. The goal is to transform this area into a walkable mixed-use district. Additional housing in a variety of types, including multi-family, should be encouraged. Buildings of 2 - 3 stories are expected. See map:





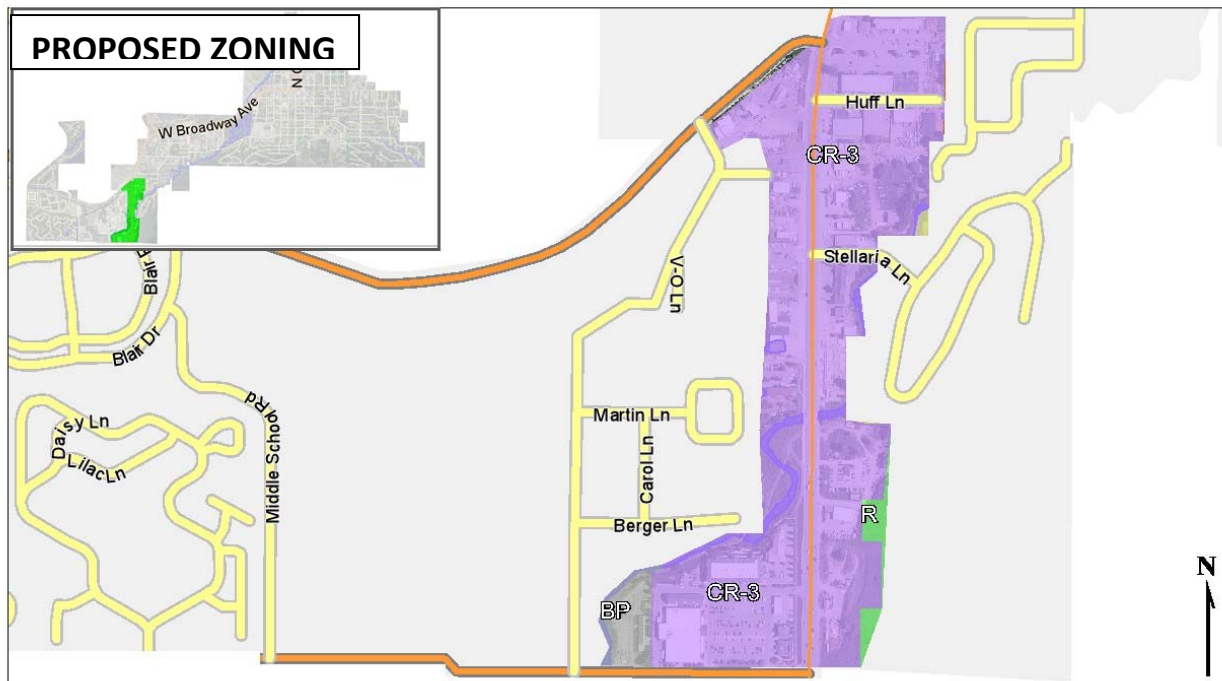
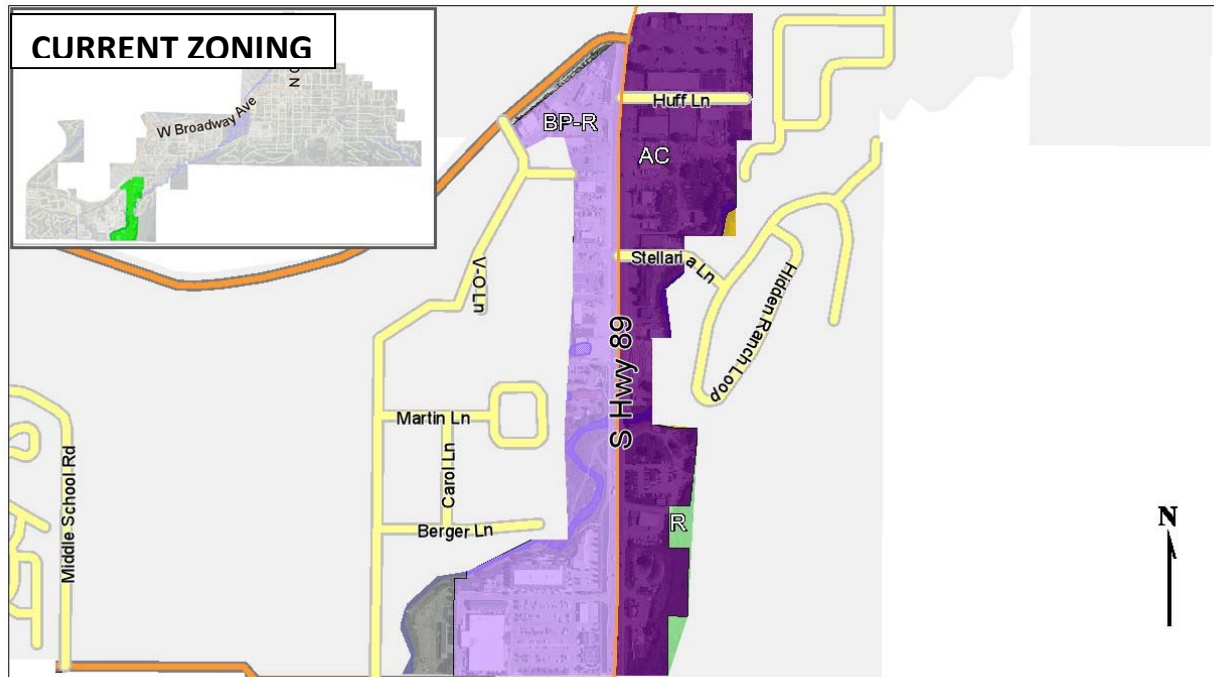
Subarea 4.3: Central Midtown		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<u>Neighborhood High Density - 1 (NH-1)</u> : Existing NC properties are now proposed to be NH-1.	Triplex up to apt. buildings; max. set by FAR
<b>Auto-Urban Commercial (AC)</b> <i>(Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 4 (NL-4)</u>: AR properties fronting Maple Way are now proposed to be NL-4.</li> <li><u>Neighborhood High Density - 1 (NH-1)</u>: All other AR properties are now proposed to be NH-1.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 or 2 ARUs; duplex; triplex</li> <li>Tri-plex up to apt. buildings; max. set by FAR.</li> </ul>
<b>Urban Residential (UR)</b> <i>(Highest-density residential zone. Allows a single family home up to apartment buildings)</i>	<u>Neighborhood High Density - 1 (NH-1)</u> : Existing UR properties (including PUDs) are now proposed to be NH-1.	Triplex up to apt. buildings; max. set by FAR
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	The Jackson Hole Mountain Resort PUD on Powderhorn Lane will be rezoned to NH-1 to provide base standards in case the project is redeveloped in the future. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
<b>PARKING (Subarea 4.3):</b>  <p>The Council's direction in this subarea was to seek an aggressive strategy where the private market is allowed to determine parking supply as development happens (flexible standards), where parking location is determined by market demand; and where no increase in public funding and maintenance responsibilities for parking over current levels is anticipated. Winter overnight on-street parking is not allowed. Staff has not proposed any significant changes specific to this strategy at this time because this strategy would likely need to work in tandem with the aggressive public involvement parking strategy in Alternative D for Subarea 4.1 located right next to this subarea. These two parking strategies will be addressed in more detail as part of the final phase of the Parking Study (part of the 2019 Work Plan) that will focus on regional parking and transit strategies, including identifying opportunities for shared parking between underutilized commercial parking lots and nearby residential developments. This approach is intended to be consistent with the Council's support of <b>Parking Alternative C (private expense/low supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments was changed to <b>'1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU'</b> to make it the same as the parking standard in the recently adopted District 2 zones.</p>		

**Subarea 4.4: Midtown Residential (STABLE)** (existing zoning districts include NC, AR, UR): This stable subarea should continue as a single-family and multi-family residential neighborhood with a mix of ownership and rental units. Development should be sensitive to impacts on Flat Creek and steep hillsides where applicable. See map:



Subarea 4.4: Midtown Residential		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<u>Neighborhood Low Density - 2 (NL-2)</u> : All NC zoned properties are now proposed to be NL-2.	SF; SF w/ 1 attached or detached ARU
<b>Auto-Urban Residential (AR)</b> <i>(Currently allows a SF detached unit and one attached and one detached ARU)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 4 (NL-4)</u>: AR properties in Crabtree Lane area are now proposed to be NL-4.</li> <li><u>Neighborhood Medium Density - 2 (NM-2)</u>: Existing AR properties are now proposed to be NM-2.</li> </ul>	<ul style="list-style-type: none"> <li>SF; SF w/ 1 or 2 ARUs; duplex; triplex.</li> <li>SF; SF w/ ARUs; duplex; triplex, tiny homes, up to 8-unit apts</li> </ul>
<b>Urban Residential (UR)</b> <i>(Highest-density residential zone. Allows a single family home up to apartment buildings)</i>	<u>Neighborhood Medium Density - 2 (NM-2)</u> : Existing UR properties are now proposed to be NM-2.	SF; SF w/ ARUs; duplex; triplex, tiny homes, up to 8-unit apts.
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No change in any approved densities. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
<b>PARKING (Subarea 4.4):</b>  <p>The Council's direction in this subarea was to seek an aggressive strategy where the private market is allowed to determine parking supply as development happens (flexible standards), where parking location is determined by market demand; and where no increase in public funding and maintenance responsibilities for parking over current levels is anticipated. Winter overnight on-street parking is not allowed. Staff has not proposed any significant changes specific to this strategy at this time because this strategy would likely need to work in tandem with the aggressive public involvement parking strategy in Alternative D for Subarea 4.1 located right next to this subarea. These two parking strategies will be addressed in more detail as part of the final phase of the Parking Study (part of the 2019 Work Plan) that will focus on regional parking and transit strategies, including identifying opportunities for shared parking between underutilized commercial parking lots and nearby residential developments. This approach is intended to be consistent with the Council's support of <b>Parking Alternative C (private expense/low supply)</b>.</p> <p>The Council was supportive of using <b>Alternative A (private expense/high supply)</b> to apply to the Crabtree Lane area where ample off-street parking would likely need to be provided for redevelopment projects.</p> <p>One change staff is proposing is to modify the parking requirements for condominiums, townhouses, and apartments was changed to '<b>1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU</b>' to make it the same as the parking standard in the recently adopted District 2 zones.</p>		

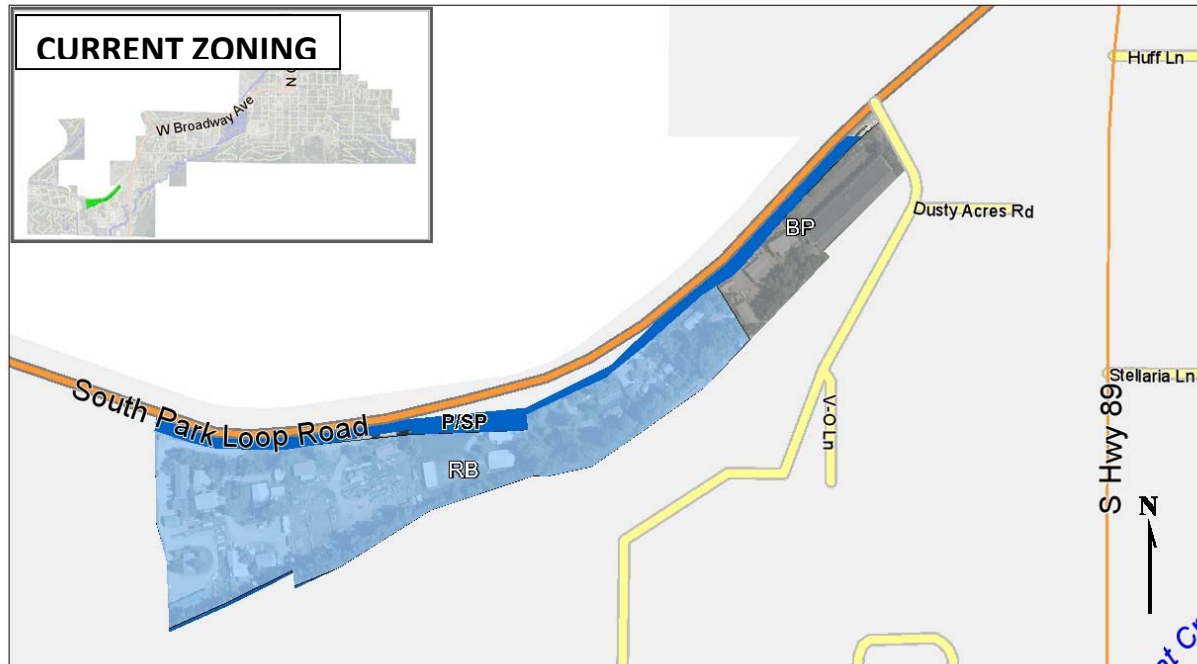
**Subarea 5.1: West Jackson Highway Corridor (TRANSITIONAL) (existing zoning districts include AC, BP-R):** This transitional subarea is composed primarily of South Highway 89 and is the southern gateway to Jackson. Revitalization along the highway is highly desired, along with improving vehicular and pedestrian access. Reduction of the many highway access points is encouraged with parking screened from view. Multi-family and mixed uses of 2- 3 stories are intended. See map:



Subarea 5.1: West Jackson Highway Corridor		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Auto-Urban Commercial (AC)</b> <i>(Currently allows mixed use development with a variety of FARs from .25 to .46 and three stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR
<b>Business Park - Restricted (BP-R)</b> <i>(allows industrial uses along with limited commercial uses (retail, service, office, restaurant/bar mixed use development) with a variety of FARs from .25 to .41 and two stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway BP-R zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR.
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	Not many PUDs in subarea but no change in any approved densities. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD
<b>PARKING (Subarea 5.1):</b>  <p>The Council’s direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council’s support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>‘1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU’</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p> <ul style="list-style-type: none"> <li>There was also minority support on the Council to actively encourage and require less parking through paid parking, parking permits, START bus service, and Transportation Demand Management (TDM) consistent with Alternative D. The idea was that there are some larger parking areas in this subarea that might be appropriate for shared parking with residential areas or as regional parking facilities. While staff has not proposed any changes related to this approach in this draft, this topic may warrant additional discussion in the future.</li> </ul>		



**Subarea 5.3: High School Butte (TRANSITIONAL) (existing zoning districts include RB):** This transitional subarea is comprised of a variety of housing types from single-family to smaller multi-family. Opportunities for local entrepreneurs and industrial uses should be preserved. Buildings of 2 - 3 stories should try to take advantage of the grade change to reduce the perceived scale of buildings and screen parking. See map:



Subarea 5.3: High School Butte		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Residential Business (RB)</b> <i>(Development must be more than 50% residential but allows light industrial, storage, heavy retail, service, and office uses. Allows FARs of .32, height limit of 30', and two stories)</i>	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR.
<b>Business Park (BP)</b> (Allows light industrial and related uses and no residential other than ARUs)	<u>Commercial Residential – 3 (CR-3)</u> : Convert existing highway AC zoning to new CR-3 zone that is very similar to current CR-2 but has an FAR of .40 instead of .46.	Four-plex up to apt. buildings; max. set by FAR.
<b>Planned Unit Development (PUDs)</b> (Allows higher FAR and height than base zone)	No PUDs in subarea. A modified PUD tool may be considered for certain larger properties in this subarea.	TBD

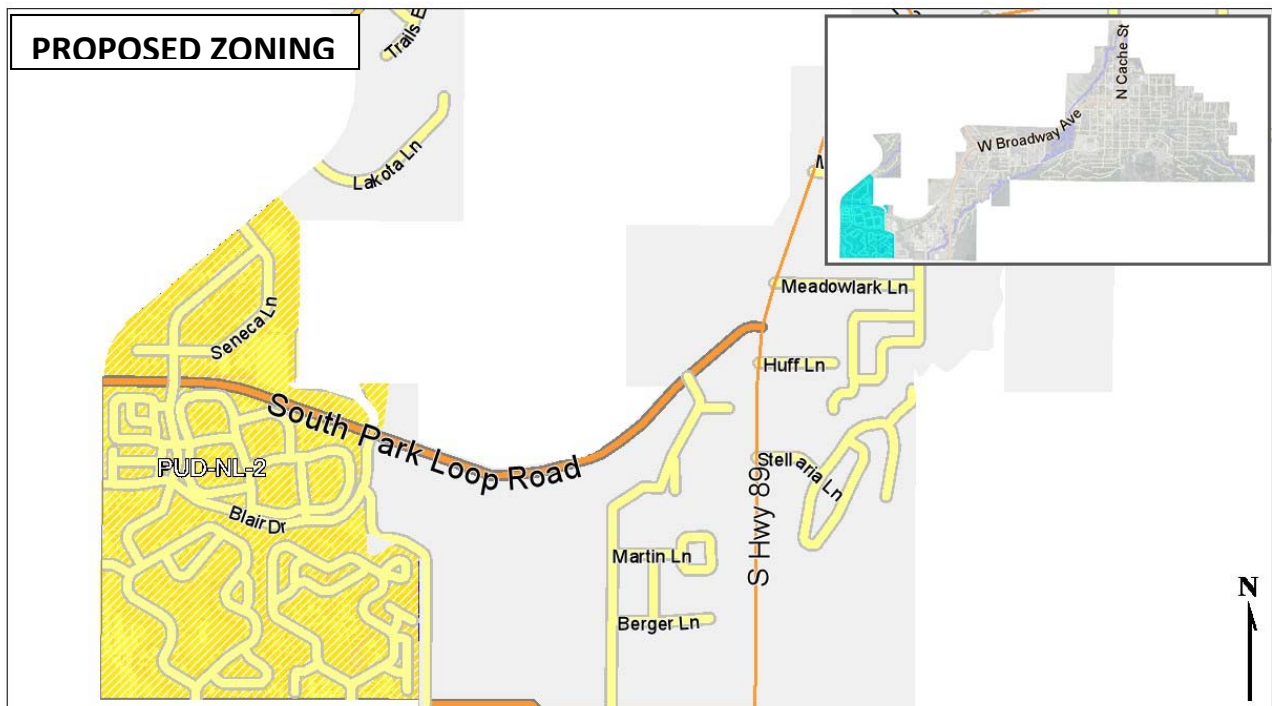
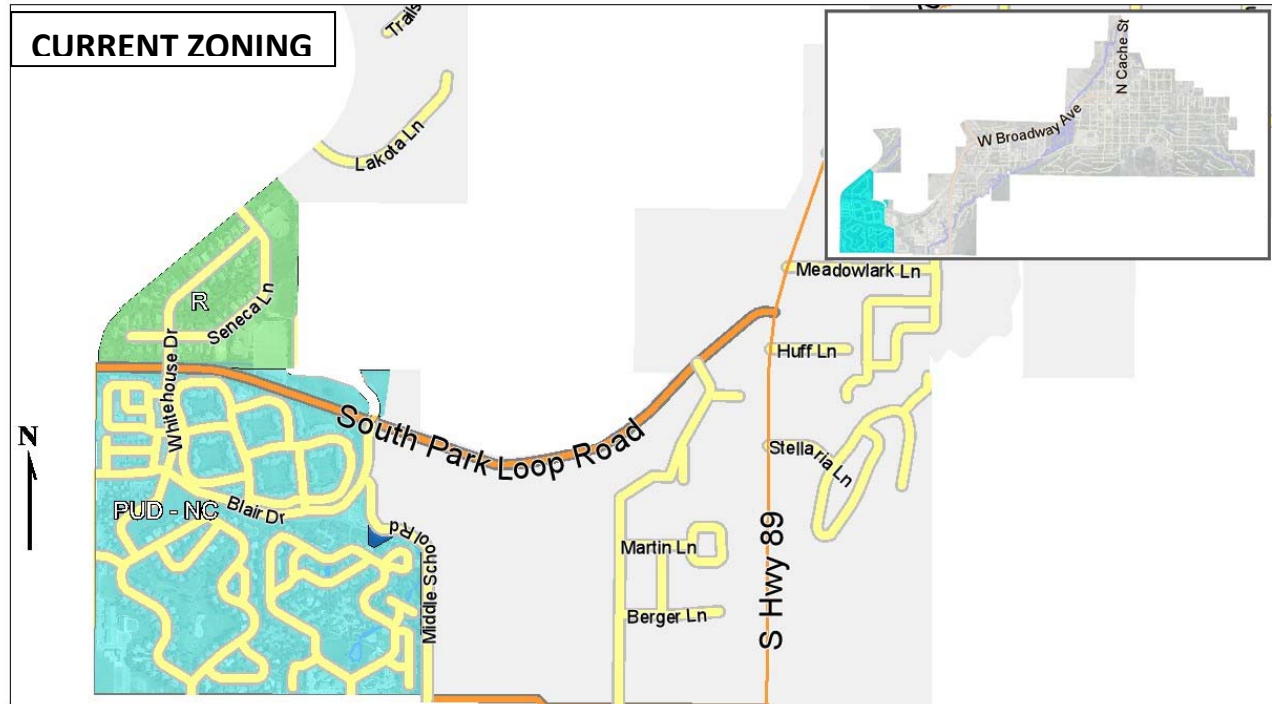
#### **PARKING (Subarea 5.3):**

The Council's direction in this subarea was to seek an aggressive strategy where the private market is allowed to determine parking supply as development happens (flexible standards), where parking location is determined by market demand; and where no increase in public funding and maintenance responsibilities for parking over current levels is anticipated. Winter overnight on-street parking is not allowed. Staff has not proposed any significant changes specific to this strategy at this time because this strategy would likely need to work in tandem with the aggressive public involvement parking strategy in Alternative D for Subarea 4.1 located right next to this subarea. These two parking strategies will be addressed in more detail as part of the final phase of the Parking Study (part of the 2019 Work Plan) that will focus on regional parking and transit strategies, including identifying opportunities for shared parking between underutilized commercial parking lots and nearby residential developments. This approach is intended to be consistent with the Council's support of **Parking Alternative C (private expense/low supply)**.

One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments was changed to **'1/DU if < 2 br and < 500 sf; otherwise 1.5/DU'** to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.



**Subarea 5.5: West Jackson Residential (STABLE) (existing zoning districts include NC- PUD, Rural):** This stable subarea includes large planned developments that provide a substantial part of the local workforce. There are a wide variety of housing types from single-family homes to large apartment buildings in a largely suburban development pattern. Maintaining a sense of community and ownership is a major goal of this area. See map:



Subarea 5.5: West Jackson Residential		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>NC-PUD (Cottonwood Park)</b> <i>(allows a mix, single family homes, duplexes, townhomes, and apartment buildings and one or two ARUs depending on circumstances local HOAs currently prohibits ARUs)</i>	<u>Neighborhood Low Density - 2 (NL-2)</u> : All NC-PUD zoned properties in Cottonwood Park PUD are now proposed to be NL-2. No changes proposed to existing PUD master plan.	SF; SF w/ 1 attached or detached ARU (same as existing)
<b>Rural-PUD (Indian Trails – Southern area)</b> <i>(Currently allows a SF detached units and one or two ARUs depending on circumstances (however local HOA currently prohibits ARUs)</i>	<u>Neighborhood Low Density - 2 (NL-2)</u> : All Rural-PUD zoned properties in Indian Trails PUD (southern area) are now proposed to be NL-2. No changes proposed to existing PUD master plan.	SF; SF w/ 1 attached or detached ARU (same as existing)
<p><b>PARKING (Subarea 5.5):</b></p> <p>The Council's direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council's support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>'1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU'</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p>		

**Subarea 6.1: Low to Medium Density Neighborhoods (STABLE) (existing zoning districts include S, R, NC, PUD).**

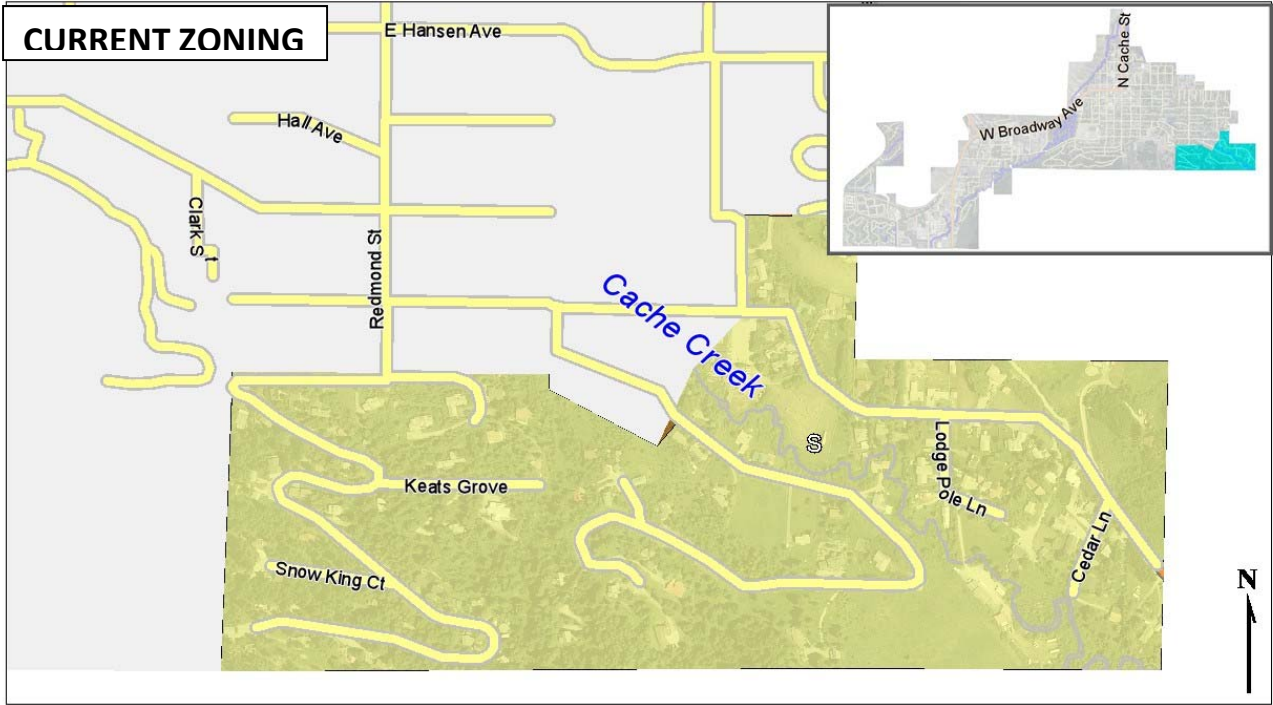
The goal for this stable subarea is to maintain existing character and density, which is primarily single family and PUD development, but to allow targeted redevelopment consistent with current neighborhoods. See map:



Subarea 6.1: Low to Medium Density Neighborhoods		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Neighborhood Conservation (NC)</b> <i>(Allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 1 (NL-1)</u>: All NC zoned properties on Hidden Ranch Loop Road are now proposed to be NL-1.</li> <li><u>Neighborhood Low Density - 2 (NL-2)</u>: All NC zoned properties in Gill Addition and at the eastern end of East Broadway Avenue are now proposed to be NL-2 because they do not have alleys.</li> </ul>	<ul style="list-style-type: none"> <li>SF or SF w/ 1 ARU.</li> <li>SF or SF w/ 1 ARU.</li> </ul>
<b>Suburban (S)/Rural (R)</b> <i>(Currently allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 1 (NL-1)</u>: All S zoned properties on Karns Hillside are now proposed to be NL-1.</li> <li><u>Neighborhood Low Density - 2 (NL-2)</u>: All R-PUD zoned properties in Indian Trails are now proposed to be NL-2.</li> <li><u>Neighborhood High Density - 1 (NH-1)</u>: Existing S properties owned by the Forest Service on Nelson Drive are now proposed to be NH-1.</li> </ul>	<ul style="list-style-type: none"> <li>SF or SF w/ an ARU</li> <li>SF or SF w/ an ARU</li> <li>Triplex up to apt. buildings; max. set by FAR</li> </ul>
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No change in their approved densities. PUDs will no longer be allowed.	TBD
<b>PARKING (Subarea 6.1):</b>  <p>The Council's direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council's support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>'1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU'</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p>		



**Subarea 6.2: Upper Cache (STABLE) (existing zoning districts include S, PUD).** No increase in density is planned for this area, and the natural areas should dominate over the built environment. Development should reduce impacts on wildlife habitat, steep slopes, and other natural features. Commercial and recreational equestrian uses will be allowed, but other nonresidential uses will be discouraged. See map:



Subarea 6.2: Upper Cache		
Current Zone	Proposed Zoning (Council Direction)	Housing Types (proposed)
<b>Suburban (S)</b> <i>(Currently allows a single family home and one or two ARUs depending on the presence of an alley and other factors)</i>	<ul style="list-style-type: none"> <li><u>Neighborhood Low Density - 1 (NL-1)</u>: All S zoned properties are now proposed to be NL-1. Minimum lot size is proposed to be 1 acre (increased from 12,000 sf). This is one zone where subdivision potential has been substantially reduced in order to protect existing development densities and wildlife permeability as stated in Comprehensive Plan.</li> </ul>	SF or SF w/ 1 ARU.
<b>Planned Unit Development (PUDs)</b> <i>(Allows higher FAR and height than base zone)</i>	No change in their approved densities. PUDs will no longer be allowed.	TBD
<b>PARKING (Subarea 6.2):</b>  <p>The Council's direction for this subarea was that most parking should be provided by the private sector when development happens, that parking should be close and convenient; and that no significant increase of public funding or maintenance responsibilities for parking is advised. Winter overnight on-street parking was not supported. This direction is essentially to maintain the status quo on parking requirements and is consistent with the Council's support of <b>Parking Alternative A (private expense/high supply)</b>.</p> <p>One change staff is proposing is to modify the parking requirement for condominiums, townhouses, and apartments to <b>'1/DU if &lt; 2 br and &lt; 500 sf; otherwise 1.5/DU'</b> to make it the same as the parking standard in the recently adopted District 2 zones. No other residential parking requirements were changed.</p>		