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EXECUTIVE SUMMARY

Nested between the Northern Snake River Range and the Teton Mountains, Driggs, Idaho is the County seat of Teton County. The diverse and vibrant community of Driggs has a rich history and an entrepreneurial western spirit that support its unique character. This plan, “Uniquely Driggs: A Vision and a Blueprint”, is an update to the 2007 Driggs Comprehensive Plan that takes into consideration new existing conditions and trends, public involvement and perceptions, and current community needs.

The plan update started in June of 2019 and was adopted in October 2020. Throughout the process, public involvement efforts had more than 450 participants through workshops, presentations, online surveys, one-on-one conversations, guest lectures at schools, pop-ups at farmers markets, Symphony on Sunday, and Citizen 33 Brewery. When the COVID-19 pandemic changed many plans, the project adapted to Zoom-room forums, online surveys, and digital plan reviews.

With a generous grant from Blue Cross of Idaho Foundation for Health, wellness is a key component to this plan. Each element takes a deeper look at how the built environment can impact community wellness, with monitoring and development guidance to promote walkability, clean air, quality housing, mental health, access to healthy food, and protecting vulnerable communities.

As part of the plan update process, key elements or focus areas came to the forefront. These focus areas address community issues and community goals. They include pathways and connections, environmental protection, employment diversification, a focus on infill development, and housing. These focus areas resulted in recommended actions, partnerships, and Future Land Use updates to reach desired goals. Housing was the primary issue identified through community involvement. Appendix D is a Housing Report oriented to address housing issues, options, and creative solutions specifically for Driggs.

As part of the goal to focus on infill development, protect natural resources, and efficiently manage infrastructure, this plan implements a Urban Growth Boundary (UGB). The UGB is largely based on the sewer service area and delineates the anticipated growth area. Implementing a UGB ensures a buffer between development and preservation of natural and scenic resources.

In a constantly changing world, the Comprehensive Plan needs to be flexible and adaptable, while also being implementable. To achieve this, the plan has an indicators and monitoring system. The indicators identify shifts in a larger system which impacts every-day life. These indicators include the number of occupied housing units, housing prices vs wages, and water quality monitoring. The updated plan recommends gathering data annually to track indicator trends and promote corrective actions to reach desired goals.

The goals, objectives, actions, and Future Land Use changes in the plan have been updated in response to the community’s vision. They provide tangible actions the City can use to move Driggs towards its goals.
RESUMEN EJECUTIVO DE DRIGGS

Driggs, Idaho, ubicado entre la cordillera del norte del río Snake y las montañas Teton, es la sede del condado de Teton. La diversa y vibrante comunidad de Driggs tiene una rica historia y un espíritu emprendedor occidental que respalda su carácter único. Este plan, “Uniquely Driggs: Una visión y un plan”, es una actualización del Plan Integral de Driggs 2007 que toma en consideración las nuevas condiciones y tendencias existentes, la participación y las percepciones públicas, y las necesidades actuales de la comunidad.

La actualización del plan comenzó en junio de 2019 y se adoptó en octubre de 2020. A lo largo del proceso, los esfuerzos de participación pública tuvieron más de 450 participantes a través de talleres, presentaciones, encuestas en línea, conversaciones individuales, actividades escolares, mercados de agricultores, Symphony on Sunday y Citizen 33 Brewery. Cuando la pandemia de COVID-19 cambió muchos planes, el proyecto se adaptó a foros de sala de Zoom, encuestas en línea y revisiones de planes digitales.

Con una generosa subvención de la Fundación para la Salud de Blue Cross of Idaho, el bienestar es un elemento clave de este plan. Cada elemento analiza en profundidad cómo el entorno construido puede afectar el bienestar de la comunidad, con supervisión y orientación de desarrollo para promover la caminabilidad, aire limpio, viviendas de calidad, salud mental, acceso a alimentos saludables, y protección de comunidades vulnerables.

Como parte del proceso de actualización del plan, los elementos clave o áreas de enfoque pasaron a primer plano. Estas áreas de enfoque abordan problemas y objetivos comunitarios, incluyendo vías y conexiones, protección ambiental, diversificación del empleo, y un enfoque en la redensificación y vivienda. Estas dieron como resultado una serie de recomendaciones, asociaciones y actualizaciones de Futuro Uso de Suelo para alcanzar las metas deseadas. La vivienda fue el principal problema identificado en la participación comunitaria. El Apéndice D es un Informe de Vivienda orientado a abordar desafíos, opciones y soluciones creativas específicamente para Driggs.

Como parte del objetivo de centrarse en la redensificación, proteger los recursos naturales y administrar la infraestructura de manera eficiente, este plan implementa un área de ‘Gestión del Crecimiento’ conocido en Inglés como ‘Urban Growth Boundary (UGB)’. El UGB se basa principalmente en el área de servicio de alcantarillado y delimita el área de crecimiento. La implementación de un UGB asegura un amortiguador entre las comunidades y la preservación de los recursos naturales y paisajísticos.

En un mundo en constante cambio, el Plan integral debe ser flexible y adaptable, además de ser ejecutable. Para lograrlo, el plan cuenta con un sistema de indicadores y seguimiento. Los indicadores identifican cambios en un sistema más amplio que impacta la vida diaria. Estos indicadores incluyen el número de unidades de vivienda ocupadas por sus propietarios, los precios de la vivienda frente a los salarios y el monitoreo de la calidad del agua. El plan actualizado recomienda recopilar datos anualmente para monitorear las tendencias de los indicadores y promover acciones correctivas para alcanzar las metas deseadas.

Las metas, los objetivos, las acciones y los cambios al Futuro Uso de Suelo, se actualizaron en respuesta a la visión de la comunidad. Juntos, estos elementos proporcionan acciones tangibles que la ciudad puede utilizar para impulsar a Driggs hacia sus objetivos.
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If you’re ready to slow down and enjoy life, for a weekend, or a lifetime, come to the heart of Teton Valley: Driggs, Idaho.
1.1 Plan Introduction

According to the National Park Service, the first evidence of human existence in Teton Valley dates back at least 11,000 years. Tribes known to have lived in the area are Shoshone, Bannock, Blackfoot, Crow, Flathead, Gros Ventre, Nez Perce. Shortly after the Lewis and Clark expedition in 1804, the Teton area became a major fur trapping and trading rendezvous until the decline of the fur industry in the 1840s.

Originally dedicated as a townsite in 1909, Driggs was named after the Driggs family, who moved to the region in the late 1800s. The original plat for the townsite was in a grid pattern of 25 four-acre blocks. Today, the City of Driggs includes approximately 4.5 square miles of land within the City limits. As the County seat, Driggs is known as the “heart” of Teton Valley. As the heart of the Valley, transportation networks, education systems, and businesses all circulate through Driggs.

The Comprehensive Plan is a guiding document that reflects the voices of the community and elected officials to provide direction on growth and land use development that support a healthy thriving heart of the Valley.

Required by Idaho Statute 67-6508, the purpose of the Comprehensive Plan is to consider previous and existing conditions, compatibility of land uses, desirable goals and objectives, and desirable future situations for a variety of different planning components. The Driggs Comprehensive Plan was originally adopted in 1991, updated in 2007, and amended in 2010, 2012, and 2015. This 2020 update includes reconfirmed and refined information from the 2007 Plan, as well as additions and changes to the visions, goals, objectives, and actions that are applicable today. Although this Plan provides direction for the next fifteen to twenty years and includes recommended actions that may take more than a decade to complete, it should be updated, at a minimum, every ten years to ensure the Plan continues to represent the community’s vision. Additionally, it is important for the Plan to be updated more frequently if required due to external circumstances and unforeseen changes in community needs.

1 www.nps.gov/grte/learn/historyculture/ind.htm
2 www.discovergrandteton.org/park-history/fur-trappers/
1.2 Plan Overview

1.2.1 How to Use the Comprehensive Plan

City leaders, staff, and the community of Driggs may use this Comprehensive Plan as a guide to help make important decisions, form policies, and set goals. It provides a structure to prioritize and implement the overall vision and common goals for all City actions and plans, and it will be used to evaluate and measure implementation progress against an established baseline. Additionally, consideration of the Comprehensive Plan is a required element of many land use decisions. Actions such as zoning map amendments, Land Development Code amendments, conditional use permits, and annexations all require consideration of and compliance with the Comprehensive Plan. This ensures that development is in line with the community vision central to this Plan.

1.2.2 Development of the Plan

The comprehensive planning process emphasized the importance of both celebrating Driggs’ character and position in the region, while identifying changing trends and listening to community needs and values. This process involved talking with citizens, business owners, and elected officials about opportunities and the desired future. Public outreach was paired with updated existing conditions analysis to target updates to the Plan and align the Plan with community values. The Community Engagement Summary that details the process can be found in Appendix C.

For example, in the spring of 2020, as this Plan was being completed, the COVID-19 global pandemic struck. The pandemic caused businesses and offices to close for several months. This closure had a direct impact on the global economy and created a great amount of uncertainty for communities with tourism-related economies. Because of the uncertainties and effects of the COVID-19 pandemic, the City will review the Plan in 2021 and 2022 to evaluate the metrics and projections, identify shifts in priorities, and appraise funding options for capital improvements and other planned projects. Additionally, the results of the 2020 Census will be available to update demographic information. The review in 2021 gives the City the opportunity to assess impacts to the seasonal economy and the review in 2022 will consider updated data for long-term trends.
Map 1. Who We Heard From

Legend

<table>
<thead>
<tr>
<th>Questionnaire Responses</th>
<th>City Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Dot = 1</td>
<td></td>
</tr>
<tr>
<td>Opportunity Questionnaire</td>
<td>❖</td>
</tr>
<tr>
<td>December Open House</td>
<td>⬤</td>
</tr>
</tbody>
</table>

* Dots do not represent actual addresses but indicates one response within the neighborhood where it is located. Dots outside of the City limits indicate responses from any regional respondent outside the City limits.

Source: Driggs survey responses in the Opportunity Survey Launched in July, and the December Open House Survey
The Comprehensive Plan is organized into three parts:

Part 1: Background
The background provides context for the Plan and indicates how the history of Driggs has influenced its development and growth today and into the future. The background also describes how other local and regional planning efforts have been incorporated into this Plan and identifies their role in targeted decision-making. Part 1 (Background) sets the stage for the visions, goals, objectives, and actions providing the platform and environment for the proposed actions.

Part 2: Visions, Goals, Objectives, and Actions
The visions, goals, objectives, and actions provide guidance, policy, and direction. Many of the actions from the 2007 Plan have been successfully implemented, some were removed as they no longer support community visions, and others were maintained in this update to continue projects that support the community’s desired future.

- Visions provide an overarching theme framework that contains the goals, objectives, and actions.
- Goals identify a specific direction or sub-theme the community would like to support.
- Objectives provide the manner in which the goal will be achieved and support the actions.
- Actions are specific, implementable activities to be completed.

Within this part, each vision is paired with a community health callout. These callouts take a deeper dive into an element directly related to community health.

Part 3: Land Use and Implementation and Monitoring Plan
Part 3 of the Plan has two sections. The first section of Part 3 is the Future Land Use Map, including future connections, pathways, and growth management area, and descriptions of each land use category.

The second section is the monitoring plan, which identifies indicators to track over time and manages progress. The monitoring system allows for a shift in priorities as economy, population, or environmental conditions change. Monitoring housing, economy, environment, development, and pathway progress, as the actions listed in Part 2 are completed, allows the City to gauge progress and update needs. Each action in Part 2 of the Plan is assigned a tier shown in parentheses at the end of the action. For example a tier 2 action would have a (2) at the end of the sentence. Tier 1 actions will directly impact the indicators listed in Part 3. Emphasis should be placed on these actions to improve the trend line toward the goal. Tier 2 actions should be completed within 2-5 years of Plan adoption and tier 3 actions are long-term or ongoing actions. Descriptions of each indicator, metric, and measurement are listed in Part 3.
1.3 Prior Plans and Studies

This Plan is built upon and supported by several other plans and studies that have been previously completed. This includes plans and studies completed for the City of Driggs, as well as county-wide documents. Driggs-specific plans include the Driggs Downtown Core Framework Plan (2016), the Driggs Transportation Plan (2019), the Driggs Wayfinding Sign Designs and Specifications (2015), the Driggs Pathways Plan Map (2008), the City of Driggs Impact Fee Study and Capital Improvement Plan (2008), and the Driggs-Reed Memorial Airport Master Plan (2012, with update pending). Applicable county-wide studies include the Teton County Affordable Housing Strategic Plan (2019), the Economic Development Plan for Teton County, Idaho (2013), the Teton Valley Health Needs Assessment (2020), the Teton County Multi-Jurisdictional All-Hazard Mitigation Plan (2008), and the Teton County Comprehensive Plan (2011).
Driggs has the opportunity to make sure that the community grows sustainably and maintains its charm.

Public Comment
PART 2: VISIONS, GOALS, OBJECTIVES, AND ACTIONS

The visions identified in this chapter cover all components required by Idaho State Statute for a Comprehensive Plan. More importantly, these visions set the stage for the Plan’s policy structure and represent the desired goals of the community. Vision topics and their corresponding required planning components include:

- Residents (property rights, population, housing)
- Economy (economic development)
- Environment (natural resources, hazardous areas, agriculture, access to healthy food)
- Playground (recreation)
- Services (school facilities, public services, facilities, utilities)
- Mobility (transportation)
- Airport
- Urban Design (land use, special areas or sites, community design)

Each vision topic provides a description of current community conditions and feedback, and details the goals, objectives, and actions identified for the community. All visions, goals, objectives, and actions assume compliance with federal and state regulations with regard to private property rights, environmental and community health, and regional connectivity.

Closer Look at Health

For each vision, there is an accompanying health callout that provides additional detail on a related element. These callout boxes tie each vision to a real-life health component and provide references to studies that support community policy and design that encourage healthy living.
2.1 Our Unique Residents

Our Residents

Driggs’ full-time population of 1,814 (2018) represents 16% of the population of all of Teton County. Driggs’ population is diverse, active, and full of young families. The established community of Hispanic/Latino residents (29.6%) adds diversity to the City’s mostly non-Hispanic white population. When comparing Driggs’ population over 25 years old with that of the County, State, and Nation, Driggs has a very high population (35%) with a bachelor’s degree or higher. This is about a 10% increase from 2000 (26.3%).

Based on the census’ average growth rate of 1.25% between 2010 and 2017, Driggs can anticipate 1,000 new residents by 2040. Regional growth projections for Teton County, Idaho, and Jackson, Wyoming, (published by Teton Valley Health in the 2019 Needs Assessment before the COVID-19 pandemic) suggest a growth rate of 7.9% between 2019 and 2024 which averages out to roughly 1.58% per year, slightly higher than the census average. Populations moving to the community are primarily retirees and young families.

In conversations with the community, residents expressed that they love to live in a “community that cares” and that is “diverse.” At the same time, many non-Hispanic residents mentioned the opportunity to “improve communication and interaction with the Hispanic community.”

How Our Residents Live

Driggs has a variety of housing styles that even includes options with airplane runway access (Map 2). Currently, the City has nearly 1,850 acres of residentially-zoned and platted, yet still vacant land. In the early 2000s, Driggs was growing quickly and many areas were platted in anticipation of future housing demand. The 2008 recession hit and population growth halted. Today, about 40% of the platted residential lots within the City boundary remain vacant. While there is currently ample room to grow and increasing demand for housing in the area, the land has remained vacant as housing is too expensive to build and/or afford. According to the 2019 Teton County Affordable Housing Strategic Plan, new construction costs in the Valley are roughly $270,000 for a 3-bedroom home, not including the cost of a garage or the land itself. While housing prices have consistently risen, average wages have not kept pace with the housing increase since 2000.

Some residents have been able to offset housing costs by renting a second home or part of their home as a short-term rental (STR). While this scenario has helped some residents make ends meet and visitors enjoy their stay in Driggs, without regulations STRs can have negative impacts for the community as a whole. STRs decrease availability for long-term rentals, hamper community cohesion, and can increase noise or nuisance complaints. A detailed review of housing conditions and opportunities can be found in the Housing Report in Appendix D.

Community feedback supports the idea of regulating STRs. The community would also like to encourage development of vacant platted residential land to meet the housing needs of the local workforce. Similarly, housing more of the population within the City limits rather than in the unincorporated county would prevent further sprawl and support the vision of the Teton County Comprehensive Plan.

Closer Look at Health

According to pediatrician Meagan Sandal, “A stable, affordable home can act like a prescription, providing multiple long-lasting benefits on both the individual level and the community level.” According to ChangeLab Solutions, difficulty in finding access to safe, stable, and affordable housing leads to stress, poor mental health, and reduced access to key health-promoting opportunities. Nationally, other factors such as race, gender, and income are associated with further housing related health risks. Furthermore this can be compounded over generations, “Low-income families with children are especially likely to live in unsafe, unstable, and unaffordable housing.” (ChangeLab Solutions: Health Effects of Unsafe, Unstable, and Unaffordable Housing, 2018)

Things to Consider:
- Quality Construction
- Affordability
- Access to services and employment
60%

147 of the 244 part time occupancy homes are vacation homes (Census, 2017)
Map 2. Residential Land Uses

Legend
- City Limits
- Planned Area of City Impact
- Residential Land Uses: 
  - Estate and Rural
  - Low Density
  - Medium Density
  - High Density
  - Vacant Land
- Mobile Home Park
- Open Space
- Park

Source: Driggs land use data, Teton County building footprints data, 2016
**Vision for Our Unique Residents:**
*Foster a vibrant, healthy, and inclusive community that strives to support its residents with a welcoming and attainable place to live, work, and play.*

**GOAL 2.1.1:** Protect and enhance fundamental human health and private property rights in accordance with land use decisions made by the City.

**Objectives:**
- Avoid any unconstitutional regulatory taking of private property in all land use decisions.
- Promote the enhancement and upkeep of private properties.
- Plan land uses with connectivity to be beneficial for human health.

**Actions:**
- **Action 2.1.1.a:** Design land use regulations to protect the health, safety, and welfare of the community, while avoiding any unnecessary conditions, delays, and costs. (3)
- **Action 2.1.1.b:** Consider the protection and preservation of private property rights in the development of land use policies and implementation standards as required by law. (3)
- **Action 2.1.1.c:** Design and implement a program to promote the maintenance and upkeep of properties to protect surrounding property values and improve community appearance. (3)

**GOAL 2.1.2:** Become a model of civic inclusion.

**Objectives:**
- Continue to strive for a City government that is inclusive and representative of all community members.
- Enhance communication networks and platforms to reach audiences beyond council chambers.

**Actions:**
- **Action 2.1.2.a:** Conduct a study/survey to understand and address barriers faced by interested community members wanting to participate in government. (2)
- **Action 2.1.2.b:** Expand access to public meetings via audio or video recordings or via internet streaming. (2)
- **Action 2.1.2.c:** Encourage cultural and diversity awareness for City staff to ensure a more inclusive, welcoming City. (2)
- **Action 2.1.2.d:** Facilitate language translation of public notices and announcements. (3)
- **Action 2.1.2.e:** Provide outreach and education on government committees and other civic involvement opportunities. (3)
- **Action 2.1.2.f:** Promote awareness of Driggs’ history and establish a culture that acknowledges the historic character of Driggs through signs, events, and design. (3)
GOAL 2.1.3: Meet the housing needs of the community while optimizing City services and amenities.

Objectives:
- Coordinate local housing efforts with regional transit planning to enhance connectivity and reduce traffic issues.
- Encourage infill of housing where infrastructure already exists.
- Encourage housing location and neighborhood design that allows efficient delivery of public services and facilitates alternative modes of transportation, while preserving open space and natural resources.

Actions:
Action 2.1.3.a: Promote high-density residential development in the Downtown area and medium-density residential in the neighborhoods east of Downtown to encourage walkability and vibrancy. (1)
Action 2.1.3.b: Adopt design standards for multi-family developments that respect both aesthetic design goals and maintain attainability. (1)
Action 2.1.3.c: Implement an urban growth boundary that supports existing and anticipated growth and services, while protecting sensitive and low-density rural areas outside the Urban Growth Boundary. (2)
Action 2.1.3.d: Estimate population data annually and revise forecasts, updating the Comprehensive Plan and capital facility planning projects as needed. (3)
Action 2.1.3.e: Utilize lodging tax from short term rentals in ways that support attainable and affordable housing. (3)

GOAL 2.1.4: Facilitate the development of diverse, attainable housing options within City limits that will enhance the local economy, add vibrancy to Downtown, and help preserve the character of the area as indicated in the 2016 Teton County housing program goals and the 2019 Teton County, Idaho Affordable Housing Strategic Plan.

Objectives:
- Ensure a robust supply of attainable housing units created through the Teton County Housing Program (i.e. ground lease, covenant, deed restriction).
- Provide a variety of housing types and tenure that can support job growth and a variety of household compositions, incomes, and life stages.
- Encourage a range of quality housing options that are affordable, energy-efficient, safe, accessible, and attractive.

Actions
Action 2.1.4.a: Work with both public and private industries to address long-term employee housing needs in the City of Driggs. (1)
Action 2.1.4.b: Develop programs to maintain/improve the resiliency of low-income housing, including mobile parks. (1)
Action 2.1.4.c: In line with Teton County efforts and in consultation with stakeholders, develop key indicators to measure and communicate the progress of housing projects. (2)
Action 2.1.4.d: Simplify the lot split process to facilitate the desired medium-density residential land uses in the City’s center. (2)
Action 2.1.4.e: Implement the Teton County Affordable Housing Plan. (3)
Action 2.1.4.f: Build public awareness of the correlation between diverse and attainable housing options and a resilient community. (3)
Action 2.1.4.g: Leverage PUD subdivisions on the outskirts of the City to support/create an open space perimeter. (3)
Action 2.1.4.h: Work with partners including the Teton County Housing Authority and Habitat for Humanity to develop a public investment strategy to catalyze housing. (3)
GOAL 2.1.5: Foster a collaborative spirit among regional entities.

Objectives:
• Continue the collaboration and cooperation with Teton County and neighboring jurisdictions to accommodate different housing needs and reduce long commutes where possible.

Actions:
Action 2.1.5.a: Continue to hold collaborative meetings to review progress toward common goals listed in the Teton County Affordable Housing Strategic Plan and promoted by the Teton Regional Economic Coalition (TREC) and the Teton County Housing Authority. (3)
Action 2.1.5.b: Review and implement actions and strategies identified in the Housing Report Appendix D. (2)

GOAL 2.1.6: Increase the number of full-time occupied homes in Driggs.

Objectives:
• Increase the housing stock in Driggs.
• Adopt and monitor short-term rental regulations to protect the integrity of residential neighborhoods.
• Work with all housing entities (seller/landlord, buyer/renter, lender, etc.) to remove obstacles from acquiring owner-occupied housing within the City limits.

Actions:
Action 2.1.6.a: Start discussions with lenders and landowners about collaborative options to encourage development of vacant housing areas in the City center. (1)
Action 2.1.6.b: Work with TREC to conduct a lodging study and create a business model that would provide more lodging to tourists and encourage alternatives to short-term rentals. (1)
Action 2.1.6.c: Develop incentives for owners of rental properties to provide long-term instead of short-term rentals. (1)
Action 2.1.6.d: Enforce registration and taxation of short-term rentals, and implement regulations to protect the integrity of residential neighborhoods and the health, safety, and welfare of the public. (1)
Action 2.1.6.e: Develop community education and outreach materials on short-term rental user regulations to promote compliance. (1)
Action 2.1.6.f: Plan for and incentivize more multi-family residential units to provide more density options. (2)
2.2 Our Unique Economy

Driggs residents make up 10% (a little over 700) of the total number of employees in Teton County (6,689). According to the census, Driggs’ Downtown has nine employees per acre, whereas similar communities like Ketchum and McCall, Idaho, have closer to 23 and 35 employees per acre in their respective downtowns. Employees are individuals whose place of employment is located within the Downtown boundary based on Bureau of Labor Statistics data. To continue diversifying and growing the economy, several residents discussed creating denser and more flexible work spaces in the Downtown area, such as live-work buildings, in which people have access to living space in the same building as their work, or co-working opportunities in which workers can share office or meeting space in order to improve efficiency and reduce overhead costs.

Tourism continues to be a strong employment sector with growth in accommodation, food services, arts, entertainment, and recreation industries. Retail also remains a strong employment sector. As seen in Figure 2, the biggest positive change in employment between 2007 to 2017 was in educational services; and the biggest negative changes were in the professional, scientific, and technical services sector, the finance and insurance sector, and the construction sector.

In conversations with residents and business owners, there are shared experiences surrounding employment, including underemployment, where employees are overqualified or have unused skill sets and problems with employee recruitment or retention due to housing attainability.

A Closer Look at Health

A 2012 American Journal of Preventive Medicine study found that people who drove longer distances to work reported less frequent participation in moderate to vigorous physical activity and decreased Cardio-respiratory Fitness (CRF), and had a greater Body Mass Index (BMI), waist circumference, and blood pressure. The link between driving and health was consistent when physical activity and CRF were adjusted for, although to a lesser degree for BMI and waist circumference. Those who commuted more than 15 miles to work were less likely to meet recommendations for moderate to vigorous physical activity and had a higher likelihood of obesity. Commuting distances greater than 10 miles were associated with high blood pressure. (American Journal of Preventative Medicine: “Long Commutes May be Hazardous to Health”, Beverly Lytton 2012)

Things to Consider:

- **Job Diversity:** Reduce commutes by providing jobs where people live, and generating positions for a diversity of skill sets and educational attainments.
- **Employ a Staff that Reflects Local Diversity:** Employing local staff prevents certain groups from being singled out to commute long distances to work.
- **Year-Round and Seasonal Work:** Students and other populations appreciate seasonal work that allows for flexibility between employers, while other populations require consistent employment to prevent moving families and to establish consistent income.

![Figure 2. Employees per acre in Downtown Driggs](image-url)
Map 3. Existing Employment Land Uses

Source: Driggs existing land use data, Census, 2016
Vision for Our Unique Economy:

*Capitalize on Driggs’ innovative spirit to cultivate businesses that can offer competitive wages and diverse employment opportunities while respecting our community’s character.*

**GOAL 2.2.1:** Encourage a more diverse and resilient local economy.

**Objectives:**
- Align economic development efforts with workforce housing opportunities.
- Encourage increased residential densities in/near the Downtown core.
- Foster a vibrant and attractive Downtown.
- Promote a healthy ecosystem to help sustain the local economy.

**Actions:**
- **Action 2.2.1.a:** Continue to support infrastructure, such as fiber-optic cable, that supports a high-performance business environment. (1)
- **Action 2.2.1.b:** Encourage business diversification that supports year-round employment and meets the financial needs of the local labor force. (1)
- **Action 2.2.1.c:** Involve existing and prospective business owners in the creation of accessible tools to support the establishment and maintenance of their businesses. (2)
- **Action 2.2.1.d:** Investigate the feasibility of a co-working space that can facilitate small start-ups or remote workers. (2)
- **Action 2.2.1.e:** Expand trail systems and access from Driggs to natural resource recreation, such as fishing, cross-country skiing, biking, off-roading, and snowmobiling. (1)
- **Action 2.2.1.f:** Plan for the impacts that natural disasters may have on tourism, agricultural production, and transportation. (3)
- **Action 2.2.1.g:** Encourage infill and redevelopment of buildings in the Historic Downtown Area that include upper-floor residences. (1)
- **Action 2.2.1.h:** Continue to partner with Downtown Driggs Association and Driggs Urban Renewal Agency to implement the Main Street program and other effective downtown revitalization strategies. (2)
GOAL 2.2.2: Facilitate the establishment of employment-supportive land uses and programs that provide livable wages and practices within the region.

Objectives:
- Meet economic needs while maintaining community character.
- Ensure that economic and business-related information is available and easily accessible.
- Facilitate the creation of new year-round and seasonal businesses conducive to employment and competitive salaries.
- Continue to collaborate with other economic development-focused organizations, such as TREC, Teton Valley Business Development Center, and other municipalities, to implement and update the Teton County Economic Development Plan.

Actions:

Action 2.2.2.a: Continue dialogue and agreements between City and County on appropriateness of various commercial land uses inside and outside of the City and its Area of City Impact. (1)

Action 2.2.2.b: Promote the City’s industrial center as an effective business incubator and explore the possibility of facilitating additional incubation spaces. Identify preferred locations for the types of new business and industry desired, and facilitate the extension of utilities to those areas if there are no suitable existing interior locations. (2)

Action 2.2.2.c: Work with educational institutions to develop educational and workforce training opportunities and infrastructure that enhance Driggs’ strengths. (2)

Action 2.2.2.d: Support economic development through retention of a post-graduate population. (Reflected in the Teton County Economic Development Plan.) (2)

Action 2.2.2.e: Track business activity in the City through business licenses, retail and lodging tax, and other methods, and make regular summaries available. (3)

Action 2.2.2.f: Support the Teton Valley Farmers Market with assistance on grants, provision of civic space, and other appropriate strategies. (3)

Action 2.2.2.g: Support TREC’s projects to promote the Valley and attract new business that will enhance the community’s economy and unique character. (3)

Action 2.2.2.h: Pursue and support year-round cultural tourism development and related events independently and in collaboration with various nonprofit event organizers including Downtown Driggs Association (DDA) and Teton Valley Foundation (TVF). (3)
2.3 Our Unique Environment

Surrounded by lands conserved through the U.S. Forest Service, National Park Service, and Teton Regional Land Trust, the Valley supports an environmentally rich area with clean water, fresh air, and prime soils for agriculture (Map 4). The Valley provides important habitat and migration corridors for many species including several special status species such as the threatened Canada lynx and the endangered Willow flycatcher. Other regionally recognized species endemic to the area include elk, moose, sandhill cranes, and cutthroat trout. Driggs’ dark sky program ensures a healthy nighttime ecosystem, and preserves visibility of the night sky for residents and visitors (Figure 3).

As the City grows, it will be important to continue to monitor environmental health. Tracking indicators such as water quality, which may be at risk with an increase in impervious surfaces, and air quality, which could be impacted by traffic, fire, and temperature inversions, will help decision-makers identify necessary changes to policy and infrastructure to help protect the Valley’s habitat.

This rich, natural environment does not come without threats. According to the Teton County Hazard Mitigation Plan, which identifies the frequency, severity, and potential magnitude of natural hazards in the region, Driggs is exposed to severe winter weather, as well as flooding, earthquakes, windstorms, and fire.

Agriculture plays a critical role in the history, culture, and setting of Driggs. The Valley has been in agricultural production for a century, and the picturesque ranches against the Tetons create a unique setting for Driggs. The culture established by farming and ranching continues to be a draw for visitors and residents alike. Produce from the surrounding area is sold at the Driggs Farmers’ Market and provides healthy local food options throughout the year.

Closer Look at Health

While Driggs is not located immediately adjacent to forest land, there is a vast network of forests surrounding it that may be prone to wildfires. According to the EPA, “Wildfires increase air pollution in surrounding areas and can affect regional air quality. The effects of smoke from wildfires can range from eye and respiratory tract irritation to more serious disorders, including reduced lung function, bronchitis, exacerbation of asthma and heart failure, and premature death. Children, pregnant women, and the elderly are especially vulnerable to smoke exposure. Emissions from wildfires are known to cause increased visits to hospitals and clinics by those exposed to smoke.” The EPA notes that respiratory difficulties related to wildfire are likely to continue to increase as there are more fires throughout the West and several studies are underway to better understand the effects. (Wildland Fire Research: Health Effects Research. https://www.epa.gov/air-research/wildland-fire-research-health-effects-research)

Things to Consider:

- Vulnerable Populations: Identify at-risk populations such as children, elderly, pregnant women, and uninsured, and plan for increased visits in the event of a regional wildfire.
- Displaced Populations: In the event of a regional wildfire, displaced populations from evacuated forested areas may seek temporary shelter that still provides access to their employer while they cannot return to their home.
The public is highly aware of the sensitivity and importance of the Greater Yellowstone Ecosystem. Many comments received throughout the public engagement process identified preservation of habitat and migration corridors through the protection of Teton Creek as the southern border of the City and protection of the wetland areas west of the City as important community values. The public also said they would like to continue to see agriculture surround the City within the Area of City Impact and beyond.

Figure 3. Dark Skies

Source: ESRI, 2016

Figure 4. Teton County Wildlife Habitat Overlay

Source: Teton County Wildlife Overlay
Vision for Our Unique Environment: Protect Driggs’ environment by honoring our natural resources and maintaining important habitat while strengthening the ability to adjust to climate change.

GOAL 2.3.1: Enhance the protection of natural resources.

Objectives:
- Ensure that new developments and uses are designed to minimize impacts to wildlife habitat, creek function, and scenic resources.
- Promote water conservation.
- Prevent contamination of groundwater from septic systems and other pollution sources and protect surface water quality.
- Increase awareness and continue enforcement of dark skies policies.

Actions:
Action 2.3.1.a: Use development buffers, lighting reductions, and seasonal restrictions where and when appropriate to protect the Teton Creek riparian area. (1)
Action 2.3.1.b: Adopt a wildlife overlay into the City zoning map. (2)
Action 2.3.1.c: Identify wildlife corridors and plan for seasonal changes to open space connections with temporary seasonal traffic calming techniques, such as blinking signs or seasonal speed reductions at Hwy 33 and along Teton Creek within the Teton County Wildlife Habitat Overlay. (1)
Action 2.3.1.d: Implement a program such as an adopt-a-highway project to ensure trash does not impact natural areas. (3)
Action 2.3.1.e: Require development proposals to include an assessment of existing creeks, wildlife habitat, and scenic viewsheds, and require cluster designs to avoid or minimize impacts when possible. (1)
Action 2.3.1.f: Educate residents on methods to reduce ground water pollution sources. (1)
Action 2.3.1.g: Adopt a well-source protection ordinance. (3)
Action 2.3.1.h: Provide information to developers and contractors on the federal permit requirements and Best Management Practices for managing stormwater runoff on construction sites. (1)
Action 2.3.1.i: Develop a visual guide and campaign to educate the public on the importance and best practices for protecting the environment. (2)
Action 2.3.1.j: In sensitive lands such as the 100-year flood plain, wetlands, and migration corridors encourage low-impact activities and other impact mitigation techniques. Low impact land uses include open space, very low-density housing, and agriculture. (2)
Action 2.3.1.k: Develop a City ordinance that will require developments to provide a weed control mechanism. (3)
Action 2.3.1.l: Provide an information brochure and install an interpretive sign that provides information on the City’s Dark Sky Program. (2)
Action 2.3.1.m: Host a Dark Skies festival with speakers from national public lands and community celebration events to educate about and celebrate dark skies in the Tetons. (3)
Action 2.3.1.n: Outdoor lighting objectives should address intensity, glare, uplight, visual safety, habitat impacts (natural-light rhythms, and property trespass). (1)
Action 2.3.1.o: Enforce the adopted amortization schedule for non-conforming outdoor lights and clarify the standards by taking a multi-pronged approach beginning with education. (3)
Action 2.3.1.p: Adopt and enforce commercial and public lighting standards that allow safe levels of lighting and prevent obtrusive or dangerous lighting levels, glare, etc. (1)
Action 2.3.1.q: Review night lighting and identify opportunities to improve dark skies. (1)
Action 2.3.1.r: Work with the National Park Service and other regional entities to coordinate dark sky efforts. (1)
Action 2.3.1.s: Add language to City ordinance regarding greenhouse lighting. (1)
**GOAL 2.3.2:** Collaborate with regional entities on the protection of natural resources and on strengthening climate resilience.

**Objectives:**
- Align local environmental efforts with regional plans and strategies.

**Actions:**
- **Action 2.3.2.a:** Monitor Teton Creek water quality; if quality decreases, review opportunities to promote healthy streams. (1)
- **Action 2.3.2.b:** Participate with the County and other organizations in a well monitoring program to identify existing high nitrate areas. (1)
- **Action 2.3.2.c:** Maintain an updated repository of regional environmental plans (i.e. Teton Creek Corridor Project and flood plain restoration on Teton Creek) to ensure City actions respond to identified needs. (2)
- **Action 2.3.2.d:** Ensure City participation in future regional plans and initiatives. (3)
- **Action 2.3.2.e:** Work with regional partners to measure and monitor air quality. (1)
- **Action 2.3.2.f:** Coordinate and cooperate with the County Extension Agent and weed enforcement program by identifying and reporting weed problem areas and adopt and implement an aggressive weed management Plan in City parks and rights-of-way. (3)

**GOAL 2.3.3:** Minimize risk of damage or injury from known hazards such as flooding.

**Objectives:**
- Adopt the necessary ordinances and codes to assure that unwarranted establishment of potentially hazardous development will not occur without appropriate and effective mitigation.
- Identify potential risks to life and property from known hazards and adopt appropriate mitigation strategies.
- Promote resilience to the impacts of climate change and implement pre-disaster mitigation strategies.

**Actions:**
- **Action 2.3.3.a:** Incorporate hazard mitigation into all appropriate plans and policies. (2)
- **Action 2.3.3.b:** Plan for coordinated stormwater retention once the City reaches a significant percentage of impervious surface. (3)
- **Action 2.3.3.c:** Develop an inventory of assets and develop hazard scenarios such as flooding, fire, and winter storms. Assess the resilience of community assets that may be impacted by a major natural hazard, and organize groups and facilities to provide basic services until assets can be restored. (3)
- **Action 2.3.3.d:** Develop a plan for temporarily hosting adjacent community residents displaced by natural disasters. (3)
- **Action 2.3.3.e:** Monitor climate-induced migration from other communities impacted by heat, wildfires and sea level rise and adjust population forecasts and linked planning elements as needed. (3)
- **Action 2.3.3.f:** Address floodplain protection and Teton Creek restoration in accordance with the Teton Creek Corridor Project with Friends of the Teton River. (1)
2.4 Our Unique Playground

With nearby access to world-class recreation, Driggs' residents and visitors are able to enjoy a wide range of Rocky Mountain sports and leisure activities. The majority of residents have access to a local park within a half-mile of their home (see Map 5). Recreational infrastructure in and outside of Driggs include the 5th Street skate/bike park, disc golf, tennis, volleyball, and pickleball courts, Teton Rock Gym, Teton Indoor Sports Academy, Teton Valley Dance Academy, golf courses, gyms, yoga studios, and school tracks and fields. Additionally, public transportation provides access to Grand Targhee Resort and Jackson Hole Mountain Resort.

Driggs residents value the community events put together within Driggs and the Teton County region, and would like to increase events throughout the year. Some of the facilities the residents feel are missing include an indoor pool and indoor auditorium that could support year-round live entertainment and recreation that is accessible to all, irrespective of age, ability, and budget (see Figure 5). When asked about opportunities for healthier living, most residents indicated there are lots of outdoor recreational opportunities year round, but that they would like to see more interconnected pathways and sidewalks that are maintained for year-round walkability.

Figure 5. Percent of the Population with Access to Exercise Opportunities in 2016 (Within .5 miles of a park or recreation facility)

<table>
<thead>
<tr>
<th>Teton County</th>
<th>Idaho</th>
<th>US</th>
</tr>
</thead>
<tbody>
<tr>
<td>58%</td>
<td>79%</td>
<td>92%</td>
</tr>
</tbody>
</table>

Source: Teton Valley Community Health Needs Assessment, 2016

Closer Look at Health

Driggs has a number of recreational parks, but as it grows, Driggs will need to enhance the level of diversity in Driggs' community parks and provide equitable access. ChangeLab Solutions provides a metric to review park types regionally to understand access, opportunities, gaps, and recreational opportunities. Parks are gathering points and a stress reliever. "When people recall happy childhood memories, parks often come to mind because they’re the backdrop for birthday parties and family barbecues, sledding in the snow, and playing until sundown. Parks are where many kids meet their first friends and where they learn to swim or play soccer or basketball. When we gather in parks to celebrate milestones, to laugh together and bond, these public spaces become special and important. We reconnect in parks, with nature and with our neighbors." (Complete Parks Overview: Creating an Equitable Parks System. ChangeLab Solutions 2018)

Things to consider:

- Park Type: Provide all residents with easy access to a great park that fulfills each neighborhood's need for nature, open space, and recreational activities, recognizing that there is no one-size-fits-all solution.
- Access: Close the gaps in parks access and quality by improving parks in neglected places and increasing the amount of park area for groups with the least access and the greatest need.
- Health Equity: Support health and health equity by incorporating holistic health into how parks are distributed and used by ensuring ADA access, seating, and potentially ADA playground equipment.
Map 5. Park Walkability

Legend

- City Limits
- Planned Area of City Impact
- Parks
- Within 1/4 Mile Walking Distance From a Park
- Within 1/2 Mile Walking Distance From a Park

Source: Driggs land use, 2016; Logan Simpson, 2019
Vision for Our Unique Playground:
Develop and support year-round recreational and cultural programs, facilities, and spaces that are inclusive and accessible to all.

GOAL 2.4.1: Provide recreational opportunities for residents and visitors in and around Driggs.

Objectives:
- Understand the recreational needs and desires of area residents and visitors.
- Ensure that local park and recreation facilities are optimally located, equipped, and maintained for all users.
- Ensure that the development of parks facilities in the Driggs planning area complement other land use goals and objectives.
- Support the expansion of year-round cultural and entertainment options that would improve the visitor experience and enhance local quality of life.

Actions:
Action 2.4.1.a: Develop and maintain a connected system of trails and connections to support year-round walkability. (1)
Action 2.4.1.b: Seek and respond to user feedback on improving recreational areas and facilities. (2)
Action 2.4.1.c: Develop a pool/recreation center. (2)
Action 2.4.1.d: Identify a location for an indoor theater that can support community events, live music, movies, and/or theater year-round. (2)
Action 2.4.1.e: Create plans to support and maintain recreational facilities once built. (3)
Action 2.4.1.f: Continue to support community physical activity events such as fun-runs, ballet folkloric performances, and biking events. (3)
GOAL 2.4.2: Participate in county-level parks planning to increase the number and quality of county-wide recreational and sports facilities.

Objectives:
- Convene public and private entities to collaborate on the promotion of recreational resources.
- Align local efforts with the Teton County Recreation and Public Access Master Plan.

Action
Action 2.4.2.a: Investigate the potential of a regional park facility with multiple amenities such as a playground, benches, bathrooms, shade facilities, natural areas, interpretive signs, and picnic areas. (2)
Action 2.4.2.b: Implement recommendations from the Teton County Recreation and Public Access Master Plan, including studies on aquatic and recreation facilities in Driggs. (2)
Action 2.4.2.c: Promote recreational facilities to function as community meeting and social spaces. (3)
Action 2.4.2.d: Highlight plans for future trails, connections, and facilities to the public. (2)
Action 2.4.2.e: Work with landowners and consider surrounding land use designations when determining appropriate alternative uses for recreation and open space that is not acquired by the City (2)
2.5 Our Unique Services

Utilities and services in Driggs serve a much greater daytime population of students, employees, customers, patients, clients, and others who commute in; therefore, population estimates need to consider not just residents, but the regional population that uses utilities. The tourism spike in the summer also puts an intermittent strain on infrastructure. The current sewer treatment plant which serves Driggs and Victor has capacity to serve the community at the current growth rate for roughly five to ten years before expansion would be needed. As mentioned in section 2.3 (Our Unique Environment), as more development occurs and more hardscape is constructed, a stormwater system may be necessary to prevent flooding and to ensure habitat health.

Silver Star Communications, the local internet provider, provided gig symmetrical services to Driggs residents in 2020. Aside from the occasional storm-related outage, consistency and reliability of electricity is stable and changes are not foreseen. Community feedback indicates the desire for all City services, including internet services within City limits, to provide consistent platforms for working remotely.

Driggs’ educational and community facilities serve both the City and the region (Map 7). Teton County High School and Middle School are both located in Driggs. The Teton Valley Hospital in Driggs and its associated clinics provide care to the greater region and support many services, including mental health, emergency room services, pharmacy, and telehealth. Teton Valley Health is also one of the major employers in Teton County. The Driggs branch of the Valley of the Tetons Library, which is currently in a temporary location, is an important asset for everyone in north Teton County. As Teton County grows, use and demand for these facilities and services will grow as well.

Closer Look at Health

For many communities, access to healthcare is a major issue. Driggs is fortunate to support a hospital and wide range of support services, including language translation. It is important to support these services not only for Driggs, but for surrounding communities that rely on Teton Valley Health. For remote communities relying on Teton Valley Health, difficulties can include mental health intervention, winter access to services and pharmacies, and inconsistent internet access for telehealth.

Things to Consider:

- Vulnerable Communities: Identify vulnerable communities and consider targeted outreach to those who might be unaware of community services or are under-insured.
- Accessibility: Continue to provide services to patients who might not have physical access due to snowstorms and those for whom English is not their first language.
- Mental Health: Those who have mental health issues may not always be aware of their illness or available services. Education and outreach can help residents recognize issues and seek appropriate treatment.
Map 6. Sewer Service Area Map

Source: City of Driggs, 2020
Vision for Our Unique Services:
Provide an efficient and consistent level of public services that are conducive to our community's health and well-being.

GOAL 2.5.1: PROVIDE PUBLIC SERVICES, FACILITIES, AND UTILITIES ON A UNIFORM AND EFFICIENT BASIS TO ALL AREAS OF THE CITY.

Objectives:
- Ensure that development occurs in a manner that is safe, that facilitates efficient delivery of public services, and does not outstrip available or potential capacities.
- Ensure that new development pays for service, facility or utility upgrades, high speed internet, connections to recreational facilities, or expansions necessitated by associated growth in demand.
- Facilitate the expansion of healthcare, including availability and access to medical services in Driggs.

Objectives:
- Manage public services and amenities in anticipation of population growth and seasonal fluctuations.

Action:
Action 2.5.1.f: Monitor public resource usage to more accurately and efficiently anticipate and plan for population growth. (2)
Action 2.5.1.g: Continue to plan for seasonal fluctuations in demand for services. (3)
Action 2.5.1.h: Work with Valley of the Tetons Library as it grows to find a permanent location within the City limits. (2)

Objectives:
- Collaboratively plan and facilitate the expansion of school facilities to meet growing demand while minimizing and mitigating transportation and other associated impacts.

Actions:
Action 2.5.1.i: Develop a parking area with easily accessible trails to the school for student pickup and drop-off to reduce traffic congestion. (2)
Action 2.5.1.j: Ensure that school facility planning is a collaborative effort between cities, county, and school district and is integrated with other relevant planning elements. (3)
Action 2.5.1.k: Ensure that school impacts do not unfairly burden City residents or City infrastructure. (3)
Action 2.5.1.l: Work with the school district and Teton Valley Health to promote more mental health/physical health services at the schools. (3)
Action 2.5.1.m: Work with the school district to assess the feasibility of offering aviation education programs (located adjacent to the airport). (3)
CHAPTER 2: VISION, GOALS, OBJECTIVES, AND ACTIONS

Educational Facilities
1. Teton Tots 2 Teens
2. Teton Middle School
3. Teton High School
4. Driggs Elementary School
5. Rendezvous Upper Elementary
6. Driggs Head Start
7. Building Blocks Early Learning
8. Reach for Rainbows Daycare
9. ABC Above and Beyond the Classroom
10. Discoveries (Pre-K)

Community Facilities
11. Valley of the Tetons Library
12. Teton Geotourism Center
13. Senior Center
14. Driggs Community Center
15. Post Office
16. Community Resource Center of Teton Valley
17. Teton Valley Health Care

Source: Driggs neighborhoods, 2016; Logan Simpson, 2019
2.6 Our Unique Mobility

Despite Driggs’ growing multi-modal transportation options, driving remains the preferred method, particularly for the working population. Approximately 91% of Driggs employees (1,115 people) commute into Driggs for work (Figure 6). Similarly, roads near the schools see increased traffic at peak hours, and Driggs experiences additional issues with traffic focused around summer tourism. Map 9 illustrates the increase in traffic experienced in Driggs over the last 20 years.

Residents have expressed strong desires to mitigate traffic especially in Downtown and school areas. Residents have also identified expanded pathways and multi-modal connections as important.

Driggs’ mobility has benefited from improvements to transportation alternative options including trails, pathways, bike lanes, and major sidewalks, transit facilities; and more changes are on the horizon (Map 9). While 22% of respondents to the first Comprehensive Plan public involvement survey over the age of 18 said they currently walk or bike to work, 44% said they would prefer to bike or walk to work. Residents value the planned changes toward healthier transportation options, but they would like to see this infrastructure better maintained to ensure access year-round and for any physical ability.

Two bus services and a rideshare program offer services in the region for residents and visitors. In 2019 alone, START Bus Teton Valley commuter route hosted 35,118 riders (2019 START ridership report). START also provides service out of Jackson, which has a Teton Valley Commuter pass for $8 each way. Grand Targhee Resort shuttle provides rides between Targhee, Driggs and Victor for $2 each way every day. Teton Rideshare is a carpooling application that allows users to find carpooling rides.

Closer Look at Health

Driggs is taking an active role in increasing connectivity with planned roadway connections, multi-modal enhancements, and additional pathways. Being able to walk to destinations provides an opportunity for physical activity and improved health. According to ChangeLab solutions, people walking want a direct route. Being required to travel extra distances to a destination in an indirect route for a driven car may only add a minute, but for a pedestrian that extra ten minutes of walking can mean the difference between being willing to make the trip on foot or not. (National Policy and Legal Analysis Network to prevent childhood obesity. Making Streets Welcoming for Walking. ChangeLabsolutions.org, Dec 2013)

Things to consider:

- Direct Access to Buildings – Accessible storefronts should face the street, preventing access through a long parking lot, and building entrances should have ramps to provide ADA access.
- Street Connectivity – Where there is a grid based structure with short blocks, many intersections, and frequent street crossings, pedestrians can get to their destinations by the most efficient and direct route. Grid street patterns also offer alternative routes, which allows for alternative stops to and from work.
- Destinations and Density – If there isn’t anywhere to go or destinations are far from one another, would-be pedestrians will be discouraged from walking. When potential destinations are clustered, people are more likely to walk between destinations and it is easy for people to be efficient in their stops.

![Figure 6. Incoming Employee Place of Residence](image-url)
Limited additional traffic

4,000 more cars per day on average

5,000 more cars per day on average

Source: ID Department of Transportation, 2018
Map 9. Non-Motorized Transportation and Transportation Master Plan Map of Proposed Connections

Source: Teton Valley Trails and Pathways, 2005-2008
Vision for Our Unique Mobility:
Enhance local and regional transportation connections to mitigate auto traffic while offering accessible, inclusive, and sustainable services conducive to healthy lifestyles.

GOAL 2.6.1: Create a well-maintained, safe, and accessible multi-modal transportation network.

Objectives:
- Ensure Driggs develops as a year-round “activity-friendly” community, providing a network of streets, sidewalks, paths, trails, and accessible public transit options.
- Increase the safety and choices of transportation options available for residents and visitors, and especially for faculty, staff, students, and parents traveling between home and school.

Actions:
- **Action 2.6.1.a**: Require new development to provide bicycle and pedestrian connections between neighborhoods, parks, schools, shopping, and other destinations, in conformance with the adopted Transportation Plan. (1)
- **Action 2.6.1.b**: Implement connectivity opportunities and strategies identified in the Driggs Transportation Plan. (2)
- **Action 2.6.1.c**: Develop methods to improve the pedestrian experience along Hwy 33 in conformance with ITD standards inside City limits. (2)
- **Action 2.6.1.d**: Participate in regional transit partnerships to develop solutions and promote ridership. (2)
- **Action 2.6.1.e**: Support the re-instatement of a transportation service for rural seniors that brings them into Driggs for social gatherings, medical visits, and other necessities. (2)
- **Action 2.6.1.f**: Improve and maintain year-round ADA accessibility. (2)
- **Action 2.6.1.g**: Monitor transportation improvements through techniques such as traffic counts, number of accidents, and congestion levels after installation to review quantitative improvements. (3)
- **Action 2.6.1.h**: Support the Urban Renewal District’s efforts to establish additional public parking lots for cars and bicycles within the interior of downtown blocks. (3)
- **Action 2.6.1.i**: Require developers of large projects to provide a traffic impact study and mitigate impacts on the transportation network by constructing connections, turn lanes, or other improvements necessitated by the development. (3)
- **Action 2.6.1.j**: Monitor vehicle and bicycle parking demands and make changes as necessary. (3)
- **Action 2.6.1.k**: Encourage car-free transportation options for accessing schools. (3)
- **Action 2.6.1.l**: Collaborate with Teton County, ITD, and other stakeholders to establish alternative truck routes outside of Downtown. (2)
- **Action 2.6.1.m**: Increase bike safety by reducing the number of times the pathway crosses Hwy 33 where possible. (2)
2.7 Our Unique Airport

The Driggs airport is an essential community facility that brings in local and state revenue while providing important transportation options for the region. The Airport Master Plan (Appendix E) and the Driggs Comprehensive Plan planning efforts have been coordinated to promote community safety, regulatory compliance, and mutually beneficial land use opportunities.

The Driggs-Reed Memorial Airport is owned and operated by the City of Driggs with guidance and direction by the Airport Board. According to the Driggs Airport Plan, the airport is designated as a Regional Business Airport by the Idaho Airport System Plan (IASP), and as a General Aviation (GA) C-II Airport by the Federal Aviation Administration (FAA). The “C” designation defines the aircraft approach category, which includes aircraft with speeds of 121 to 141 knots. The “II” designation refers to the airplane design group, which includes aircraft with wingspans of between 49 and 79 feet. GA activity includes all civil aviation activity except that of certified air carriers, but does include air charter, air taxi, corporate, business, and recreational activity. Services available at the airport include rental cars, full-service dining, professional aircraft catering, laundry and dish washing services, pilot supplies, and an executive conference room for meetings. The Driggs Airport supports under-wing camping, corporate jets, Warbirds, turboprops, helicopters, multi-engines, single-engines, tail draggers and gliders year-round. Aside from the City-leased hangers, Driggs-Reed Memorial serves privately owned hangars that can host connected living quarters.

According to the Airport Master Records and Reports 5010, Driggs-Reed Memorial has 86 based aircraft and 8,000 total operations in 2019 with roughly 15,000 flights per year (2018). Landing facilities include pavement and an alternate grass landing facility.

Because the airport and flight hazard areas do not overlap with other municipalities or populated areas, the airport does not have any official multi-jurisdictional agreements. However, other communities in Teton Valley do benefit from having a local airport.

To address hazard areas, this Plan identifies airport runway protection zones on the Future Land Use Map (Map 11). Inner and outer critical zones have regulatory land use restrictions for the health and safety of the community. Those areas are shown in Figure 7. Actions to address hazard areas include recommendations to expand the perimeter fencing, and to include noise abatement in construction. For more information on the hazard area see the Airport Plan in Appendix E. Hazards to the aircraft include storms, snow, and intermittent wildlife crossings.

Future developments support a shift in the runway to the east away from Hwy 33, which in turn moves the airport. Other future developments include an additional small runway perpendicular to the existing runway.

The airport directly benefits the City’s economy by serving as a gateway to the backcountry for skiing and hunting for visitors. It is also used for regional efforts such as wildland firefighting and medical flights. According to the Driggs-Reed Memorial Economic Impact Analysis completed in 2020 the airport is responsible for the employment of 119 individuals, and has an estimated annual economic activity of over 10 million dollars. Further economic development opportunities include the possibility of further developing partnerships with lodging, conference space, and businesses in the City.

A Closer Look at Health

In compliance with Idaho State Statute, Driggs maintains an updated airport master plan to protect community health and safety. In addition to other elements, the plan identifies zones or buffers around the airport and their appropriate land uses. This plan is found in Appendix E.

Compatible land uses identified in the Driggs-Reed Airport Master Plan can co-exist with air traffic without constraining the safe and efficient operation of the airport or creating unacceptable levels of noise or hazards to people living and working in those areas. Compatibility is identified when neither airport operations nor residents living and working are adversely affected.

Compatible Uses Include:

- Agricultural
- Recreational (non-wildlife attracting)
- Open space
- Industrial
- Some commercial

Things to consider:

- Noise: While commercial aircraft are not permitted at the Driggs-Reed Airport, consistent exposure to noise can affect health. Noise barrier techniques should be considered if noise becomes an issue.
Vision for our Unique Airport:
Enhance and coordinate airport services to stand out as a unique small airport in the West and provide economic growth for the community.

GOAL 2.7.1: Make the Driggs-Reed Memorial Airport stand out as a small, sustainable airport in the West.

Objectives:
- Capitalize on the airport and its surrounding area to enhance the local economy while mitigating noise impacts and other hazards.

Actions:
- **Action 2.7.1.a**: Develop pathways from the airport to Downtown to capture air travel business. (2)
- **Action 2.7.1.b**: Encourage the extension of the airport’s perimeter fence to encompass the Airport Zone. (2)
- **Action 2.7.1.c**: Improve the gateway to the airport and implement gateway design standards (2)
- **Action 2.7.1.d**: Leverage under-wing camper and air travelers to promote local economy. (3)
- **Action 2.7.1.e**: Promote regional collaboration to enhance airport services and sustainability. (3)
- **Action 2.7.1.f**: Require residential development within the airport overlay to incorporate noise abatement construction standards. (3)
- **Action 2.7.1.g**: Work with academic institutions to establish aviation-related programs. (2)
2.8 Our Unique Urban Design

Nature, community, and the small town feel are some of the features that residents love most about Driggs. Residents love Downtown, but would like to see a more walkable, lively environment with a variety of uses that acknowledge Driggs’ history while also continuing to support arts, entertainment, and an array of employment and housing options. Recent efforts to locate parking areas behind important community structures allow new commercial buildings to face the street, and the recent wayfinding project is helping visitors navigate Driggs’ restaurants and retail stores. Continuing to expand street trees and developing human-scale places for people to gather just for lunch among friends or for large community events are important. The Future Land Use Map identifies small neighborhood commercial nodes to provide services to communities within Driggs that are outside of Main Street; this improves walkability and provides places for neighborhoods to connect, but should be designed to prevent sprawl-like development.

There are currently two active Urban Renewal Areas (URA) managed by the Driggs Urban Renewal Agency (DURA). These areas support revitalization of Downtown through the use of tax increment financing (TIF) in accordance with adopted Urban Renewal Area Plans and Idaho Code Title 50, Chapter 20 (Map 100).
A Closer Look at Health

We don’t often link street trees with health, but according to the Nature Conservancy, studies have proven that “trees and other natural features in cities can help regulate water quality, water quantity, and the timing of water flow. They can help clean and cool the air, reducing harmful air pollutants and ambient air temperatures. They lend beauty to our streets, enhance citizens’ lives, and significantly increase property values. When you consider all the benefits that street trees can provide to society, there is a strong business case for increased societal investment. One study in California, for instance, found that for every $1 spent on tree planting and maintenance, urban trees deliver $5.82 in benefits.” (Funding Trees for Health: An Analysis of Finance and Policy Actions to Enable Tree Planting for Public Health)

Things to consider:

- Clean Air: Reduction in asthma and cardiovascular disease
- Cools the Air: Reduces impact of impervious surface heat islands
- Promotes Exercise: People enjoy walking and biking on tree-lined streets and feel safer
- Improves Mental Health: Studies show that tree-lined streets improve mental health
Vision for Our Unique Urban Design:
Balance Driggs' natural landscape and historic small town character with innovative land uses that are conducive to healthy living.

GOAL 2.8.1: Achieve the urban design vision by creating a safe, unique, welcoming sense of place.

Objectives:
• Implement urban design decisions and programs that foster a distinctive community with a strong sense of place.
• Implement urban design decisions and programs that create healthy neighborhoods.
• Implement urban design decisions and programs that take advantage of compact building design.
• Preserve and expand on the historic architecture of the City while allowing for new, compatible styles to emerge. Building elevations, rooflines, and façades should be unique, compatible with historic designs, and not simply replicate chain store designs used elsewhere.

Actions:
Action 2.8.1.a: Implement the Driggs Wayfinding Plan. (2)
Action 2.8.1.b: Reduce the maximum allowed block length to 600' feet in neighborhoods serving densities greater than 1 unit per acre. (1)
Action 2.8.1.c: Strive for stable and consistent policies and ordinances regarding development allowances and requirements. (3)
Action 2.8.1.d: Encourage and facilitate preservation and adaptive reuse of historic or architecturally significant buildings, including Corner Drug and the Depot Building. (3)
Action 2.8.1.e: Encourage and develop incentives for the creation of downtown public spaces and public art. (3)
Action 2.8.1.f: Create and maintain attractive gateways with welcome signs to Driggs on Hwy 33 (South and North) and on Ski Hill Road. (3)
Action 2.8.1.g: Provide landscaping and pedestrian amenities within any new public parking lot, which also provides for safe winter snow storage. (3)
Action 2.8.1.h: Incorporate street trees into road improvement projects in the original town grid and along any collector or arterial street. (3)
Action 2.8.1.i: Continue to improve design standards that match building scale to street type. (3)
Action 2.8.1.j: Ensure access and viewsheds are considered in all new and multi-story development. (3)
Action 2.8.1.k: Consider a pedestrian-only area such as a plaza that supports small business, community events, and walkability. (2)

GOAL 2.8.2: Maintain a vibrant Downtown that reflects the community and attracts business.

Objectives:
• Encourage mixed-use, infill, and redevelopment in zones that can accommodate live-work spaces.
• Encourage increased residential densities, especially in/near the Downtown.

Actions:
Action 2.8.2.a: Expand the Neighborhood Mixed Use Area east from Main Street along Little Avenue to encourage a gateway that represents the character and community of Driggs. (2)
Action 2.8.2.b: Employ the Downtown land use category to support an active, cohesive Downtown that supports multiple uses. (3)
Action 2.8.2.c: Adopt a minimum maintenance ordinance to eliminate weedy or unsightly conditions on empty lots or unsafe conditions in vacant buildings Downtown. (3)
Action 2.8.2.d: Incentivize vertical mixed-use development and improvement to vacant buildings in the Downtown core. (1)
GOAL 2.8.3: Protect significant historic, archaeological, and architectural resources.

Objectives:
- Document and communicate historic, archaeological, and architectural resources that deserve protection.
- Encourage the preservation and/or restoration of priority historic resources.

Actions:
Action 2.8.3.a: Partner with local historians, schools, and volunteers to create an inventory of significant historic, archaeological, and architectural resources. (2)
Action 2.8.3.b: Determine the level of significance and the level of risk for each historic structure or site. (3)
Action 2.8.3.c: Explore and facilitate grant opportunities for building restoration and adaptive reuse. (3)
Action 2.8.3.d: Consider ordinance options to protect the highest priority resources. (3)
Action 2.8.3.e: Explore other incentive programs and campaigns to encourage preservation and restoration of historic structures. (3)

GOAL 2.8.4: Provide a mix of land uses that meet the community’s needs and are compatible to each other and to their natural setting.

Objectives:
- Designate appropriate areas to support the development of adequate housing quantities and types to meet projected housing needs, within a framework of interconnected neighborhoods.
- Designate appropriate areas to support desired economic development.

Actions:
Action 2.8.4.a: Add appropriate incentives to the zoning and development regulations and utility connection fee structure to encourage infill development in and around the original Driggs townsites and to encourage new mixed-use development at locations with optimal access to all primary services, in accordance with the Future Land Use Map (Map 11). (1)
Action 2.8.4.b: Work with residents along Hwy 33 and other interested citizens to identify possible redevelopment scenarios to transition from a single-family residential pattern to uses that are compatible with the airport overlay and appropriate within the scenic corridor. (2)
Action 2.8.4.c: Adopt a minimum setback for developments along Hwy 33 and require highway accesses to conform to the ITD/City of Driggs Transportation Access Plan Agreement, thereby protecting traffic flow and safety and the scenic corridor. (2)
Action 2.8.4.d: Delineate a “urban growth boundary” along Teton Creek to the South and along 2500N to the North, beyond which the City will not extend additional water or sewer service. (2)
Action 2.8.4.e: Assess the current boundaries of the Driggs’ Area of Impact to secure and maintain adequate participation for the City in land use decisions affecting the City, and negotiate adjustment of these boundaries with Teton County. (2)
Action 2.8.4.f: Allow and encourage the development of mixed-use and live-work developments. (3)
Action 2.8.4.g: Encourage compact building and development design to increase the efficiency of service delivery. (3)
Action 2.8.4.h: Develop a more detailed neighborhood plan for the area underlying the proposed Airport Zone, with assistance of property owners and the Airport Board. (3)
Learn from the Past, Prepare for the Future, Live in the Present.

— Thomas S. Monson
PART 3: LAND USE AND IMPLEMENTATION AND MONITORING PLAN

3.1 Land Use Plan

The Future Land Use Plan is a guiding document that indicates intended use and development density for the City. Future Land Use designations guide zoning updates for vacant properties or redevelopment of properties. The Future Land Use Plan map is responsive to existing conditions, a review of the existing Plan, community and leadership input, and best management practices. The focus of the Future Land Use Map aims to:

- Preserve sensitive habitat and wildlife corridors;
- Support a diversity of housing types;
- Identify locations for additional recreational areas;
- Promote a diversity of employment types and expansion of the light industrial spaces for expanded business development;
- Densify and activate Downtown with more vibrancy;
- Support spaces for small business;
- Promote a hard edge to the City with welcoming gateways;
- Allow for annexation of properties currently using City utilities;
- Encourage community connectivity; and
- Promote development of vacant platted residential lands.

The land use descriptions below are designed to be flexible enough to not deter development while also achieving the desired land use goals listed above. As any development or redevelopment and any zone changes occur on any parcel within the City, proposed development and any necessary zoning changes should align with the future land use as presented in this Plan. Specific locational goals and opportunities for each area are described under the general description.
3.2 Future Land Use Categories

**Planned Area of City Impact (AOCI)**

Idaho Legislature 67-6526 identifies the need for every municipality in Idaho to work with its County to designate an AOCl. The AOCl is the geographic area surrounding the City where the City is expected to annex at some future time. This area includes an agreement with the County about uses and development. These joint agreements provide a way for transportation planners, utility providers, cities, counties, and other public entities to plan for future development together.

**Urban Growth Boundary (UBG)**

Community input has identified a desire to protect sensitive natural features such as wetlands and Teton Creek, increase density within the City limits, and maintain an agricultural character with a distinct boundary between developed lands and rural unincorporated areas. To achieve these goals, the City of Driggs has developed a new boundary known as the urban growth boundary (UBG). While the AOCl will continue to reflect City zoning, require City and County coordination on development, and may be annexed at some future date, the UBG is expected to set the limits of City density, utilities, and services including water and sewer within the foreseeable future. The UBG is expected to focus future development within the City boundary and identify the edge of future development.
Open Space and Recreation

Open Space and Recreation will support a diversity of year-round park and recreation land use types that vary from neighborhood parks and regional parks, to natural drainages and sensitive areas. These areas will be well-connected with maintained trails and will provide a diversity of amenities for all ages and abilities.

OSR1. This area directly adjacent to the airport will provide a large community open space. If development does occur in this area, the portion within the airport critical zone should remain unbuilt, and residential development should be clustered to provide open areas.

OSR2. The area along Ski Hill Road that is not already developed will be preserved for water quality and habitat preservation.

OSR3. Community input supported opportunities to protect the Teton Creek floodplain and riparian corridor and provide additional parks and open space amenities. This location for a large regional park promotes both of those values. To the extent that land is not acquired for recreation or open space, residential use should be clustered toward Ski Hill Rd and 5th St to preserve valuable wildlife habitat to the greatest extent possible.

OSR4. Small floodplain and wetland areas just north of Teton Creek are part of the natural hydrologic system. To ensure property is not damaged, and natural flooding events are allowed to occur, these areas have been designated open space.

OSR5. Smaller areas indicated on the map by OSR5 are small local parks developed as part of neighborhood amenities.
Agriculture
The Agricultural designation is intended to preserve the character of the valley surrounding the City. Public feedback has consistently shown that there is a desire to establish a hard boundary between rural open agricultural uses and the City edge to the north and south. Residential densities, as well as grazing and ranching uses, are consistent with Teton County zoning in the unincorporated County. Creating a ring of agricultural uses and lower density residential uses around the City is intended to promote growth and density within the City’s core, while maintaining an obvious boundary between City and unincorporated county land.

A1. This productive agricultural land provides a stunning backdrop to Driggs’ northern gateway and is a compatible land use to the airport. This unbuilt northern zone also serves as a wildlife migration corridor.

A2. Agricultural production and large-lot residential lands are currently established in this area south of Teton Creek. This southern buffer provides a rural development pattern that protects the Teton Creek riparian corridor, which is important wildlife habitat.

A3. Agricultural designations in this area provide a development boundary along the southern gateway that establishes a hard edge to the City while also protecting wetlands.

A4. This area provides wetland protection while allowing for agricultural production and surrounds the Tributary development.

A5. The sewage treatment plant is currently on unincorporated land. No development is anticipated in this area, but it is included in the UGB to allow for future treatment plant expansion when needed.

Low-Density Residential:
(1 unit per acre average)
The Low-Density Residential category contains properties that are already developed or platted at a density of one dwelling unit per acre or less. These properties are currently outside City limits; however, areas that do receive or could feasibly receive City water or sewer services are included inside the UGB.

LDR1. This area just north of the City limits is an established neighborhood currently not within the City sewer service area, but is within the UGB.

LDR2. This low-density residential area north of Ski Hill Road and east of City limits is partially developed. This area is partially connected with the City sewer lines, which could facilitate annexation in this area.
Single-Family and Two-family Residential: (2-5 units per acre)

The Single-Family and Two-Family Residential category should be developed or maintained as quality neighborhoods with architectural features that support a cohesive but not identical character. They should be accessible to Downtown through pathways and sidewalks and support a diversity of park types and other amenities.

**ST1.** Shoshoni Plains is a new neighborhood developed on a traditional grid pattern. This development will be well connected to the City core with trails and proposed road connections.

**ST2.** This recently annexed area has the ability to infill existing great neighborhoods with easy access to trails, Downtown, and schools.

**ST3.** This area is adjacent to the historic downtown grid and is mostly developed with single-family residential lots less than one-half acre in size. There is a small area with large lots adjacent to Ski Hill Road that is an appropriate location for more dense residential development with good access to Downtown. These neighborhoods provide a diversity of architectural types that support the community character of Driggs.

**ST4.** This is an established residential and transitional agricultural area along Teton Creek with easy access to Downtown and appropriate for additional single-family and two-family development.
Medium-Density Residential:  
(6 to 10 units per acre)

Medium-Density Residential includes single-family and multi-family units as well as accessory dwellings in the core of the City. A variety of housing types can fill the need for medium-density including duplexes, townhouses, fourplexes, courtyard apartments, carriage houses, and bungalow courtyard homes. Daycare facilities and other home businesses compatible with the character and intensity of the neighborhoods would be appropriate. Limited neighborhood commercial uses such as coffee shops may also be appropriate in new developments. New development must follow design guidelines to continue to support the character and charm of existing neighborhoods, while filling in gaps between existing homes. In order to achieve this density, lots may need to be split to provide new access to accessory dwelling units (ADUs) and interior lots. Supporting more homes in the center of town will increase vibrancy, support more City workforce, and increase housing supply.

**MDR1.** This area is a safe distance from the airport to support medium-density housing with close access to public amenities. This area would also fulfill the community desire to have a greater diversity of housing types.

**MDR2.** Increasing density in the established historic grid near the City center will provide more housing options with proximity to Downtown. This is not intended to promote demolition of existing units, but rather to fill in vacant parcels, develop ADUs, or further subdivide parcels.

**MDR3.** This is an area appropriate for medium-density residential development due to its proximity to Downtown and similar development.
High-Density Residential:
(11 or more units per acre)

Several locations were identified to promote High-Density Residential, in order to provide more types of housing, such as multi-family, apartment complexes, condos, and townhomes. High-density housing is also encouraged within Downtown to increase mix of uses, encourage walkability, and allow for flexibility. In addition to Downtown, high-density housing opportunities are identified adjacent to 5th Street Park and near the north and south gateways to provide easy access to major arterials and to provide a hard edge to development.

HDR1. The Valley Center neighborhood has the only existing high-density residential housing in Driggs. While it is an established neighborhood, there is room for additional multi-unit development.

HDR2. The area along 5th and Ross is currently undeveloped and could support a large number of high-density units with easy walk-ability to most local jobs and schools. This area surrounds a medium-density land use that will transition to higher density uses along arterial roads.

HDR3. This area is an established high-density residential neighborhood along Ski Hill Road and Teton Creek.

HDR4. Adjacent to the 5th Street Park and a future large, regional open space park, walkable to Downtown, and with direct access to Ski Hill Road; this area, partially located in Gemstone neighborhood, is intended to support small nodes of higher density residential with multiple amenities.
**Downtown**

The Downtown category is intended to increase activity and vibrancy in the City core with a mix of dense residential, business, light industrial, office, civic, and public spaces intended to be the focal point of the community. The Downtown future land use can include a number of zoning districts, not just DX. The Downtown use is intended to fill in vacant areas and increase the height of existing buildings to support residential living in the upper levels as well as apartments. Restaurants, art, historic preservation, and human-scale pedestrian design will set the stage for the development standards. The Downtown will allow flexibility of uses as long as they support the design, character, and appeal of the heart of the City.

**DT1.** Both historic downtown and the surrounding businesses and neighborhoods along Main Street are represented in this area.

**DT2.** The area along Bates Road across from the Courthouse should support downtown uses to better incorporate the courthouse into Downtown. This should occur once infill and development of other vacant downtown areas is complete. The area between Bates road and Johnson avenue should be developed with a welcoming mix of commercial and employment uses that reflect the density and character of Downtown.

**Employment**

Located north of Downtown and west of the Airport, the Employment category is designed specifically to provide employment opportunities consistent with airport development requirements. This area is intended to support Downtown with non-competing uses. To maintain compliance with the Idaho Airport Land Use Guidelines, this area should not include residential land uses. Based on Idaho Airport Land Use Guidance, clustered office structures that avoid the direct path of aircraft would be appropriate in this location. Design of this area should be well connected to pathways and should avoid the appearance of sprawl.
**Mixed Use**

Little Avenue exemplifies the look and feel of the Neighborhood Mixed Use category. Neighborhood Mixed Use integrates charming existing homes with infill serving a combination of residential buildings with a combination of residential and businesses such as restaurants, offices, retail, and service establishments. New Neighborhood Mixed Use areas are intended to support neighborhoods with small shops or group of shops to provide services to the surrounding residential areas. This land use both establishes the transition from Downtown to the medium-density neighborhoods to the east and provides a welcoming access point to Main Street when approached from Little Avenue, with a mix of uses lining both the north and south sides of the street.

**MU1.** This is a transitional area between the commercial designation along Main street and to neighborhoods east of 1st street.

**MU2.** To support existing and future residential developments, a small commercial node at Ross and Booshway can support walkability and provide a neighborhood hangout. Alternatively, this node could be added via PUD or when deemed appropriate in this general vicinity.

**MU3.** The area along Little Avenue is already developed and is a great example of Neighborhood Mixed Use development. In this Future Land Use Map, this corridor has been expanded up to 5th Street.

**MU4.** The southern entrance to Driggs provides an opportunity to establish aesthetically pleasing gateway development that provides a small-scale distinctive entrance to the City.

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*Credit: www.forageandlounge.com/*
**Industrial Flex**

Industrial Flex, located primarily around the airport, is intended to support light manufacturing that creates minimal noise, smell, and transportation of goods. There are currently many start-ups in Driggs that require additional space but do not require oversized truck transportation or special water requirements. These areas are intended to have ample parking spaces and provide space for the growing industries in Driggs. In addition to industrial uses, these areas could support service commercial or offices where appropriate to diversify lands for employment and support uses such as research and development that require multiple types of land use in a single business.

**IF1.** As the northern gateway to the City, this area should be developed in an aesthetically pleasing manner that welcomes people to the City. A portion of the area that is currently incorporated supports manufacturing. The unincorporated unbuilt portion should be developed after the incorporated areas have filled in.

**IF2.** Adjacent to the airport, these light industrial areas are ideal to support employment and/or product development that is directly tied to the aeronautics industry.

**IF3.** This is an existing light industrial area.

**IF4.** The area surrounding the high density neighborhood on the west side of Hwy 33 should support employment that is compatible with residential uses.

**Civic**

The Civic category is intended to maintain accessibility and connectivity for the community to provide equitable and consistent services for all ages and abilities. Civic areas include the existing courthouse, hospital, schools, emergency services, and civic operations and maintenance facilities. Some civic uses such as the Sheriff’s office and the Community Center are in the heart of Downtown and support the vibrancy and mix of uses there.

**C1.** This is the location of the Teton Museum and Fairgrounds.

**C2.** This is the location of the existing Fire Station.

**C3.** This includes lands owned by the School District and includes the High School, Middle School, and Elementary School.

**C4.** The Teton Valley Hospital and Rendezvous Upper Elementary schools are located here.

**C5.** The 5th Street Skate Park is in this area, which could be expanded with other municipal community facilities.

**C6.** This is the location of the Teton County Courthouse.
Airport

API. The airport is an asset to Driggs' character and economy. Land uses are regulated per the Idaho Airport Land Use Guidelines for the airstrip, inner critical zone, and runway protection zone. These zones cover the airstrip and businesses that support the airport. The airport land use will maintain state and local airport regulations, while incorporating noise abatement techniques and encouraging connectivity with businesses and community services outside the airport area.
**Planned Unit Development**

Planned Unit Development (PUD) areas are intended to be master-planned neighborhoods with a high level of parks and amenities. PUDs should be located at the edge of the City and should be designed to promote connectivity to Downtown while also providing a distinctive edge to the City by preserving natural features such as wetlands and Teton Creek. Future Land Use designations shown in the map do not align perfectly with intended PUD zoning, but are shown to illustrate the general land use patterns within the master planned communities.

PUD1. The existing Tributary PUD lies north of Bates Road along the City’s west edge and is the largest development in Driggs, at 1,347 acres. At the time of original master plan approval, the development crossed jurisdictional boundaries and respective portions were approved by Teton County and the City of Driggs. Tributary is a gated community with some ungated areas that has an expansive private trail and boardwalk system. Future Tributary development includes additional residential and commercial development as shown on the approved Tributary PUD Master Plan, incorporated as Appendix F. The core of the development is a golf resort surrounded by single-family “town lots” and a small number of townhome lots on the east with “cabin lots” throughout the golf course to the west. A mixed use area surrounds the county courthouse and merges with the Downtown. A golf course clubhouse and fitness center at the intersection of Woodland Star Way and Huntsman Springs Drive are also part of the development.

PUD2. The existing Creekside PUD is located at the southern gateway along the eastern side of Hwy 33 and is primarily developed north of Teton Creek. The development has existing residential units and plans to expand with a mix of commercial uses and additional residential options.
3.3 Adaptive Management and Monitoring Program

The indicators are high-level trends that will help illustrate the achievement of the vision for a Unique Driggs. If these metrics are trending positively, it indicates the actions are working to achieve City goals. If they are not trending as desired, it highlights areas on which to focus.

The Indicators represent the five biggest topics as highlighted through the community engagement process: residents, economy, environment, development inside the City, and playground. While connected, the indicators represent very different elements of the community, so while one indicator may be trending positively, its success could be negatively impacting one of the others. For instance, if the percent of developed land increases, but wages and housing occupancy are not improving, then the developed land is not serving the community in the best way possible, and actions to improve occupancy or wages should be the primary focus.

Metrics are the measurements or trend to monitor and support the indicator. As mentioned in Part 1 of the Plan, these metrics should be measured in the summer of 2021, and again in the summer of 2022 to identify continued effects of the COVID-19 pandemic on housing prices, the economy, development, and ecosystem health. After 2022, these metrics are anticipated to be evaluated every two years to gauge progress.

Actions in Part 2 of the Plan are assigned a tier. Tier 1 actions will directly impact the indicators. Emphasis should be placed on these actions to improve the trend line toward the goal. Tier 2 actions should be completed within 2-5 years of Plan adoption and Tier 3 actions are long-term or ongoing actions.

Descriptions of each indicator, metric, and measuring approach are listed below.
Residents

The number of owner-occupied housing units is the basic metric for Unique Residents. For the purpose of this metric, owners can include a full-time renter who considers the rental unit to be a primary full-time address in addition to families or individuals who own the property where they live. Because so many people commute into Driggs for work, there is a demand for attainable housing. The occupied housing indicator reflects the ability for full time residents to attain housing. If Driggs is able to increase the number of owner or renter occupied housing, it will allow more residents to live and work in the same place. If the number of occupied housing units continues to decline, Driggs is not supporting its residents in attaining a dependable place to live. The economic metric which monitors housing affordability will help to inform the whole picture on housing trends. Those listed as vacant in the table below are often used as short term rentals.

Comparable community trends can assist in identifying how outside impacts are affecting Idaho communities with similar assets, economies and populations. McCall (population 3,470) and Ketchum (population 2,827) are shown in comparison to illustrate levels of vacancy over time in peer communities. The goal of this metric is to increase the number and percentage of occupied housing units.

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<th>INDICATOR</th>
<th>METRICS</th>
<th>2010</th>
<th>2015</th>
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<td>382 (42%)</td>
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<td>McCall</td>
<td>Number/ Percentage of Occupied Housing Units</td>
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<td>Occupied</td>
<td>1,314 (40%)</td>
<td>978 (27%)</td>
<td>937 (27%)</td>
<td>1,100 (30%)</td>
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<td>621 (1% )</td>
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<td>954 (25%)</td>
<td>937 (25%)</td>
<td>734 (22%)</td>
<td>765 (22%)</td>
</tr>
<tr>
<td></td>
<td>Rented</td>
<td>718 (21%)</td>
<td>615 (16%)</td>
<td>583 (19%)</td>
<td>552 (12%)</td>
<td>428 (12%)</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>1,882 (55%)</td>
<td>2,258 (59%)</td>
<td>2,257 (60%)</td>
<td>2,363 (65%)</td>
<td>2,413 (67%)</td>
</tr>
</tbody>
</table>

Corrective Actions

If the community is not meeting its Unique Residents goals, the following types of actions could be considered:

- Invest in land designated for local and attainable housing.
- Require inclusionary housing as part of all commercial development.
- Implement a first-time home-buyer assistance program.

Measuring the metrics: The American Community Survey (ACS) is part of the US Census, which analyzes data annually. For small towns, the data reported each year is a rolling 5-year average. These means the trends can lag, and there can be a large margin of error, however, the data is consistent and widely accepted. It is also readily available at data.census.gov.
Economy

Housing and rental affordability are the basic metrics for the Unique Economy indicator. If the median home price is growing faster than the median income, Driggs is not cultivating businesses that can offer competitive wages. If housing is trending closer to median income but rental prices and average wages are not trending closer together, this could be an indication that residents who work remotely are able to live and work in Driggs, but those who live and work in the area are not able to sustain a livable wage. It will be important to ensure diverse employment opportunities, but the primary metric will be whether wages are keeping up with the cost of living. The purchase ratio below is calculated by dividing median home price by median household income or dividing median monthly rent by the average weekly wage (adjusted to a monthly wage by multiplying weekly wage by 4.1) (attainable typically defined as a 3.3 purchase ratio and 0.3 rent ratio). The goal is to balance housing costs with income.

<table>
<thead>
<tr>
<th>INDICATOR</th>
<th>METRICS</th>
<th>2010</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy Driggs Income to Housing</td>
<td>Housing and Renting Attainability</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchase Ratio</td>
<td>Median Home Price (County)</td>
<td>$254,634</td>
<td>$261,625</td>
<td>$269,167</td>
<td>$286,203</td>
<td>$318,536</td>
</tr>
<tr>
<td></td>
<td>Median Household Income (City)</td>
<td>$41,894</td>
<td>$42,216</td>
<td>$44,565</td>
<td>$53,779</td>
<td>$59,844</td>
</tr>
<tr>
<td>Rent Ratio</td>
<td>Median Monthly Rent (County)</td>
<td>$760</td>
<td>$992</td>
<td>$1,020</td>
<td>$1,139</td>
<td>$1,193</td>
</tr>
<tr>
<td></td>
<td>Average weekly wage (County)</td>
<td>$564</td>
<td>$576</td>
<td>$590</td>
<td>$642</td>
<td>$674</td>
</tr>
<tr>
<td>Economy McCall Income to Housing</td>
<td>Housing and Renting Affordability</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchase Ratio</td>
<td>Median Home Price (County)</td>
<td>$270,074.00</td>
<td>$243,174.00</td>
<td>$257,033.00</td>
<td>$277,217.00</td>
<td>$302,553.00</td>
</tr>
<tr>
<td></td>
<td>Median Household Income (City)</td>
<td>$55,726.00</td>
<td>$49,141.00</td>
<td>$49,414.00</td>
<td>$50,000.00</td>
<td>$42,112.00</td>
</tr>
<tr>
<td>Rent Ratio</td>
<td>Median Monthly Rent (County)</td>
<td>$822</td>
<td>$982</td>
<td>$1,020</td>
<td>$1,133</td>
<td>$1,206</td>
</tr>
<tr>
<td></td>
<td>Average weekly wage (County)</td>
<td>$554</td>
<td>$639</td>
<td>$644</td>
<td>$635</td>
<td>$664</td>
</tr>
<tr>
<td>Economy Ketchum Income to Housing</td>
<td>Housing and Renting Affordability</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchase Ratio</td>
<td>Median Home Price (County)</td>
<td>$481,252</td>
<td>$424,728</td>
<td>$436,792</td>
<td>$463,319</td>
<td>$500,476</td>
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<tr>
<td></td>
<td>Median Household Income (City)</td>
<td>$62,500</td>
<td>$50,319</td>
<td>$51,119</td>
<td>$68,629</td>
<td>$69,107</td>
</tr>
<tr>
<td>Rent Ratio</td>
<td>Median Monthly Rent (County)</td>
<td>$944</td>
<td>$1,054</td>
<td>$1,091</td>
<td>$1,183</td>
<td>$1,275</td>
</tr>
<tr>
<td></td>
<td>Average weekly wage (County)</td>
<td>$644</td>
<td>$718</td>
<td>$709</td>
<td>$762</td>
<td>$783</td>
</tr>
</tbody>
</table>

Corrective Actions

If the community is not meeting the Unique Economy goals, the following types of actions could be considered:

- Incentivize commercial development through waiver of certain fees, such as impact and public works fees, for the initial years of a development.
- Explore educational opportunities to expand the skilled construction workforce in Driggs and Teton Valley.

Measuring the metrics: Zillow quotes monthly average sale price and rental price for Teton County since 2000 at zillow.com/research/data/. This data represents an average for the County, but it is the most up-to-date information on Zillow rental information and completed home sales transactions. The ACS can be used to calculate median household income, and the Bureau of Labor Statistics (BLS) provides quarterly county-wide data in the Quarterly Employment Census and Wages (QECW) data tab at this website: https://data.bls.gov/maps/. The data listed in the metric is from the 2010 and 2018, third quarter county-wide data.
**Environment**

The quality of water in Teton Creek, and Land Trust habitat monitoring are the basic metrics for the Unique Environment indicator. Water quality can be an issue for the region due to sediment, septic system leaching, increased impervious surface runoff, and other seasonal impacts. Water quality contributes to the preservation of habitat along the Teton Creek and in surrounding areas. There are many other measures of environmental protection in Teton Valley, but the health of Teton Creek is the most unique to Driggs. Though the measurements will change from upstream at headwaters to downstream conditions, the trend should be monitored for an obvious spike from the average difference shown in bold below. A dramatic shift may not be an issue, but changes in the trend will prompt the City to investigate any impacts that might be impacting the water quality. Temperature can be impacted from runoff from impervious surfaces. Total Dissolved Solids can indicate salts, soils, and other dissolved materials in the water, and E. Coli can be impacted from septic systems, pet waste, or other impacts.

<table>
<thead>
<tr>
<th>INDICATOR</th>
<th>METRICS</th>
<th>2010</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment Water Quality</td>
<td>Water Quality Upstream and Downstream: Temperature Celsius change from upstream to downstream Upstream (TC2)</td>
<td>6</td>
<td>9.3</td>
<td>5.2</td>
<td>7.8</td>
<td>8.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.6</td>
<td>7.0</td>
<td>7.4</td>
<td>5.6</td>
<td>9.2</td>
</tr>
<tr>
<td></td>
<td>Downstream (TR3)</td>
<td>11.6</td>
<td>16.3</td>
<td>12.6</td>
<td>13.4</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Water Quality Upstream and Downstream: Total Dissolved Solids (TDS) change from upstream to downstream Upstream (TC2)</td>
<td>98</td>
<td>172</td>
<td>_</td>
<td>110</td>
<td>104</td>
</tr>
<tr>
<td></td>
<td></td>
<td>76</td>
<td>94</td>
<td>_</td>
<td>74</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Downstream (TR3)</td>
<td>174</td>
<td>266</td>
<td>186</td>
<td>184</td>
<td>204</td>
</tr>
<tr>
<td></td>
<td>Water Quality Upstream and Downstream: E. Coli cfu/100 mls change from upstream to downstream Upstream (TC2)</td>
<td>377.4</td>
<td>198.9</td>
<td>_</td>
<td>208</td>
<td>273.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9.6</td>
<td>10.9</td>
<td>_</td>
<td>14.4</td>
<td>17.5</td>
</tr>
<tr>
<td></td>
<td>Downstream (TR3)</td>
<td>387</td>
<td>209.8</td>
<td>218.7</td>
<td>222.4</td>
<td>290.9</td>
</tr>
</tbody>
</table>

**Corrective Actions**

If the community is not meeting its Unique Environments goals the following additional actions should be considered.

- Expand riparian buffers and protections.
- Identify opportunities through the FEMA buyout program or other incentives to remove development from within the 100-year floodplain.
- Work with Teton County to identify areas for transfer of density from Teton County into Driggs.

**Measuring the metrics:** Friends of the Teton River currently measures water quality twice a year. With enhanced monitoring tools, they would be able to monitor constantly. Water quality measures were taken from the July readings. They are always monitoring Teton Creek connectivity and flow dates.
**Development Inside the City**

The percentage of developed lots inside the existing City limits is the basic metric for the Unique Design indicator. The metric will directly help Driggs achieve its goal of infill before developing areas outside the City. The City can increase this metric both by annexing already developed lands within the urban growth boundary, working to delay development in the Area of City Impact (AOCI) but outside the City limits until further development has occurred inside the City, and by working with land owners to develop vacant lots inside the City limits. This long-term approach helps to ensure that Driggs meets its land use development goals, increases connectivity, and reduces sprawl and expansion of utilities and roads before existing services are utilized.

<table>
<thead>
<tr>
<th>INDICATOR</th>
<th>METRICS</th>
<th>2007</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>Number of vacant lots per area in incorporated Driggs</td>
<td>72% 482 parcels vacant out of 1,716 total</td>
<td>66% 626 parcels vacant out of 1,832</td>
</tr>
</tbody>
</table>

**Measuring the metrics:** Using GIS parcel data, the number of vacant lots from the 2007 Comprehensive Plan were identified within the previous City boundary. This was compared to 2019 GIS parcel data to identify the number of vacant lots and compare them to the number of parcels within the current City Boundary. Vacant lots are parcels that are intended for development, not parks, airports, parking lots, or other intentionally undeveloped lands. Number of lots was chosen rather than acres because large lots that remain un-subdivided provide more future opportunity to developers than areas that are already platted. If the City annexes a large, undeveloped parcel, this should not negatively impact the metric as much as lots which remain undeveloped for a long period of time.
**Playground**

Miles of pathway is the basic metric for the Unique Playground indicator. Increasing miles of pathway indicates increasing connectivity to recreational amenities. The unique playground objectives and pathways plan describe the specifics of where pathways should be located and what recreation they should access, but at the highest level those plans cannot achieve success unless the additional miles of pathways and trails are being constructed. The community indicated that walkable connectivity is a priority in Driggs. The 2007 Comprehensive Plan noted that there were 0 miles of dirt or gravel multi-use trails, and .3 miles of paved trails, but that at a rate of 2.3 miles per 1,000 people, the trails level of service should be 7 miles of trail for 3,000 residents. The goal is to add an additional 15.8 miles of multi-use pathways for a total of 23.3 miles of trails shown in the Future Land Use Map.

<table>
<thead>
<tr>
<th>INDICATOR</th>
<th>METRICS</th>
<th>2007 PLAN</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Trails</em></td>
<td>Total miles of public trails completed (excluding on-street paths and sidewalks)</td>
<td>0 Miles</td>
<td>7.5 Miles</td>
</tr>
</tbody>
</table>

*Measuring the metrics:* Working with Teton County, Driggs will continue to document its pathways and trails in the Teton County GIS system based off of the Teton Valley Trails and Pathways mapping and planning efforts.