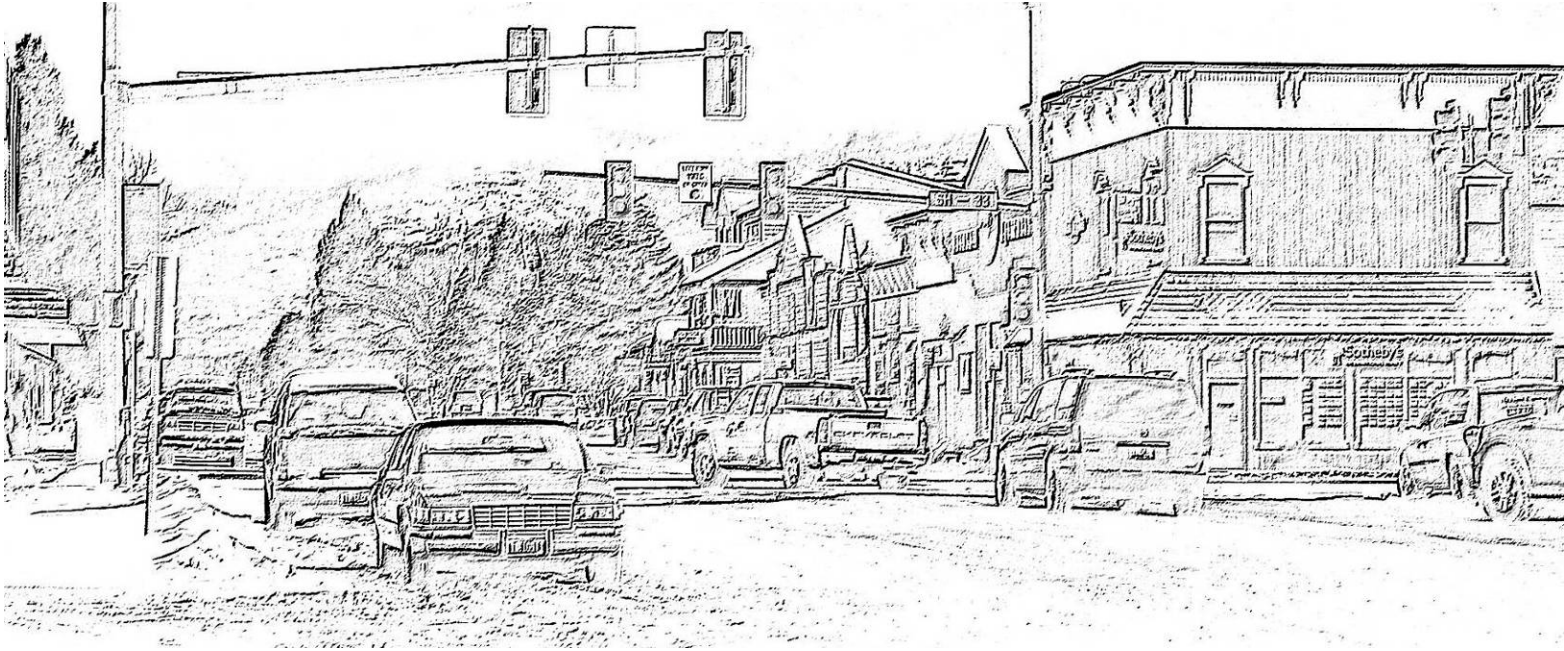


**Driggs: Western heritage  
on the quiet side of the Tetons...**



Land Development Code  
Appendix A: City of Driggs  
Design Standards and Guidelines

Adopted: May 2, 2006 by Ordinance 267-06  
Amended: July 1, 2008 by Ordinance 289-08  
March 2, 2010 by Ordinance 310-10  
August 10, 2017 by Ordinance 382-17

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## A. Purpose and Benefits of Design Review

Once a relatively quiet farming community, Driggs has grown quite dramatically over the past decade, and continues to grow. A new Western migration is bringing people to the Teton Valley in numbers not seen since the early 1900s. These new settlers have come for the natural beauty, recreational opportunities, welcoming culture and relaxed way of life the area offers. Together, new and longstanding residents make up a diverse population. Active retirees, working families, young professionals and other independent spirits call Driggs home. All are committed to making Driggs the best it can be. We all cherish this area – one of the West’s last great places – and are committed to preserving our way of life.

Driggs also serves as the commercial center for a much broader community and that role is likely to increase as Teton Valley continues to grow. Both tourists and residents will increasingly rely upon Driggs for retail and commercial services. The City of Driggs intends to guide this growth responsibly and in a way that respects the town’s history and unique character.



### Design Review

Residents and businesses look to the City government for leadership in shaping the built environment. With every land transaction and development deal, there is a lot at stake. As new development projects are planned, the community must provide clear direction through its ordinances. Both the private sector and the community have a lot to gain, or lose, from each project. Therefore, it is in the public interest for the City of Driggs to establish clear standards for land use and development design. Our quality of life – the success of our businesses, the beauty of the valley and the character of our town – depend on it.

Since the adoption of what was then titled the “City of Driggs Commercial Design Standards and Guidelines” in 2006, Driggs has continued to experience development and redevelopment of its commercial core, including improvements to Main Street itself. Design review is essential to maintaining a healthy business environment and protecting our quality of life. The community will not accept generic or formula designs transplanted from other communities. Our ordinances discourage uncoordinated growth and the type of placeless, automobile-oriented sprawl that has occurred elsewhere. Driggs requires that all development occur in an orderly and deliberate manner, with each project contributing to the overall vision and well-being of the community, consistent with the following goals:

1. Protect and enhance town’s historic character. New development and redevelopment projects are expected to provide a contemporary interpretation of Driggs’s Western heritage, as it is expressed within the Design Review Overlay.
2. Provide clear and consistent direction for new development and redevelopment projects within the Design Review Overlay. The design review process should be as predictable and efficient as possible while striving for excellence in design.
3. The design standards and guidelines support these community values:
  - Integration and functionality of land uses,
  - Honoring our western heritage
  - Respecting neighborhood transitions

I. Introduction: Purpose, Enabling Law  
and Process Overview

City of Driggs Design Standards and Guidelines

- Designing to our climate
- Aesthetics and context-sensitive design
- Balancing durability and affordability

## B. Enabling Law

The Idaho State Constitution and Idaho Statute (Title 67, Chapter 65, Section 18) provide the basis for the City adopting and implementing development design standards, as follows:

TITLE 67

STATE GOVERNMENT AND STATE AFFAIRS

CHAPTER 65

LOCAL LAND USE PLANNING

67-6518. STANDARDS. Each governing board may adopt standards for such things as: building design; blocks, lots, and tracts of land; yards, courts, greenbelts, planting strips, parks, and other open spaces; trees; signs; parking spaces; roadways, streets, lanes, bicycleways, pedestrian walkways, rights-of-way, grades, alignments, and intersections; lighting; easements for public utilities; access to streams, lakes, and viewpoints; water systems; sewer systems; storm drainage systems; street numbers and names; house numbers; schools, hospitals, and other public and private development.

Standards may be provided as part of zoning, subdivision, planned unit development, or separate ordinance adopted, amended, or repealed in accordance with the notice and hearing procedures provided in section 67-6509, Idaho Code.

Whenever the ordinances made under this chapter impose higher standards than are required by any other statute or local ordinance, the provisions of ordinances made pursuant to this chapter shall govern.

This document supplements the City of Driggs Land Development Code (LDC) and applies to all land and premises that are subject to the Design Review Overlay, with the exception of residential building types as listed below:

- a. Detached house
- b. Backyard cottage
- c. Cottage Courts
- d. Duplexes
- e. Attached House
- f. Four-plex
- g. Townhouse up to 4 units

## C. City of Driggs Design Review Process

This document sets forth the application requirements, design standards and approval criteria for applications subject to Land Development Code (LDC) [14.6.2.B](#) Design Review.

## How to Use This Document

The City of Driggs uses this document in reviewing and approving design review applications. It is a regulatory document; however, it is also intended to be a user-friendly guide to the City's design review process. Applicants should familiarize themselves with this document before preparing project plans.

**Applicability.** These regulations apply to all land and premises that have the Design Review Overlay as designated on the City of Driggs Zoning Map, except for detached homes, backyard cottages, cottage courts, duplexes, attached homes, Four-plexes, and townhomes up to 4 attached units.

**Redevelopment and Remodels.** Where an existing use or development is proposed to be modified (i.e., through redevelopment or exterior remodeling), the Design Standards and Guidelines apply only to that portion of the use or development that is to be modified.

**Burden of Proof.** The applicant has the burden of proof of demonstrating compliance with the requirements contained herein.

**Ordinance Conflicts.** Where conflicts occur between the Design Standards and Guidelines and other LDC regulations, the Design Standards and Guidelines apply.

**Non-Conforming Situations.** Nonconforming uses and structures are subject to LDC [14.12](#).

## What are the Steps?

The following summarizes the steps for completing design review. The specific application requirements are outlined in Part II, below.

- Step 1: Verify Zoning and Review City Standards and Guidelines** - The City's Planning & Zoning Administrator ("Administrator") is available to assist you; a pre-application conference with the City is recommended before filing an application.
- Step 2: Sketch Plan Review** - Following the pre-application conference, applicants submit a "sketch" plan for preliminary review. This initial review by the Administrator is intended to verify the applicable ordinance standards, guidelines and criteria, and advise the applicant regarding application requirements and review procedures. The Administrator may circulate the sketch plan to other City departments, outside agencies, or Design Review Advisory Committee (DRAC) for their input as well. Generally, within 10 business days of receiving a sketch plan, the Administrator will hold a meeting with the applicant to review the proposal and discuss any recommendations prior to his or her filing an application. The fee for Sketch Plan Review is established by the Driggs City Council.
- Step 3: Application Submittal and Acceptance** - All applications for site design review must be accompanied by the required application form, fees and site plan. Applications missing any one of these items will be returned to the applicant. The fee for design review applications is established by the Driggs City Council.



- Step 4: Application Completeness Review** - Upon accepting an application (Step 3), the Administrator will review it for completeness. An application must be deemed complete before the Administrator can approve it, or, as applicable, forward it to DRAC (Step 6). It may be necessary for applicants to submit additional exhibits, studies, plans or narrative information to clarify a proposal and fully address the approval criteria. The Administrator will advise the applicant in writing when additional information is needed, or notify the applicant if it is complete
- Step 5: Changes or Revisions for Completeness (as applicable)** - It is the applicant's responsibility to prepare any additional information, changes or revisions identified in Step 4. The Administrator will schedule a meeting with Design Review Advisory Committee meeting (Step 6) and notify the applicant when his or her application is deemed complete.
- Step 6: Administrative Review or Design Review Advisory Committee Meeting** - If the application proposes modifications to an existing development that meets the threshold for Administrative Review under LDC [14.6.5](#) and/or [14.13.1](#), the Administrator shall act upon it within 10 business days. The Administrator may also administratively review applications for minor improvements such as signs, pedestrian amenities, seasonal displays, substitution or modification of secondary building materials or colors. All other proposals shall be referred to the Design Review Advisory Committee (DRAC), a sub-committee of the Planning & Zoning Commission (Commission) with local background and expertise in design issues. DRAC reviews all site design applications for consistency with City standards and guidelines, then forwards its recommendation to the full Commission. The applicant will have an opportunity to supplement or revise the application prior to meeting with the Commission (Step 7) based on any input from DRAC.
- Step 7: Planning and Zoning Commission Public Meeting** - The Commission will review the site design application during one or two public meetings, in which the applicant and any other affected party may testify.
- Step 8: Written Decision with Any Conditions of Approval** - The Administrator will issue a final decision notice with any conditions of approval within ten (10) days of the Commission's decision. Unless appealed to City Council within the prescribed timeframe (Step 9), the Commission's decision is final.
- Step 9: Appeal Period** - Appeals are subject to the deadlines and process specified in [14.3.7](#) of the LDC.

***Other Steps in the development process after Design Review approval:***

*Step 10: Securities for Completion and Public Improvement Plans, as applicable*

*Step 11: Building Permits*

*Step 12: Construction Inspections*

*Step 13: Sign-Off, Occupancy Permit(s), Release Securities*



### **A. Sketch Plan Review**

The applicant shall submit a sketch plan application to the Administrator, who will circulate it among city staff and other affected agencies for preliminary review as needed. The purpose of the review is to provide constructive feedback and provide guidance to the applicant so that his or her application can be refined prior to commencing the formal review and public meeting process. The sketch plan will be reviewed and comments provided within three weeks of the sketch plan submittal. The Administrator, at his or her discretion, may refer the sketch plan to the DRAC for review and non-binding input at one of its meetings; this review does not constitute a permit decision.

At a minimum, the sketch plan shall consist of: a plan view drawing showing property lines, the proposed location and configuration of building(s), pedestrian circulation, vehicle access and parking (where applicable), lighting, landscaping, streetscapes, open space/civic space, signs and pedestrian amenities; preliminary architectural elevations for the front, rear and sides of all proposed building; and proposed materials and colors to be used (i.e., building elevations, furnishings, signage, pavers/paving, lighting, landscaping). The sketch plan should be drawn to scale and only to a level of detail sufficient to describe the overall concept. Photographs, product cut-sheets, and/or other materials may be provided to illustrate proposed materials and finishing. The City does not intend for property owners to invest in highly illustrative plans or final engineered drawings at this stage.

### **B. Application Submittal, Acceptance and Completion Review**

The Administrator shall use the following procedures in reviewing an application for completeness:

1. **Submittals.** All proposed projects submitted for design review shall be filed with the Driggs Administrator and contain all of the following information:
  - a. **Form.** A City of Driggs Design Review application form;
  - b. **Fee(s)** as set by resolution of and determined by Driggs City Council;
  - c. **Vicinity Map** at a scale sufficient to show the location of the proposed project in relation to adjacent properties, buildings, parking areas, streets, sidewalks, plazas and other rights-of-way. The Vicinity Map shall indicate the zoning district in which the project is located and show zoning designation(s) of abutting properties if different than the site;
  - d. **Site Plan(s)** drawn to a scale specified by the Administrator and indicating the location and dimensions of all of the following items, existing and proposed, as applicable. The administrator may require that separate sheets be provided for buildings, streetscapes, parking/landscaping and utilities.
    - (1) Property line dimensions, total square footage of subject property and percentages of the site covered by all existing, proposed, and potential future structures and parking areas, broken-out by buildings, landscape areas and parking area(s), and shown at a level of detail sufficient to determine code compliance and general consistency with the Downtown Master Plan; and;
    - (2) All structures, including setbacks and separation between structures on abutting properties, if any (See also, Architecture Plan);
    - (3) Vehicle circulation system, as applicable, including street access, driveways, alleyways and/or lanes, adjacent pedestrian facilities including ADA-accessible routes and related lighting;

- (4) Parking areas and individual parking spaces, parking area landscaping, pedestrian crossings through parking areas, including ADA parking spaces, accessible routes and lighting;
  - (5) Streetscape(s), including sidewalks, plazas, pedestrian amenities and any other pedestrian facilities extending from the public right-of-way into the site, including ADA-accessible routes and lighting;
  - (6) Approximate outlines of buildings on abutting properties within twenty (20) feet of common property lines;
  - (7) Water, sewer and storm drainage facilities and a general description of telephone, power, gas, cable, etc., including any off-site improvements;
  - (8) Fire hydrants; those not on subject property may be shown on the Vicinity Map;
  - (9) Walls and fences (See also, Architecture Plan);
  - (10) Drainage of impervious surfaces including any on-site retention facilities, need for sump pumps in basements and/or off-site improvements;
  - (11) Exterior lighting (See also, Architecture Plan);
  - (12) Signage, including any off-premise signs (See also, Architecture Plan);
  - (13) Garbage storage areas (See also, Architecture Plan);
  - (14) Snow storage and drainage thereof, including source and direction of snow slide and drainage from roofs (See also, Architecture Plan).
- e. Architectural Plan(s) and/or Details, as applicable, for all proposed structures, including buildings; plazas/courtyards, walls, fences, screening (e.g., garbage storage or mechanical equipment screens), pergolas and other structures; signs; lighting; and other accessory structures:
- (1) Floor plans for every building story at 1/8 inch or greater scale, or at other scale acceptable to Administrator;
  - (2) Exterior elevations for all sides of the proposed building(s) at 1/8 inch or greater scale, or at other scale acceptable to Administrator, showing type and color of proposed materials, fenestration (windows and entrances/egresses), projections (e.g., awnings, canopies, marquees, porticos, arcades, colonnades, trellises, spires, balconies, etc.), architectural details, lighting and signage in sufficient detail to communicate how the City of Driggs design standards will be met;
  - (3) Elevations and/or details for proposed streetscape improvements, courtyards, plazas, street furnishings, lighting, way-finding signs, etc.; and
  - (4) Conceptual signage plan indicating location and approximately size and configuration of signs. Requirements of LDC [11.3](#) Signs must be met before any sign permit is issued.
  - (5) Preliminary cost estimates for proposed civic spaces, including any pedestrian amenities, prepared by a registered architect, landscape architect or other qualified professional. All estimates are subject to review and approval by the Administrator.

f. Landscape Plan drawn to a scale specified by the Administrator and indicating the location and dimensions of all of the following items, existing and proposed, as applicable:

- (1) The location and size of all street trees, and other existing trees three (3) inches or greater in diameter (at 4 feet above grade), including trees with multiple trunks that individually are smaller than three (3) inches and shrubs greater than six (6) feet in height.
- (2) A clear and understandable summary of all calculations used to determine the total amount of landscape area required.
- (3) A legend with identifying symbols for the number, size and type of all existing vegetation and all proposed landscaping.
- (4) Information on the locations, species (by both common and scientific name), and sizes of all proposed landscaping materials, including existing trees and other plant and non-plant materials, that will be incorporated into the landscaping.
- (5) A description of the type and coverage of the irrigation system(s) planned for all landscaped areas.
- (6) A description of the soil amendments proposed.
- (7) Cost estimates for landscaping (including amendments and irrigation system) prepared by a licensed nurseryman or other landscape professional.

2. **Acceptance.** When an application is received by the City, the Administrator shall immediately determine whether the following essential items are present. If the following items are not present, the application shall not be accepted and shall be immediately returned to the applicant;

- a. The required form;
- b. The required fee. Applicant(s) for design review shall pay to the City of Driggs by depositing with the City Clerk certain fees to reimburse the City for reasonable costs of administering this ordinance. Said fees shall be set by resolution of Driggs City Council, and shall be paid by the applicant(s) prior to consideration by the commission of an application for design review. The City Council may also establish reasonable fees to cover the City's costs in administering pre-application meetings and sketch plan reviews, as described above in Section 1.
- c. The signature of the applicant on the required form and signed written authorization of the property owner of record if the applicant is not the owner.

3. **Completeness.**

- a. Review and Notification. Following application acceptance, the Administrator shall review the application for completeness. If Upon finding an application incomplete, the Administrator shall notify the applicant in writing of what information is missing within 30 days of receipt of the application and allow the applicant 180 days to submit the missing information. The Administrator may advise that additional plans, exhibits, studies or other information be submitted to demonstrate how the application meets applicable development and design standards. If after 180 days from the date the Administrator issues his or her letter the applicant has not substantially responded or withdrawn the proposal, the administrator may declare the application void, in which case a new application (including fee) is required for consideration of a proposal.

- b. Application Deemed Complete for Review. Upon receipt of all required information, the Administrator shall deem the application complete and schedule a tentative meeting date with the Design Review Advisory Committee. The Administrator shall notify the applicant of the meeting.
  - c. Applicable Standards and Criteria. Design review approval or denial shall be based upon the standards and criteria in effect upon the filing of a complete application. d. Coordinated Review. The Administrator shall also submit the application for review and comment to the city engineer, road authority and any other applicable review agencies. Comments and recommendations from such agencies shall be accepted as advisory and non-binding on the City. The applicant is responsible for obtaining any and all required permits from outside agencies, as may be applicable to their project.
4. *Changes or Additions to the Application During the Design Review Process.* Once an application is deemed complete:
- a. All documents or other evidence relied upon by the applicant, or otherwise submitted to the City, shall become part of the record for the application. Any new documents or evidence submitted after an application is deemed complete shall be forwarded to applicable review body, but may result in a delay in processing of the application, including continuance of any pending public meeting or hearing..
  - b. When testimony or other evidence is submitted by the applicant after the application is deemed complete, the Administrator, Design Review Advisory Committee, or Commission, as applicable, shall determine whether the new information substantially changes the proposal, requiring the filing of a new application. The City may accept the new information and continue to process the existing application; reject the new information and continue to process the existing one; or allow the applicant to withdraw his or her application and submit a new one, thus, restarting the design review process.

### **C. Design Review Advisory Committee Meeting (When Required)**

Upon receipt of a complete application, the Administrator shall schedule a meeting with the DRAC not less than two (2) weeks from the date of completeness. The DRAC shall review the application and provide comments to the Planning and Zoning Commission (Commission) on conformance to the Design Standards and Guidelines.

### **D. Planning Commission Meeting and Action (When Required)**

At the next regular meeting after receipt of the DRAC's recommendation, the Commission shall conduct a public meeting on the application for design review, pursuant to the LDC [Section 14.6](#). The Commission shall have the authority to require conditions it deems necessary to make the proposed project comply with the Design Standards and Guidelines.

1. *Two-Meeting Limit.* The Commission shall have up to two (2) working meetings to consider and approve or deny an application for design review pursuant to this ordinance. If the Commission is unable to act on the application in two meetings, the application shall automatically be referred to City Council, which shall review the application as if it were conducting an appeal hearing, pursuant to LDC [14.2.2.A.3](#).

2. **Extensions.** The time for action upon an application, including the limit of two meetings in D.1, above, may be extended by either the Commission or the City Council at the request of the applicant. The time may be extended in cases where the complexity of the project or changes made by the applicant during the review process requires additional time for review.
3. **Effective Date.** A permit for design review approval shall become effective upon expiration of the appeal period in Section E, below. If the project is appealed, final approval of public improvement plans and issuance of building permits shall be stayed until the appeal is decided.

## E. Appeal Procedure

Appeals of design review decisions shall be processed pursuant to LDC [14.3.7](#).

## F. Security for Completion

1. **Financial Assurance(s).** When applicable, to ensure compliance with approved design review plans, and to assure completion according to said plans, the applicant(s) shall provide the City of Driggs financial assurance(s) in the form of a performance bond, non-revocable letter of credit from a bank or other financial institution, cash, co-signed certificate of deposit, or other form agreed upon by the City Council.
2. **Amount.** The amount of such financial assurance(s) shall be determined and collected by the City Council but, in any event, shall not exceed 125% of the pre-construction appraised value of the project as represented to the City of Driggs upon application for a building permit. Financial assurance(s) will be returned upon satisfactory completion of work as determined by the Council and/or the Administrator.
3. **Forfeiture.** Failure to construct a project in conformity with approved plans is a violation of the Zoning Ordinance and subject to enforcement proceedings. In the event that construction of the project is not completed, or in the event that construction is completed but not in substantial conformity to the approved plans for the project, the financial assurance(s) shall be forfeit to the City of Driggs by the applicant. Forfeiture of the financial assurance(s) shall not in any way require the City to complete the project nor shall forfeiture preclude the City from seeking other redress or remedy for failure to comply with the approved plans or for failure to complete the project. This includes, but is not limited to, refusal to issue an occupancy permit or any other remedy either at law or in equity, through judicial action or through any action as may be determined by the Driggs City Council

## A. Overall Guiding Principles

The purpose of the Design Standards and Guidelines is to provide clear and consistent design direction for new development and redevelopment projects within the *Design Review Overlay Zone*. The land use approvals process should be as predictable and efficient as possible while striving for excellence in design. The standards contained in this document are intended to ensure that projects support the following objectives. These objectives are defined generally below and are further articulated in the standards themselves. Except as allowed for Administrator approval of modifications under LDC [14.6.4](#), an applicant may request the Planning & Zoning Commission modify a standard and allow an alternate design solution. When considering such requests, the Commission applies the following principles, as well as the purpose of the standard for which the modification is sought, in making its decision:

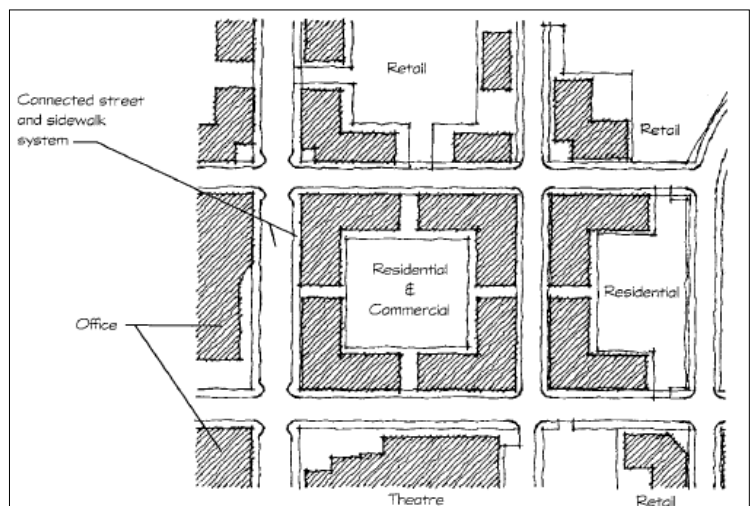
- Integration and functionality of land uses,
- Honoring our western heritage, history, or enhancing the city's character.
- Respecting neighborhood transitions
- Designing for the climate
- Aesthetics and context-sensitive design
- Balancing durability and affordability

### Integration and Functionality of Land Uses

Developments should be connected physically and interrelated in their design so that they support each other on cognitive and functional levels. Connections should be made, for example, with

walkways, plazas, shared parking areas and the like. Cognitive connection means the design offers visual cues (e.g., form, rhythm, materials, signage, textures, colors, etc.) that relate well to adjacent uses and contribute to the overall experience of the district.

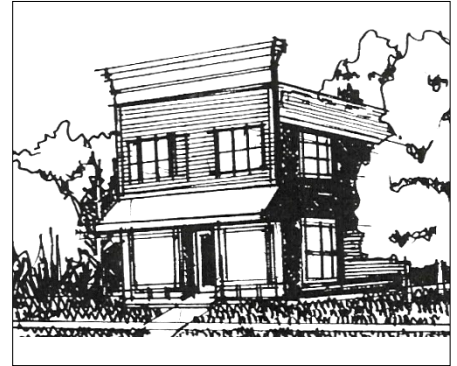
Functionality includes addressing the winter climate and supporting multiple modes of transportation. For example, building entrances and civic spaces should be placed close to one another and connected to the street with direct and convenient pedestrian walkways that are easily maintained. Site plans should maximize the opportunity for shared parking serving multiple developments to reduce the need for out-of-direction travel.



Integration of uses

### Honoring Our Western Heritage

*Honoring Our Western Heritage* means that a proposed design respects the historic street grid, block and lot pattern and Driggs' unique architecture language. This language ranges from an agricultural-ranching vernacular on edges of town to a Western main street tradition in the downtown core, and more contemporary mixed-use/ski-town character along Little Avenue. While historic restoration projects are desirable, and when done should be historically accurate, new buildings and redevelopment projects are not required to mimic or replicate historic period styles. Rather, new development is expected to draw on and adapt historic styles to create a new interpretation of our western heritage.



Western heritage also includes the landscape. The view is not defined by skyscrapers but by jagged, snow-capped mountains, pine and aspen forests, wetlands, meadows, tree groves and rivers. While the community recognizes that is not possible or practical to preserve views in all directions in every development, new projects should be designed to take advantage of views while maintaining view corridors from adjacent rights-of-way and civic spaces to the greatest extent practicable.

### Respecting Neighborhood Transitions

*Respecting neighborhood transitions* means that development on the edge of the downtown district and commercial area is compatible with adjacent residential and/or neighborhood-oriented uses with respect to height, massing, scale, materials, detailing, setbacks and other elements. The design standards support compatibility by stepping-down building heights from the downtown to adjacent neighborhoods, and in these areas requiring increased setbacks, parking lot screening and building designs that are residential in scale.



### Designing for the Climate

On any day, nine months out of the year, it can snow in Driggs. We also enjoy many days of clear, cold sunshine. People like being outside and will often walk (or ski) from place to place during the winter. During the summer, we relish the sunshine and enjoy outdoor activities such as hiking, bicycling, wildlife viewing and fishing. How does all this relate to development? On a practical level, building codes require that buildings be designed to support specified snow loads and withstand high winds. Rooflines should not be overly complex due to the potential for ice accumulation and roof avalanche hazards. Roofs should shed snow away from building openings, utility and mechanical equipment vaults, emergency access drives, refuse storage areas and other such areas. Canopies, awnings, decks and other projections should be designed to hold typical snow loads, and where possible shed snow away from building entrances and pedestrian clear zones (first four feet of sidewalk during winter months). Where surface parking areas incorporate space for snow storage, such areas should not block public rights-of-way or interfere with traffic circulation. Fences, signs, lights and other structures should be designed and placed so that they assist with way-finding and do not become a hazard after heavy snowfall events.

### Aesthetics and Context-Sensitive Design

Our sense of aesthetics is rooted in our town’s unique Western heritage and its position at the base of the Teton Mountains in Teton Valley. We have a strong association with agriculture as well as the natural and recreational amenities of the region. We support efforts towards historic preservation and restoration, but we also encourage new development that honors the past and provides a more contemporary interpretation of our history. The use of native materials, such as stone, stone blocks, bricks and painted wood or natural-stain wood (including rough-hewn wood and timbers), is encouraged.



The City of Driggs does not accept stock building plans or designs that do not respond to the local context. Applicants for design review are expected to apply the design review standards and guidelines to their particular site conditions and from there refine their development program (not the other way around). Formula retailers, national chain stores, franchises and similar companies with stores or offices in multiple locations should not take plans that have been approved by other communities and expect Driggs to approve them. Driggs’ standards provide clear direction on what is required and, to be successful in our town, applicants are expected to work with City staff through the sketch plan review process described in Part I before investing in final design or construction drawings.



### Balancing Durability and Affordability

*Balancing durability and affordability* means that the City is practical in administering its codes. Great design does not have to be expensive, and even inexpensive materials can be contextually appropriate, durable and beautiful. While Driggs has high standards for aesthetics, we also recognize the importance of sticking to sound design principles, quality workmanship and long-lasting materials. Historically, development in Driggs has been characterized by relatively simple building forms with moderate detailing and ornamentation. Solid and durable materials, such as stone, brick and rough hewn wood, are preferred, but the City also considers substitute materials (e.g., architectural grade concrete block instead of limestone, scored concrete instead of pavers, etc.) when it is demonstrated that the material is durable and complements adjacent buildings and public spaces. Attractive projects that respect their surroundings, both past and present, will have the greatest chance of success in Driggs.



The office building on Wallace Avenue (top), the mixed-use/neighborhood commercial building on Little Avenue (middle) and the residential /live-work unit on First Street (below) employ a variety of architectural styles and materials. They address the varied character of Driggs and fit within the context of their surroundings.



## B. Community Design Framework and Relationships

### Historic Development Pattern

*Driggs can trace its urban patterns to several sources. The town emerges near the intersection of the north-south railroad corridor along the eastern rim of the valley's wetlands and the westerly trend of Teton Creek as a rough southern edge. These eastern wetlands edge presses the town site visually towards the base of the Teton Range and away from the center of the valley, giving the town site a westerly, cross-valley orientation.*

*The original orientation resulting from the railroad placement is reinforced by the later alignment of the main north-south valley road, State Route 33 (Main Street). Unlike many other western towns whose main commercial street bisects the town plat, Driggs' original plat is laid out to the east of Main Street (in an uphill direction and away from the wetlands) and north of the main cross-valley road (Little Avenue). This has the effect of throwing the logical site for a commercial core to the southwest corner of the town plat. In Driggs, the significant visual edge of town – the valley edge – is reinforced by that edges accommodation of the town's commercial activity and its connection to the outside world. Driggs's front door faces West.*

*Driggs also bears many of the telltale features arising from its origins as a turn-of-the-century Mormon farm village. Most striking is the large-block pattern with wide curbless streets, grassy ditched verges, alternating block lot frontages, and collections of buildings deep within each block. Driggs was platted later than many similar Mormon farm villages, and thus has a more varied and contemporary stock of housing types and styles than might be seen in earlier-origin villages.*



*The openness and casual order of this distinctive urban pattern is still very present, however, and is strengthened by the presence of a sizable open zone along the north edge of the original plat, giving the town two very abrupt edges north and west onto large-scaled open spaces. The east and south town edges, by contrast, are defined by the wall of the Teton Range and the line of the tree gallery along Teton Creek.*

*The transition from railroad to highway as the main instrument of distribution in Driggs created tensions that still exist today. The original setup allowed goods to offload on the western edge of town and to find their way to commercial destinations either through the interiors of the blocks between the tracks and Main Street or along Main Street as a local "distributor." This process was reversed in the case of outgoing goods, and the railroad's placement two blocks off of Main Street allowed enough space for warehousing, freight transfer, and vehicle movements to occur away from the more people-oriented functions of Main Street. This all changed with the advent of the highway as the critical connection to the world; large distribution vehicles now shared the space of Main Street with townspeople as these once-segregated functions overlapped.*

*The proximity of the Depot, the existing Courthouse, and the 100% commercial corner (Little Avenue and Main Street) is likely intentional... the logic of the commercial core on this crossroads and the proximity of the Depot and Courthouse only a block away is powerful in a pre-automobile environment. The compact arrangement of these elements ... has historically worked against the dual pressures of commercial expansion and motor vehicle accommodation in downtown Driggs.*

(Source: "Driggs Public Workshop: a vision for sustainable growth downtown," 2005)

### Design Review Overlay

The Design Review Overlay applies to the following districts, corresponding to the City of Driggs Zoning Map:

**Downtown Mixed Use (DX) District** – Driggs’s downtown orients to the intersection of Main Street and Little Avenue, the town’s main axes. The downtown generally extends north to Howard Avenue, south to Short Street, one-half to one full block east to First Street, and one-half to one full block west to Front Street. This area includes the Teton County Law Enforcement Center, City Hall, storefront commercial uses on Main Street and Little Avenue, and transitional commercial uses along side streets such as Depot Street. The downtown contains several potential redevelopment sites as well as some historic restoration projects.

The downtown’s traditional street grid, regular blocks, storefront character, historic architecture and proximity to walkable neighborhoods provide an important framework. The street grid contains 400-foot square blocks and lot widths of approximately 25-50 feet. Street rights-of-way are typically 82 feet in width and contain travel lanes, curbs, gutters, sidewalks, street trees and full, cut-off pedestrian-scale lighting. Where street trees do not currently exist, they are required with future development and/or street improvements.

**Neighborhood Mixed Use (NX) and Residential Mixed Use (RX) Districts** – The east side of downtown is adjoined by a lower intensity area containing a mix of commercial and residential uses, some in new structures and others in converted cottages and houses. The NX and RX districts provide a transition between the more intense developments in the downtown and the residential neighborhoods to the east. The area is walkable and easily accessible to the adjoining neighborhoods and Main Street. Many small homes and cottages in the area have been converted to commercial and live-work uses and the area’s deep lots afford opportunities for infill development, including backyard cottages and shopfront houses. New mixed-use buildings with small commercial uses (e.g., live-work studios, small retail, commercial services and office uses) on the ground floor and dwellings above or behind storefronts are envisioned. As a transition between the DX and other commercial districts and adjacent residential neighborhoods, building height is limited to 35 feet in the NX and RX districts. Front yards and building envelopes are typical of residential areas.

**Residential Multifamily (RM) District** – The Design Review Overlay applies to portions of the RM district where properties abut or back up to a mixed use district. Design review in these areas is limited to multifamily development, and ensures that these projects are complementary to development in adjacent mixed use zones, while providing an effective transition into residential neighborhoods.

**Commercial (CX, CC, CH) and Industrial (IX and IL) Districts** – The commercial and industrial design districts serve as important gateways into the community, which should become more pedestrian-friendly over time with connections to the downtown and residential districts with improved pathways.



Examples of buildings in the CBD (top), neighborhood commercial district (middle), and the service and highway commercial area (bottom).

## C. Applicability of Regulations

### 1. Applicability

The following provisions, in addition to all applicable regulations required by other City ordinances, shall apply to all land and premises where the Design Review Overlay is combined with an underlying commercial zoning district and/or multifamily development. (See also, LDC 9.3 Design Review Overlay.) The provisions of the Design Standards apply to all applications, unless otherwise demonstrated by the applicant and confirmed by the administrator.

### 2. Redevelopment and Remodels

Where an existing use or development is proposed to be modified (i.e., through redevelopment or exterior remodeling), the standards shall apply only to that portion of the use or development that is to be modified.

### 3. Seasonal Vendors

Applications for design review of a seasonal vendor project shall be guided by the standards and guidelines for the respective zoning district, however the Design Review Advisory Committee may recommend and the Planning & Zoning Commission may waive otherwise applicable design standards and guidelines where the proposed seasonal use will not conflict with guiding principles for the standard(s) or the values and objectives for the applicable district. .

### 4. Burden of Proof

The applicant has the burden of proof of demonstrating conformity with the design standards.

### 5. Ordinance Conflicts

Where conflicts occur between the design standards and other zoning ordinance regulations or other ordinances, the provisions of this document apply.

### 6. Non-Conforming Situations

Existing uses and/or developments that do not conform to the design standards, but were established lawfully prior to the City adopting the design standards, shall be allowed to continue, as provided in [Section 14.12](#) of the LDC (Non-Conforming Uses).

## D. Permitted Uses

### 1. Base Zones (Districts)

The uses or building types permitted on a particular property are prescribed by the underlying zoning district ([Chapters 5](#) and [10](#) of the LDC), except that the orientation and/or design of some uses/building types may be modified by the Design Review Overlay.

### 2. Avoidance of Takings

The City's denial of a design review application, or approval with conditions, shall not have the effect of denying a use that is otherwise permitted by zoning.

### 3. Conditional Uses

A design review approval made for a conditional use(s) shall be contingent upon the City's approval of a conditional use permit under Chapter 14, [Section 7](#) of the LDC.

#### 4. Fulfillment of Requirements

Except as provided in subsection 5, below, the City shall not issue building permits or a certificate of occupancy for a project until all required design review application(s) and conditional use permit(s) have been approved and appeal periods have expired, as applicable. A certificate of occupancy may not be granted, and a use may not commence, until all relevant conditions of approval have been met, as determined by the administrator.

#### 5. Phased Approvals

A project may be submitted for design review approval in phases, at the discretion of the Administrator or applicant. Where a project is submitted for site design approval and/or subdivision approval prior to submittal(s) of individual building(s) for building design review, the proposed site plan shall indicate building envelopes, potential uses, pedestrian circulation, vehicle circulation, landscape buffers (as applicable), freestanding signs (if any) and preliminary building elevations (i.e., sketch plan) with primary entrance(s), potential sign locations and weather protection features shown. The site plan shall indicate how each phase relates to one another and to adjoining properties. The preliminary elevations shall indicate how the building(s) is/are to be oriented on the site and relate to one another.

In approving a phased plan, the Planning & Zoning Commission must find that the subject phase meets all applicable City standard and guidelines, and any future development of the site can reasonably conform to City standards and guidelines. Approval of one phase does not entitle the property owner to design review approval of any other phase. Approval of a site plan, in above case, does not entitle the property owner to design approval for any building.

### E. How to Apply the Guiding Principles and Standards

#### 1. Guiding Principles

Every design standard in this document is preceded by a statement of *guiding principle(s)*. The principles, together with the overall principles in Section A, above, and the purpose statements, below, serve as the policy basis for the regulations. The principles shall guide the Administrator, Design Review Advisory Committee, Planning & Zoning Commission, and City Council in interpreting the standards and responding to requests from applicants to adjust the standards, as described in subsection 3, below.

#### 2. Design Standards versus Guidelines

The design standards are meant to provide clear and objective criteria with built-in flexibility. The City of Driggs distinguishes between *standards* and *guidelines*. The word “shall” or “must” typically indicates a standard, required element or specification. Guidelines are supplementary to standards. Guidelines or guiding principles aid decision makers in interpreting standards; they are not mandatory, but not ignorable either. The words “should,” “preferred” and “recommend” indicate guidelines, or parameters for interpreting, applying, and/or modifying the standards contained in this document. This document also contains illustrations and photographs. The graphics are intended to be interpreted as *examples* of recommended, acceptable or unacceptable elements, styles or design treatments. Unless a graphic provides a specific dimensional standard or is accompanied by the words “shall” or “must,” the graphics are to be used as guidelines. The document also provides cross references to other relevant ordinances, as applicable.

### 3. Adjustments/Modifications to the Standards

While this document provides for flexibility and discretion in design reviews, City standards shall not be waived without the City approving a variance under LDC [14.8](#) or a modification subject to LDC [14.6.4](#). However, the Design Standards may be *adjusted* or *modified* without a variance if the applicant demonstrates that the purpose the standard serves can be better met through an alternative design.

Where the text provides for more than one way to meet a particular standard, the applicant is encouraged to be creative and propose the most appropriate design solution given the site's context and the purpose of the code. Where the text is clear and objective, and the applicant proposes an alternate design that is not clearly supported by the text, the Planning & Zoning Commission or City Council (on appeal) shall refer to the Overall Guiding Principles (Section A, above), the principles under each standard, and the purpose statement(s) accompanying each section in approving or denying the adjustment/modification. These "guidelines" will serve as the approval criteria for such requests.

### 4. Incentives for Design Excellence

The City of Driggs encourages excellence in design. Projects that maximize the public benefits of development (e.g., through the provision of exceptional civic spaces, pedestrian amenities, public art, or superior architecture) may be rewarded, for example, with increased floor area, building height, or assistance from Driggs's Urban Renewal Agency. These incentives are described in Part IV. Downtown Mixed Use (DX) District.

## **A. Downtown Mixed Use (DX) – General Provisions**

The heart of Driggs is its downtown core. It was the first area to develop and it still displays many of its original, historic elements. It is also a primary tourist destination and the gateway to the mountains and Grand Targhee Resort. The 100% corner of Driggs's downtown is the intersection of Main Street and Little Avenue. The area historically extends north to Howard Avenue, south to Short Avenue, east to First Street and west to Front Street. The area includes the Teton County Law Enforcement Center, City Hall, storefront commercial uses on Main Street and Little Avenue, and transitional commercial uses along the side streets.

The downtown's traditional street grid, regularly-shaped blocks, storefront character, historic architecture, and proximity to walkable neighborhoods provide an important framework. The street grid is comprised of 400-foot square blocks and typical lot widths of approximately 25-50 feet. Main Street is contained within an approximate 100-foot right-of-way. Other downtown street rights-of-way are typically 82 feet in width. In addition to travel lanes, parking, curbs and gutters, streets are to provide wide sidewalks with street trees, plazas, and pedestrian street furnishings such as benches and antique-style lighting. Where these features do not currently exist, they are required with future development and/or street improvements.

### **Purpose Statement**

The downtown design standards and guidelines implement the vision for the downtown core. The standards reflect the following values and objectives:

- Retain Driggs's compact, walkable downtown as its main working, shopping and entertainment district
- Western heritage architecture with a close, intimate human-scale
- Contextually appropriate materials, textures and colors
- Continuous alleys and mid-block lanes with central, shared parking
- Vibrant civic spaces (e.g., plazas, public art, café seating areas, etc.); civic spaces should create intrigue and comfort, while adding value to adjoining properties
- Architectural design that addresses all four sides of a building
- Break down large building masses and provide storefront character appropriate to Main Street
- Balance rhythm and continuity – encourage creativity in the design of building elevations, rooflines and façade elements
- Treat corner lots as focal points (e.g., public art, seating, etc.).
- Provide weather protection and designing for the climate
- Where areas of surface parking are proposed, site plans should allow for future infill of those areas with buildings, civic space and/or structured parking (e.g., mid-block).

## B. Downtown Mixed Use (DX) – Blocks

### Guiding Principles:

New development and redevelopment projects should reinforce the historic town grid and support an attractive, comfortable and economically successful downtown. Buildings should be placed at the sidewalk edge and parking should be limited to on-street spaces and shared parking areas internal to each block. By maintaining the integrity of the town's historic urban form, land is used efficiently, traffic is distributed evenly, and new development contributes to a cohesive, pedestrian-friendly downtown. See Figures 1 and 2., which are conceptual only. Projects within the four blocks sharing the intersection of Main and Little should be guided more specifically by the Downtown Master Plan (Figure 3) adopted by the Driggs Urban Renewal Agency. (Ord. 289-08)

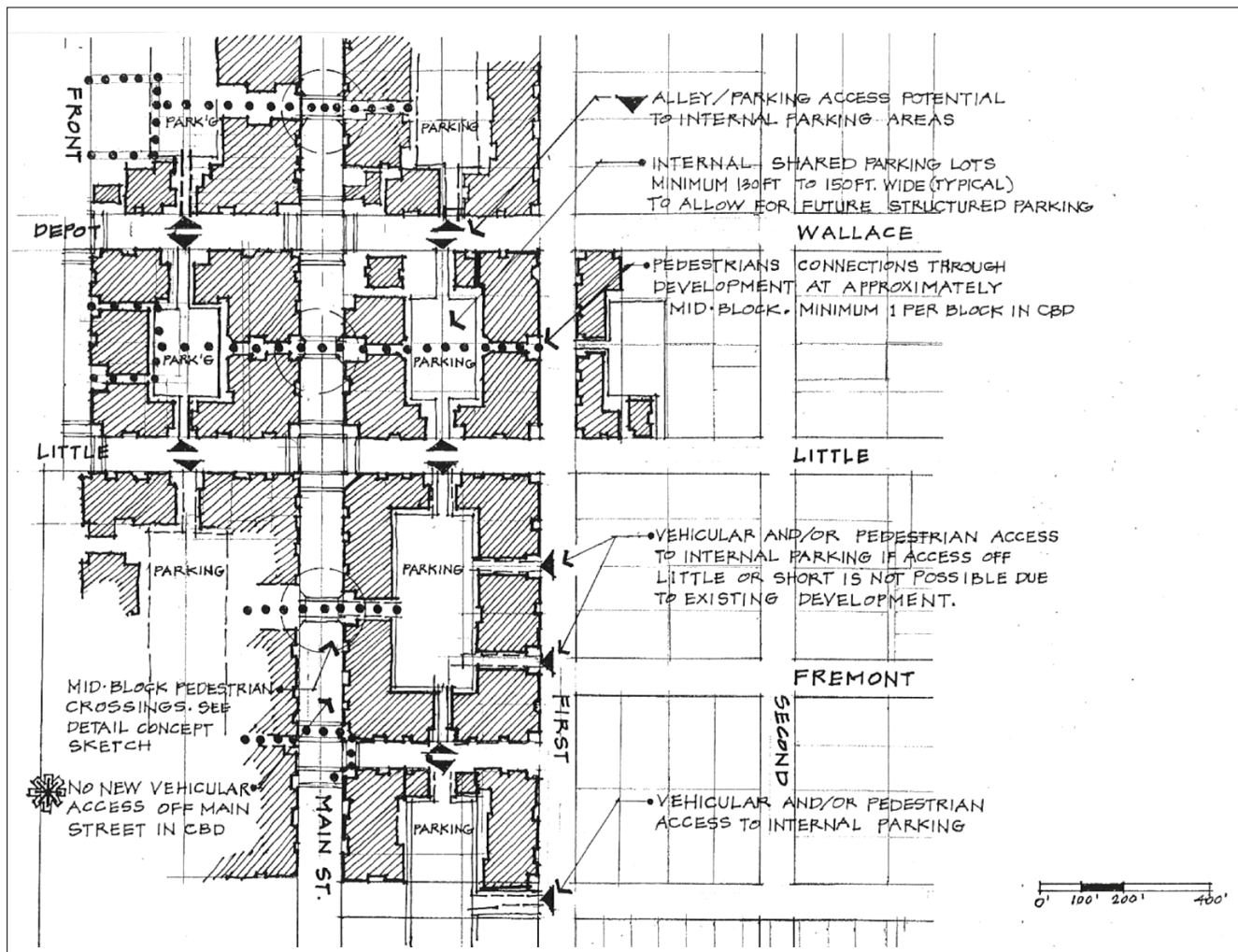


Figure 1: Desired DX District Block Layout

### Standards:

- 1. Rights-of-Way.** Street right-of-way should not be vacated, except where the vacation serves to implement the Downtown Master Plan. Where it is necessary to vacate right-of-way or dedicate new right-of-way, the change must be consistent with Driggs's historic block pattern or result in an improved pedestrian environment.

**Exception:** Dedicating right-of-way for the creation of internal public parking facilities and/or pedestrian ways is an example of improving the pedestrian environment.

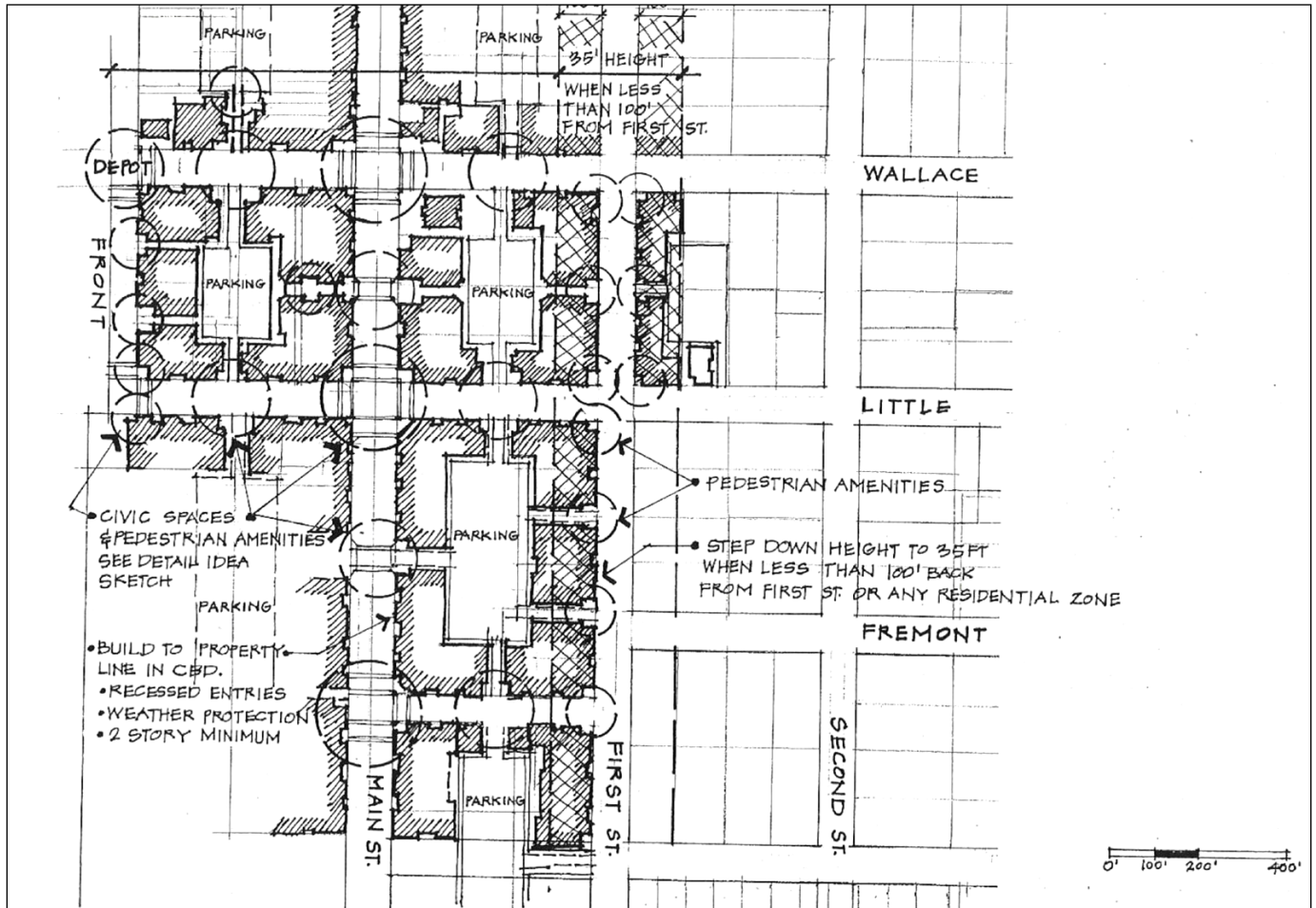


Figure 2: Guidelines and Standards for DX District

## 2. Street/Alley Access.

- Vehicle access to/from Main Street shall conform to the Idaho Transportation Department's Main Street/SH-33 Corridor Plan. The City of Driggs may require as a condition of design review/land use approval that an existing access to/from Main Street be consolidated and/or closed over time as access from the side streets (i.e., to interior parking areas) becomes available and easements or other accommodations are made for affected properties.
- Except as provided by the Downtown Master Plan (Figure 3), the alignment of streets and alleys shall be maintained in new development to ensure connectivity from block to block.
- Alleys should be continuous through a block to facilitate traffic circulation and full utilization of internal parking areas; any new non-continuous alley should be limited to providing access to an internal parking facility and/or pedestrian plaza.
- Where a vehicular connection through a block cannot be made due to existing development patterns, the City may require a pedestrian access way through the block.



3. **Building Orientation.** All buildings and their primary entrances shall oriented to a street. See also, Section C.2, Setbacks.
4. **Armature of the Block.** The width of all buildings fronting Main Street shall generally extend from side lot line to side lot line, except where intervening pedestrian walkways, courtyards, or similar amenities are provided, to create a human scale and to maintain continuity in storefront character.  
*Exception: Developments with more than 150 feet of frontage onto any street shall provide a pedestrian break and accessway near the middle of the block. Such access ways shall be no less than 20 feet in width and provide direct and convenient access to the interior parking areas described above. Access ways may be open or covered. (See also, Sections C-G., below)*
5. **Interior Parking Areas.** Where a block is planned to contain an interior parking area, buildings abutting the parking area shall provide secondary entrance(s) to it. The entry may be a back door or a side door within twenty (20) feet of the interior parking area. No building or development shall be configured in a way that precludes pedestrian access to such parking areas. (See also, Sections C through G, below.)
6. **Primary Entrances.** Buildings shall have clearly defined primary entrances. Primary entrances for building fronting onto Main Street or Little Avenue shall be oriented to those streets and not an interior parking area, court or alley. Buildings on other streets shall have primary entrances oriented to a street, court or alley. All primary entrances shall be recessed by at least four (4) feet, or covered by a canopy extending at least five (5) over the sidewalk, plaza, court, or similar pedestrian space. See also, subsection C.11, Pedestrian Shelters.
7. **Secondary Entrances.** Buildings with more than ninety (90) feet of frontage on a street shall have a second entrance oriented to that street. Buildings adjacent to an internal parking area shall provide a secondary entrance in conformance with subsection A.5. (See also, Section C, Buildings, and Section D, Streetscapes, below.)
8. **Civic Spaces.** All new building developments at street intersections or designated mid-block pedestrian access way locations (Figure 2) shall incorporate civic space(s) with pedestrian amenities, as provided in Section E, below.

IV. Downtown Mixed Use (DX) Design District  
City of Driggs Design Standards and Guidelines

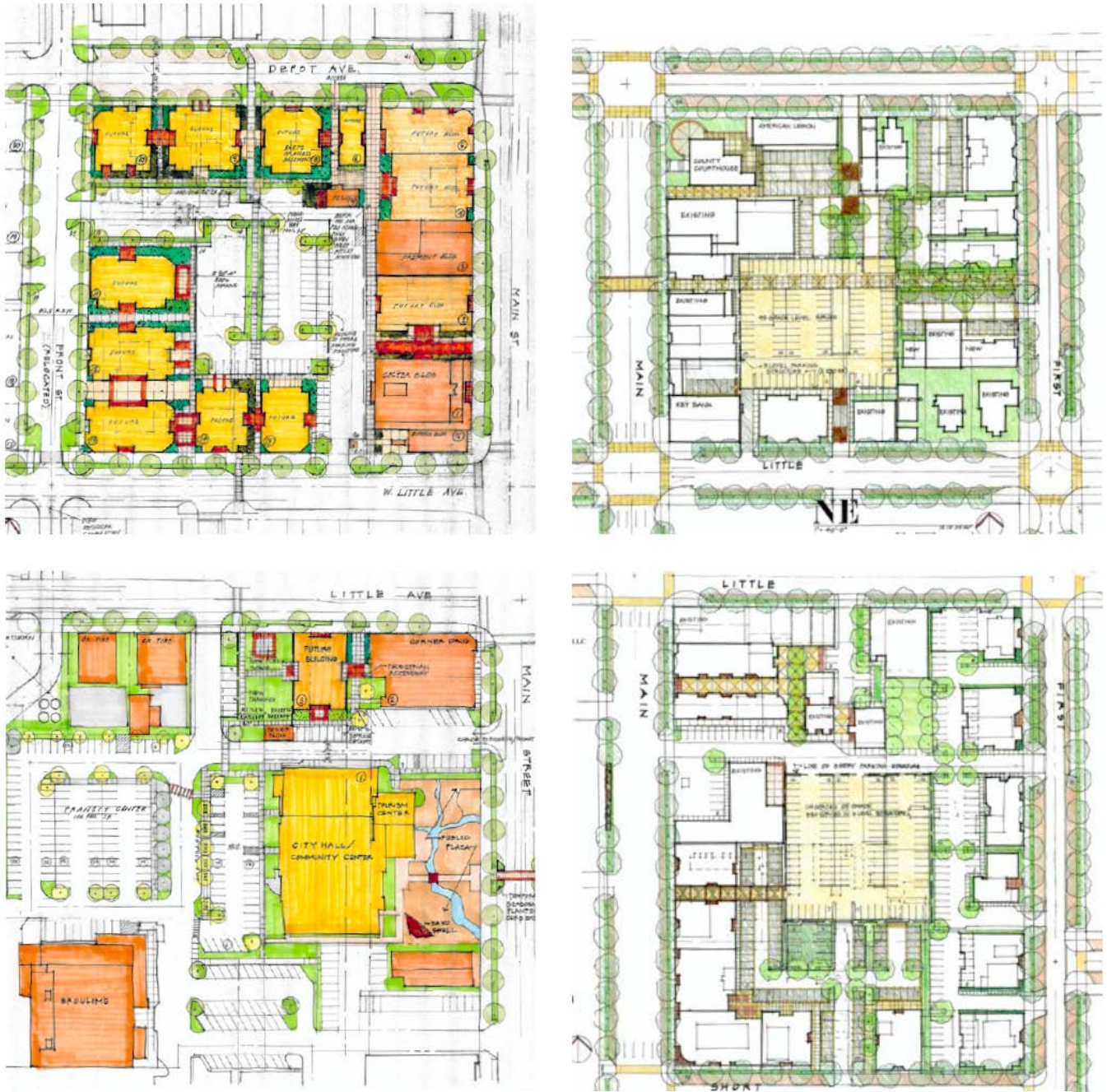


Figure 3: Urban Renewal Agency Downtown Master Plan Guides Development in these Blocks (Ord. 289-08).

## C. Downtown Mixed Use (DX) – Buildings and Structures

### Guiding Principles:

New buildings and exterior remodels are expected to honor Driggs' unique Western heritage and enhance the appearance and functionality of the downtown. While many communities attempt to "create" or "re-create" an urban downtown of their own, the City of Driggs already has a main street with a mixture of historic and contemporary buildings. This eclectic group of buildings loosely follows the ageless rhythm of Driggs's historic Main Street. The building design standards draw on historic elements of the downtown while allowing for a contemporary interpretation of Driggs' Western heritage.

It is not the intent of the City of Driggs to create an architectural theme or to freeze time. The design standards are intended to encourage creativity, while ensuring that new buildings and remodels fit within the context of their historic surroundings and support a compact, walkable downtown. In this way, the City will ensure that the downtown retains its sense of place, vitality, and economic base.

The key elements of building design in the downtown are:

- Western heritage architecture
- Building height and articulated facades that create a sense of street enclosure at a human-scale
- Contextually appropriate materials, textures and colors
- Storefront character (windows, pedestrian shelter, furnishings, etc.) appropriate to Main Street
- A diversity of building facades and rooflines that fall into a consistent rhythm
- Corner lots as focal points with furnishings and public art

### Standards:

#### 1. Height.

- a. **Maximum Height.** The maximum allowable height is forty-five (45) feet, except that buildings, or portions of buildings, located less than one hundred (100) feet from First Street or any residential zone shall not exceed thirty-five (35) feet in height. Buildings that are partially within 100 feet of First Street or a residential



zone shall step-down in roof elevation (i.e., from 45 feet to 35 feet) to provide a more sympathetic scale relationship with the residential and neighborhood-commercial zoning to the east. (Figure 2) See also, Section C.5.b, Building Mass and Height Step-Back.

***Exception:** These standards preempt the height limitations for certain building types in LDC [Chapter 8](#). The height limits described above may be increased only through the Variance process. In approving a variance for increased height, the Planning & Zoning Commission shall find that the proposed plan exemplifies superior architecture, complementing other downtown buildings and adjacent residences, provides pedestrian amenities or other streetscape enhancements, protects mountain views, and promotes sustainability. In evaluating sustainability, the commission may consider the project's eligibility for Leadership in Energy and Environmental Design (LEED) certification.*

- b. **Minimum Height.** Buildings fronting onto Main Street shall be built to a height of not less than two (2) stories or twenty-four (24) feet, whichever is less, to maintain an intimate, human scale relative to the street, and a sense of street enclosure. Single story buildings shall incorporate parapets that reach the minimum required height. (Figure 4)

**Exception:** Single-story structures of less than twenty-four (24) feet in height and fronting onto Main Street may be approved by the Planning & Zoning Commission where the proposed building is replacing an automobile oriented use, such as a fuel filling station, drive-up ATM or coffee kiosk. In approving such buildings, the Commission shall find that the proposal is consistent with the DX District guiding principles.

## 2. Setback

- a. **Build-To Zone Required.** The Build-To-Zone requirements of LDC Chapter 5 shall be met. For civic buildings (e.g., courthouse, city hall, library, museums, etc.), the build-to zone does not apply, provided that a plaza or public square fills the space between the building and the street. Where a building is proposed to be constructed on the rear portion of an oversized lot, a master development plan must show how future development will conform to the build-to zone on the front portion of the lot.

*Exceptions:*

1. *The maximum setback is 10 feet for the Build-To Zone on Depot Street, between Huntsman Springs PUD and Main Street.*
  2. *Fences and walls exceeding three (3) feet in height shall not be placed between the street right-of-way and any building in the DX District. Low patio walls and seating walls (pedestrian amenities) are allowed.*
  3. *Where public utility easement or similar restricting legal conditions make conformance with the zero setback impracticable, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities shall be provided within the street setback in said location.*
- b. **Right-of-Way.** Pedestrian amenities such as street furnishings, canopies, awnings, signs and similar features approved through design review may be placed in the sidewalk right-of-way provided that ADA accessibility and vertical and horizontal (vision) clearance requirements are met. Canopies, awnings and other features that are cantilevered over the sidewalk shall conform to the clearance requirements of the adopted building code. Portable signs are subject to the provisions in the Sign Ordinance and Section H, below.

## 3. Building Form

- a. **Overall Form.** Architectural designs shall address all four sides of a building. The predominant form on Main Street is a generally “flat” elevation with any recesses, projections, or rounded edges (“articulations”) appearing subordinate to the dominant rectangular form. New buildings should reflect the predominant form, while expressing individuality. New buildings should not directly copy any other building in their form or detailing. (Recommended: Figures 4, 6 and 7; Discouraged: Figure 5)

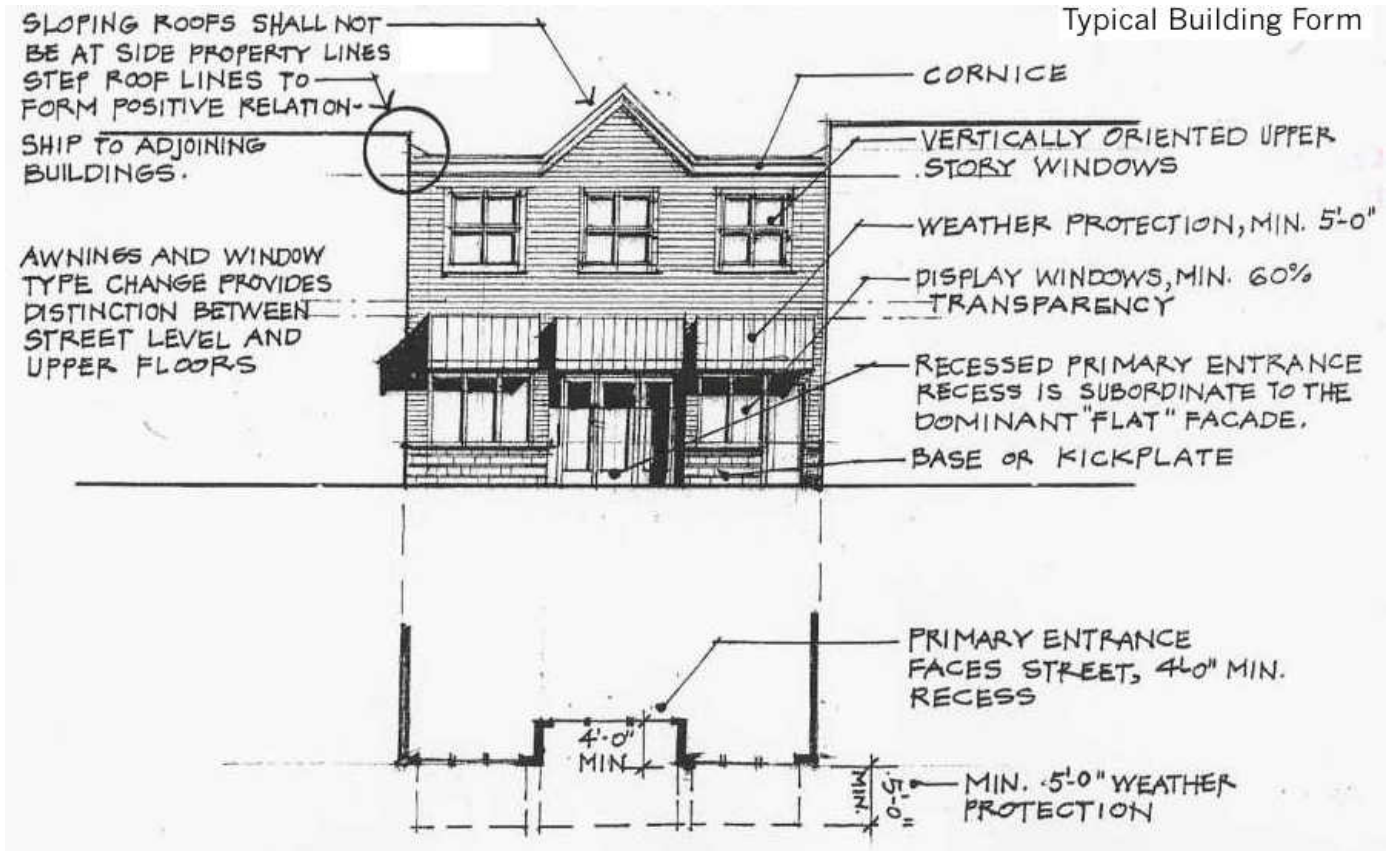


Figure 4: Acceptable Building Elements (Typical 2-story) in the DX District

- b. **Stepped Rooflines.** Height shall vary consistent with the traditional building rhythm described in Section C.3, above. This standard is met by using either stepped parapets or slightly dissimilar overall height (i.e., building-to-building) to avoid a homogenous look and to maintain the traditional staggered streetscape appearance. Abrupt changes in height between buildings can be managed by having the taller building follow the horizontal lines of the shorter building along the first two floors and reference elements or detailing of the shorter building(s) on its upper stories. See also, Section C.8, Horizontal Rhythms. (Recommended: Figures 4, 6 and 7; Discouraged: Figure 5)

- c. Sloping Roof. Sloped roof forms are discouraged in the DX District, unless visually screened from the right-of-way by a parapet. Where a roof slopes to the rear of a site, it shall have side parapets that screen the roof and step-down toward the rear of the building. Front-facing gables, split-barrel roofs, rounded parapets, turrets and similar forms may be used as accents

but not primary roof forms. Mansard roofs, A-frame buildings and other non-historically appropriate forms are generally inappropriate.

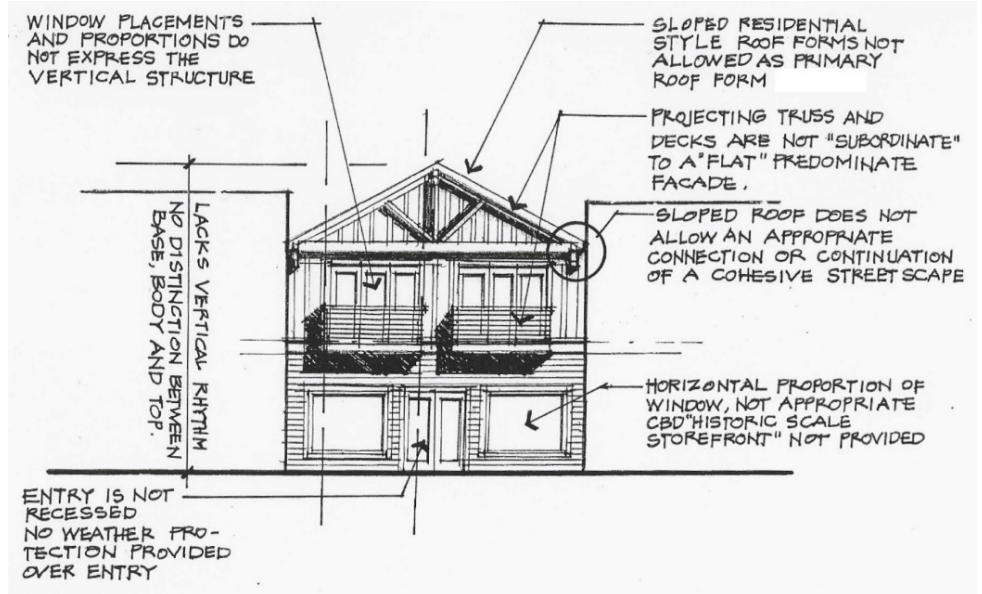


Figure 5: Unacceptable Building Elements in the DX District

- d. False Fronts. False fronts (e.g., boards, panels, flashing, etc.) covering historic masonry facades are not permitted. Exterior remodels of buildings with existing false fronts may be required to remove the false front(s) and restore or replace said materials with acceptable masonry.
- e. Rear Elevations. Rear elevations on buildings exceeding two stories shall step-down in elevation toward alleys, where applicable, to establish a human scale. Additive forms, such as projecting roofs at the ground floor over entrances, covered patios, decks and outdoor seating areas may be used to reduce the perceived scale; when used, these forms shall remain subordinate to the primary structure.



False fronts on Little Avenue (right) and on Main Street to be removed with future redevelopment. Historic restoration is encouraged where the original materials can be successfully rehabilitated or restored.

- f. Recesses and Projections. Ground-level entries shall conform to Section A.6. Recessed or projecting balconies, verandas or other usable space above the ground level on existing and new buildings shall not be incorporated in a street facing elevation, except as provided below in subsection B.5.b, below. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5)

#### 4. Storefront Character

- a. **Fenestration (Windows and Doors).** Consistent with the desired storefront character in the downtown, buildings should maintain the historic scale and elements such as large display windows, windowed doors and transom windows. Notwithstanding the provisions of LDC [Chapter 8](#) Building Types, the ground floor, street-facing elevations of all buildings shall comprise at least sixty percent (60%) transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane seventy-two (72) inches above the sidewalk grade. Upper floors may have less window area, but should follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. Buildings without a street-facing elevation, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the sixty percent (60%) transparency standard on all elevations abutting civic spaces(s) and elevations containing a primary entrance. All side and rear elevations, including ground floors and upper stories, except for zero-lot line/common wall elevations (where windows are not required), shall provide no less than thirty percent (30%) transparency. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5)

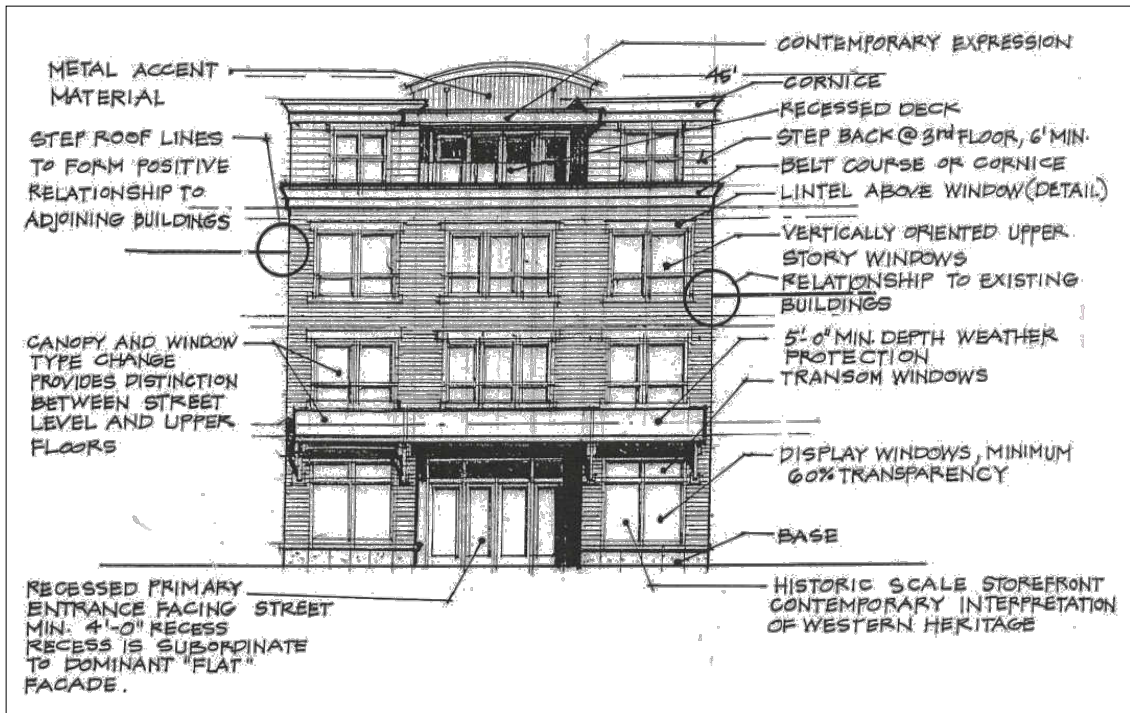


Figure 6: Acceptable Building Elements (3+ stories) in the DX District

**Exceptions:** The Planning & Zoning Commission may reduce the transparency standard where the building elevation is not visible from any public way or civic space and adjusting the standard would not conflict with applicable building codes.

- b. **Street Level Entrance.** All primary building entrances shall open to the sidewalk and be ADA accessible. Primary entrances above or below grade are not allowed.
- c. **Street Level/Upper Floor.** The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials and/or fenestration. (Recommended: Figures 4, 6 and 7; Discourage: Figure 5)



Figure 7: Rhythm, Massing, and Building Openings in the DX District

## 5. Building Mass

- a. **Traditional Building Pattern.** Buildings exceeding fifty (50) feet in width (e.g., two traditional lot widths) shall incorporate off-sets or divisions in the façade to express the traditional, twenty-five (25) foot typical lot pattern and building widths of the downtown. Changes in façade material, window design, façade height or decorative details are examples of techniques that could be used. These variations should be expressed throughout the width of the structure such that the composition appears to be a collection of smaller buildings or storefronts. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5)
- b. **Height Step-Back.** The fourth story, and/or any portion of a building exceeding forty (40) feet in height, shall step-back at least six (6) feet from the outer plane of the building. The purpose of the height step-back is to maintain the appearance of a three-story, or shorter, building as viewed from the street, to maintain views of the mountains from upper stories of adjacent buildings, and to provide for solar gain and light filtering down to Main Street. (Recommended: Figures 4, 5 and 7)



## 6. Accessibility

Accessibility shall be provided in all new buildings and building remodels, consistent with applicable buildings codes. Storefront entries shall be at the street level. Where ramps are required, the ramp design shall incorporate materials and detailing similar to the base of the building.

## 7. Openings

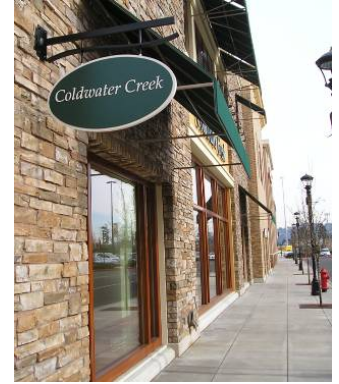
- a. Ground Floor Windows. Ground floor elevations shall conform to subsection C.4.a. and should contain windows that are framed by piers or pilasters (sides); awnings, canopies or trim/hoods (tops); and kick plates or bulkheads (base). Decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5. See also, positive photos in sidebar.)
- b. Upper Floor Windows. Upper floor window orientation shall primarily be vertical, or have a width that is no greater than height, consistent with the Western vernacular. Paired or grouped windows that, together, are wider than they are tall, should be visually divided to express the vertical orientation of individual windows. (Recommended: Figures 4, 6 and 7; Discouraged: Figure 5. See also, photos at right.)
- c. Projecting Windows, Display Cases. Windows and display cases shall not break the front plane of the building (e.g., bay windows and projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone. (Figure 3)
- d. Entrances. Ground level entrances shall be at least partly transparent to encourage an inviting and successful business environment. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street (i.e., for security) and have a canopy, awning, or other weather protection shelter. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5)
- e. Corner Entrances. Buildings on corner lots should have corner entrances. Such entrances are not required to be recessed, but shall have an awning or canopy for weather protection. Where a corner entrance is not provided, the building plan shall provide for a corner plaza consistent with Section E, below, or the building shall provide architectural features (e.g., alcove with seating or artwork) at the corner that honors the corner as a civic space. (See also, Section E - Civic Spaces.)
- f. Remodels. The scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns and other features shall be visually compatible with the original architecture.



Examples of desired transparency and entrances.

## 8. Horizontal Rhythms

- a. **Traditional Lot and Building Pattern.** Buildings must respect the traditional lot pattern and building rhythm in the downtown by incorporating rhythmic divisions in all elevations. As a general guideline, front elevations should be articulated not less than once every twenty-five (25) feet. Articulation should be subtle. For example, slight offsets in a building elevation, roofline and/or the rhythmic placement of windows, pilasters, awnings, trim, art/medallions, or other detailing and ornamentation are preferred. Abrupt divisions, such as clashing paint colors, should be avoided. Side and rear elevations may be articulated less frequently but should complement the overall building design. The Planning & Zoning Commission may require detailing on a zero-lot line elevation to reduce the apparent scale and avoid blank walls (i.e., until an abutting property develops). (Recommended: Figures 3, 4, 6 and 7 and photos at right; Discouraged: Figure 5)

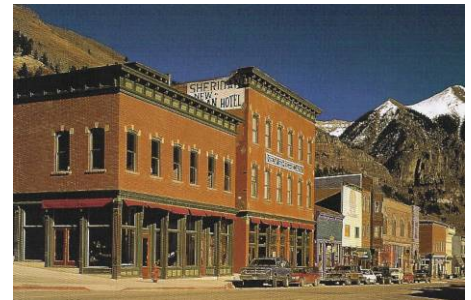


- b. **Horizontal Lines.** New buildings and exterior remodels shall follow prominent horizontal lines existing on adjacent buildings at similar levels along the street frontage. Examples of such horizontal lines include: the base below a series of storefront windows; an existing awning or canopy line, or belt course between building stories; and/or an existing cornice or parapet line. (Recommended: Figures 3, 4, 6 and 7 and photos at right; Discouraged: Figure 5)



*Exceptions: Where existing buildings do not meet the City's current architectural standards, a new building may establish new horizontal lines.*

- c. **Ground Floor/Upper Floor Division.** A clear visual division shall be maintained between the ground level floor and upper floors, for example, through the use of a belt course, transom, awnings or canopies. (Recommended: Figures 3, 4, 6 and 7 and photos at right; Discouraged: Figure 5)
- d. **Building Base.** Buildings shall have a foundation or base, typically from ground to the bottom of the lower window sills, with changes in volume or material, to give a sense of strength and symmetry. (Recommended: Figures 3, 4, 6 and 7; Discouraged: Figure 5)



Example of appropriate articulation and rhythm using architectural bays, windows, off-sets, detailing, and weather protection (above). Note the civic space on provided in the top photo.

## 9. Vertical Rhythms

New construction and front elevation remodels shall reflect a vertical orientation, either through breaks in volume or the use of surface details, to divide large walls, so as to reflect the underlying historic property lines. See also, Section B.8.a, Traditional Lot and Building Pattern, above. (Recommended: Figures 3, 4, 6 and 7 and photos at right; Discouraged: Figure 5)

## 10. Materials and Color

- a. **Primary Materials.** Exterior building materials shall predominately consist of those materials traditionally found in Driggs, or others that are indigenous to the intermountain West, including brick, natural or block stone (e.g., limestone, rhyolite, granite, etc.) and painted or natural wood. (See examples in sidebar.) Rough-hewn wood, timbers and metals may be used as accents but not as the primary exterior cladding in the downtown. See also, Secondary Materials and Substitute Materials, below.

*Exception: Rear and sidewalls that are not visible from any public way or parking area are exempt. Concrete or masonry block may be used.*

- b. **Change in Materials.** Elevations should incorporate changes in material that define a building's base, middle and top and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way or plaza may utilize changes in texture and/or color of materials in the interest of affordability, provided that the design is consistent with the overall composition of the building.

*Exception: Rear and sidewalls that are not visible from any public way or parking area are exempt. A change in materials is not required.*

- c. **Secondary Materials.** Any of the materials listed above may also be used as secondary materials or accents. Metals such as copper, iron, bronze, steel/ galvanized steel, and similar appearance metals may be used as trims or accents (e.g., flashing, weather protection features, ornamentation, etc.) when compatible with the overall building design, and subject to review and approval through design review.

- d. **Substitute Materials.** Substitute materials that are equal in appearance and durability to those in subsection 'a' may be approved by the Planning Commission through design review. The applicant will be required to provide specifications from the manufacturer.

- e. **Color.** Color schemes should be simple and coordinated over the entire building to establish a sense of overall composition. Color schemes should tie together signs, ornamentation, awnings, canopies and entrances. There shall be no more than one base color for each twenty-five (25) feet of the front elevation; one base color for the entire front elevation is preferred. Using only one or two accent colors is also preferred, except where precedent exists for using more than two colors with some architectural styles. Natural wood finishes are appropriate for doors, window sashes and trim, signs, canopies and other architectural accents. Luminescent, sparkling, or "day-glow" colors are not allowed. Metals shall be finished in mute, earth-tones or otherwise burnished to minimize glare.

- f. **Contemporary Designs.** Contemporary interpretations of Driggs's Western heritage are encouraged; metal may be used as an accent but not as a predominant siding material on any street-facing elevation in the downtown. Storefronts that resemble suburban strip-malls (e.g.,



Example of appropriate materials.

picture windows extending to near grade level) and those that use highly reflective glass, clerestory windows and/or similar non-traditional features are prohibited.

- g. **Restoration and Rehabilitation.** Restoration and rehabilitation projects shall incorporate original materials and design elements (e.g., previously covered over), to the extent practicable. See also, “False Fronts,” subsection B.3.d.

## 11. Pedestrian Shelters

Awnings, canopies, recesses or similar pedestrian shelters shall be provided along at least thirty percent (30%) of a building’s ground floor elevation(s) where the building abuts a sidewalk, plaza, pedestrian access way, or outdoor seating area. See examples in sidebar. Pedestrian shelters used to meet the above standard shall extend at least five (5) feet over the pedestrian area, shed snow away from building entrance(s), be proportionate to the building in its dimensions, and not obscure the building’s architectural details. If mezzanine or transom windows exist, the shelter shall be below such windows where feasible. The Planning Commission may require snow/ice dams or other features to minimize ice accumulation on sidewalks. Pedestrian shelters shall align to the extent practicable. (Recommended: Figures 3, 4, 6 and 7)

**Exception:** The Planning & Zoning Commission may reduce the minimum shelter depth to four (4) feet upon finding that existing right-of-way dimensions or building code requirements preclude a larger shelter.

## 12. Mechanical Equipment

- a. **Building Walls.** When mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, must be installed on a building wall, it shall be oriented away from all streets. Where such equipment is installed on a side or rear building elevation and is adjacent to an alley, access way, or civic space, its appearance shall be minimized using materials and/or colors that are similar to those used on the subject building. Standpipes, meters, vaults and similar equipment should not be placed on a front elevation when other alternatives exist; such equipment shall be placed low on a side or rear elevation to the extent practicable.

**Exception:** Window air conditioning units may only be installed on non-street facing elevations.

- b. **Rooftops.** Rooftop equipment shall conform to LDC [11.2.4](#). Where such equipment cannot practically be screened by use of a parapet or similar building element, it shall be painted with muted colors that make it visually subordinate to and blend in with its background.
- c. **Ground-Mounted Equipment.** Ground-mounted mechanical equipment shall comply with the screening requirements of LDC [11.2.4](#).



Pedestrian shelters may come in a variety of forms, materials, and colors provided they fit the overall composition of the building and generally align with one another. Actual designs should address the location and function of the shelter, building codes, architecture, durability, right-of-way constraints, if any, along Main Street.

## D. Downtown Mixed Use (DX) – Streetscapes

### Guiding Principles:

The relationship between the local street system, Highway 33 and adjoining properties is important from both a transportation planning and land use development standpoint. The City of Driggs and Idaho Department of Transportation work cooperatively to manage access onto the State Highway. Access management helps preserve roadway capacity and creates a safer pedestrian environment.

The design standards also implement the community's vision of a cohesive streetscape, with on-street parking, wide sidewalks, weather protection (pedestrian) shelters, benches, pedestrian-scaled lighting that protects the night sky, public art, opportunities for café seating, and other amenities. A safe, inviting and comfortable pedestrian environment benefits businesses and the community as a whole.

### Standards:

- 1. Transportation Plan Conformity.** New development shall conform to the policies, standards, specifications and design details (e.g., street sections) contained in the City of Driggs Transportation Plan and Main Street/SH-33 Corridor Plan. When streetscape improvements are required of new development, such improvements shall conform to these plans.
- 2. Conformance with Design Standards.** Streetscape improvements, when required, shall conform to other applicable Design Standards. See also, the Block Standards (Section B), the Building Standards (Section C), the Civic Space Standards (Section E), Vehicle Access Standards (Section F), Pedestrian Circulation Standards (Section G), Sign Standards (Section H) and Lighting Standards (Section I).

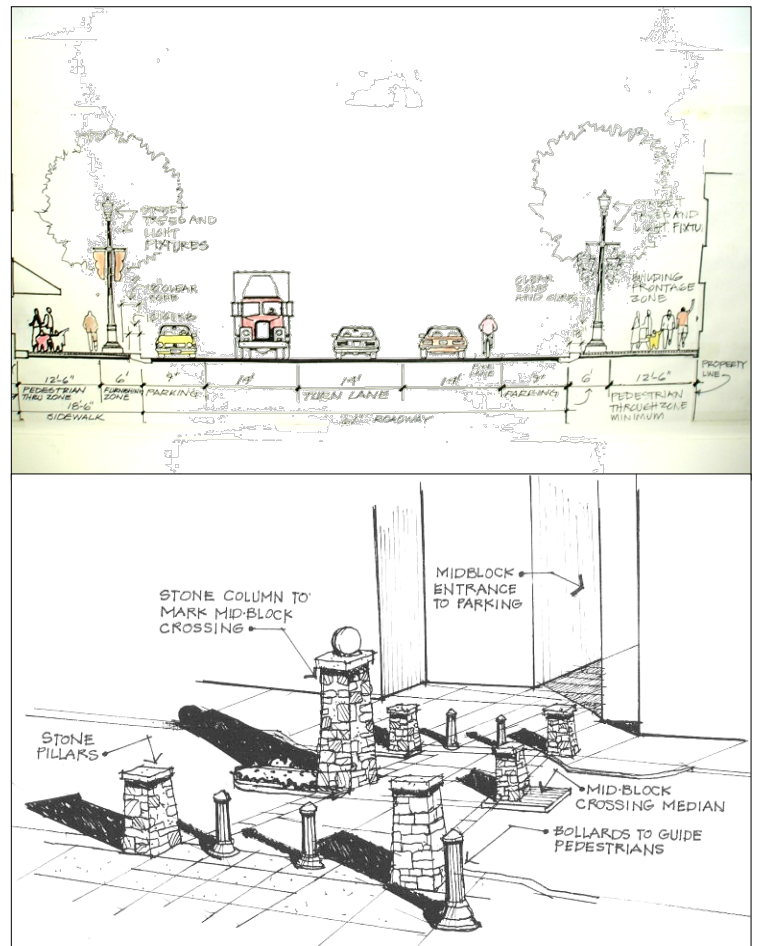


Figure 8: Main Street concept and example of potential mid-block crossing

## E. Downtown Mixed Use (DX) – Civic Spaces

### Guiding Principles:

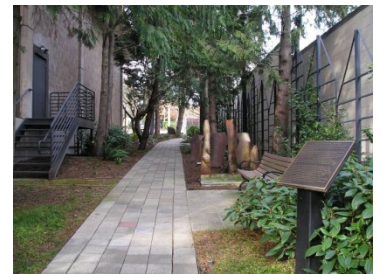
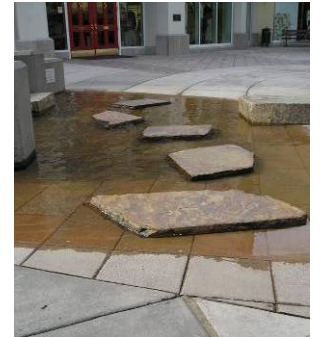
The increased development intensity, pedestrian activity, close building orientation and minimal private open space and landscaping in the downtown require that civic space be provided along building frontages and in breaks between buildings. Civic space, such as plazas, extra-wide sidewalks, outdoor seating areas, pedestrian access ways between buildings, alcoves and pocket parks, provide visual relief, pedestrian resting areas and opportunities for socialization. Civic spaces do not have to be publicly owned or maintained. Public or private, they are as important as building design and centralized parking areas to the success of downtown. Therefore, the City requires that all new developments and redevelopment projects contribute their proportionate share of civic space.

### Standards:

- 1. Civic Space Standard.** At least three percent (3%) of every development site shall be designated and improved as civic space, with the highest priority locations being those areas with the highest pedestrian activity (e.g., street corners and mid-block pedestrian access ways), as generally designated on Figure 3 and in the sidebar photo examples.

***Exception for Minor Projects:** Building additions and remodels are not required to provide civic space when proposed building costs are estimated to be less than fifty percent (50%) of the existing assessed value of improvements on the subject site. Assessed values shall be the value of record at the Teton County Assessor's Office.*

***Exception for In Lieu Fee:** The Planning & Zoning Commission may find that the creation of civic space is not practicable based on the project location or other relevant factors. In such cases, the City may accept an in lieu fee equal to the fair market value of the land and improvements that would have otherwise been required. In this case, the applicant shall obtain a third-party appraisal*



Civic spaces should serve as focal points and gathering places, giving the downtown a unique identity and sense of place. Pedestrian amenities may include, but are not limited to outdoor seating areas or cafes, pedestrian access ways, weather protection, plazas, benches, public art, and street furnishings such as bicycle racks and pedestrian lighting (e.g., bollards) at crossings.

prepared by a qualified professional that is mutually agreed upon with the City. The fair market value shall be determined after the City approves the site design review application and before issuance of any building permits on the project

2. **Dimensions.** All civic spaces shall have dimensions of not less than eight (8) feet across and have a surface area of not less than forty-eight (48) square feet.
3. **Public Access.** Such areas shall abut a public right-of-way or otherwise be connected to and visible from a public right-of-way by a sidewalk or pedestrian access way; access ways shall be identifiable with a change in paving materials (e.g., pavers inlaid in concrete or a change in pavement scoring patterns and/or texture). Where a right-of-way connection is not possible, the owner shall be required to provide a public access way easement to the civic space. (Recommended: Figures 1, 2, 3, 8 and 9. See also, Section G, Pedestrian Circulation, below.)
4. **Incentives.** To encourage larger, more successful civic spaces, the Planning & Zoning Commission may award the following incentives for projects that designate and improve more than the minimum three percent (3%) civic space:
  - a. Building height bonus allowing two (2) feet of additional building height (above 45 feet or 35 feet, as applicable) for every one percent (1%) of additional site area (above 3%) designated and improved as civic space, not to exceed a total height bonus of ten (10) feet.
  - b. Reduction in the number of required off-street parking spaces by one (1) space for every 180 square feet of additional site area designated and improved as civic space (i.e., above the 3% minimum).
5. **Pedestrian Amenities Required.** Where civic space is required, it shall contain pedestrian amenities such as plaza space, extra-wide sidewalks (i.e., outdoor café space), benches, public art, pedestrian-scale lighting, way finding signs (as approved by the Downtown Business Association) or similar pedestrian areas in an amount equal to or greater than one-half of one percent (0.5%) of the estimated construction cost of the subject building(s). Where a civic space adjoins a building entrance it should incorporate a weather protection canopy, awning, pergola, or similar feature. Pedestrian amenities such as seating, planters, public art and pedestrian lighting (e.g., antique lamps or bollard lights) at street corners or mid-block pedestrian access ways may be counted in fulfilling the 0.5% requirement. The cost of any public parking structure used in the assessment of civic space improvements. Cost estimates for pedestrian amenity improvements shall be prepared by a licensed architect, landscape architect, or other qualified professional, and shall be subject to review and approval by the administrator. (See Figures 9 and 9a)

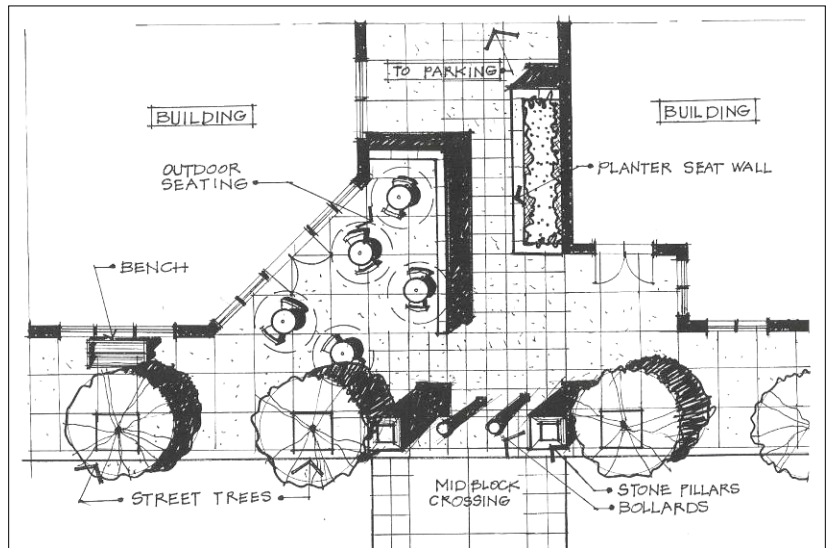


Figure 9: Desired pedestrian amenities with example of mid-block access way leading to internal parking area.

**Exception:** Building additions and remodels that are exempt under Section E.1 are not required to provide pedestrian amenities, though they are encouraged to do so. In such cases, the Planning &

*Zoning Commission may consider the voluntary provision of pedestrian amenities in approving height bonuses, reductions to off-street parking standards and/or modifications to other commercial design standards.*

6. **Mechanical Equipment and Garbage Storage Areas.** Mechanical equipment and garbage storage areas are not permitted within the civic space(s) required under subsection E.1. Where placement of these facilities where they would be visible from a public way or civic space is unavoidable, they shall conform to LDC [11.2.4](#).
7. **Gates.** Civic spaces shall not be gated or closed to public access, unless otherwise prescribed by the Planning and Zoning Commission through conditions of approval.

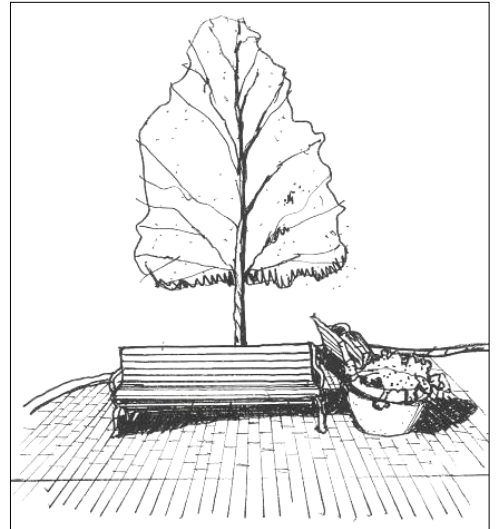


Figure 9a: Small civic spaces may fulfill the pedestrian amenity requirement by providing seating and planters



## F. Downtown Mixed Use (DX) – Vehicle Access and Parking Areas

### Guiding Principles:

Vehicle access and circulation shall be subordinate to the pedestrian environment of the central business district. Parking is to be provided primarily in on-street parking spaces and in shared parking areas internal to each block. Where large areas of surface parking exist, such areas are to transition to structured parking over time as the market and public-private partnerships allow. See also, Figures 1, 2, 8, 9 and 10.

### Standards:

- 1. Access and Driveways.** Access onto Main Street shall conform to the Main Street/SH-33 Corridor Plan.
- 2. Drive-up and Drive Through Uses.** New drive-up/drive-through facilities (e.g., windows, ATMs, etc.) are not permitted. Where applicable, the Planning Commission may approve the relocation and improvement of existing drive-up facilities where they are to be oriented away from Main Street (e.g., behind Main Street and accessed from an alley or interior lot).
- 3. Off-Street Parking.** Where new surface parking is planned, it shall be limited to on-street parking spaces and/or shared parking areas internal to a block, as shown in Figures 2 and 3. (See also, LDC [11.1.3](#) Parking Exemption Overlay.) Any parking and vehicle circulation areas abutting a public street or pedestrian access way (e.g., between buildings) shall provide a landscape screen of not less than four (4) feet in width and four (4) feet in height, or a decorative wall, bollards, or other buffer that is consistent with the landscape requirements in Part VII, and as approved through design review. (Recommended: Figure 10.)
- 4. Parking Lot Landscaping.** All surface parking areas shall be landscaped in conformance with Part VII, except that the landscape standards may be reduced by up to fifty percent (50%) for parking areas that are setback fifty (50) feet or more from all streets and located interior to a block. (Recommended: Figures 1, 2 and 10.)
- 5. Redevelopment of Surface Parking Lots.** Site plans should allow for conversion of internal surface parking lots to structured parking in the future, consistent with the Downtown Master Plan (Figure 3). Site plans should also allow for the conversion of non-conforming front yard parking lots to new building sites or civic spaces as properties redevelop. (Recommended: Figures 2 and 3. See also photos at right.)
- 6. Parking in Front of Buildings.** Due to the pedestrian-orientation of downtown, surface parking is not allowed between any new building and the street to which is it oriented. Where such parking currently exists, the owner may be required to install landscaping or other buffering between the parking area and the sidewalk with future redevelopment. (Recommended: Figure 8) See also,

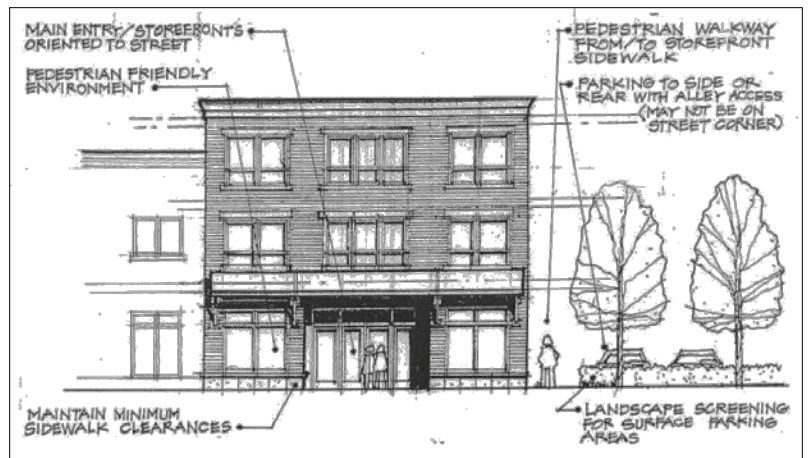
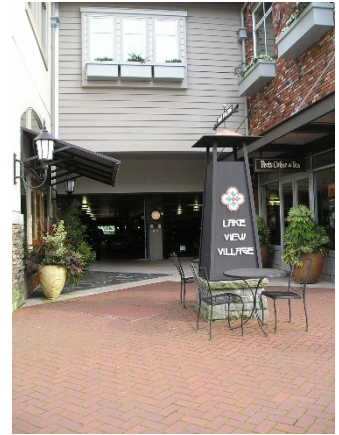


Figure 10: Parking is subordinate to storefront character. Parking must be buffered from adjacent streets and pedestrian ways. Drive-up/drive-through uses, where allowed, shall be oriented away from Main Street.

subsection C.1.b (building height exception for parking lot redevelopment), subsection F.2 (off-street parking), above, and Section A, Blocks.

7. **Parking Structures.** Parking structures (e.g., garages, decks, lids, etc.) shall not open directly onto any public street, but shall instead receive access from an alley or other approved access under subsection F.1. Alleys shall conform to the Downtown Master Plan (Figure 3). Where structured parking is provided, it shall not abut Main Street, but shall instead be clad/screened with commercial building(s) and/or civic space along the Main Street frontage.
8. **Service and Loading Areas.** The visual, traffic, odor and noise impacts of service and loading areas, relative to streets, civic spaces, pedestrian access ways and adjacent residences, shall be minimized. Service areas and loading docks/bays shall be accessed from an alley and screened using architectural elements that are compatible with adjacent building(s). Where no alley exists, service areas shall be accessed from streets other than Main Street and Little Avenue.
9. **Parking Incentive.** When a project provides public parking underground or in a structure, the Planning and Zoning Commission may approve a height bonus under Section C.1.a and/or reduce the civic space requirements under Section E.



Where feasible, site plans in the CBD should anticipate and not preclude future development of parking structures, particularly in the four block area adjacent to Main Street and Little Avenue.

The aerial photo (top) shows an example of a parking structure interior to the block; access is provided via a side street in the upper right corner. Below the aerial, and clockwise from the upper-left, are photos of the driveway opening and public parking signage, a pedestrian access way to the garage, another view of the garage with a pedestrian access way, and a storefront on the main street. Note the parking structure is clad with commercial buildings and civic space.

## G. Downtown Mixed Use (DX) – Pedestrian Circulation

### Guiding Principles:

The pedestrian circulation system shall provide a direct, convenient and comfortable means of accessing individual uses and connecting to other parts of the City and beyond. The pedestrian system includes sidewalks, pathways, mid-block access ways and trails designated by the Driggs's Pathway Plan.

### Standards:

1. **Site Layout and Design.** To ensure safe, direct and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system consistent with the network shown in Figures 1, 2, 3, 8, 9 and 10, and conforming to the following standards:
  - a. **Continuous Walkway System.** The pedestrian system shall extend throughout the development site and connect to adjacent sidewalk(s). The system shall also provide stubs to allow for their continuation through future phases of development and to existing or planned off-site adjacent pedestrian ways and civic spaces, to the greatest extent practicable.
  - b. **Safe, Direct and Convenient.** Walkways within developments shall provide safe, reasonably direct and convenient connections between all building entrances and between primary entrances and adjacent sidewalks, based on the following definitions:
    - (1) **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
    - (2) **Safe and convenient.** Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations. Walkways shall connect all building entrances to one another to the extent practicable
    - (3) **On- and Off-Site Connections.** Walkways shall connect all on-site parking areas and civic spaces, and shall connect off-site adjacent walkways to the site to the extent practicable. Obstacles posed by existing structures may be cause for not making walkway connections.
2. **Pedestrian Facility Design and Construction.** Walkways, including mid-block pedestrian access ways (Figures 1 and 2), shall conform to all of the following standards:
  - a. **Vehicle/Walkway Separation.** Except for crosswalks, where a walkway abuts a driveway or street, it shall be raised and curbed along the edge of the driveway/street. Alternatively, the Planning & Zoning Commission may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed for withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.
  - b. **Crosswalks.** Where a walkway crosses a parking area, driveway, or street ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, brick, or stamped/scored concrete inlay), which may be part of a raised/speed-table type of crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for short crosswalks not exceeding twenty-four (24) feet in length.
  - c. **Walkway Width and Surface.** Walkway and pedestrian access ways shall be at least five (5) feet in width and constructed with stamped or scored concrete, brick/masonry pavers, or other

durable surface that contrasts with the driveway paving surface. Note: public sidewalks and trails are also subject to the provisions of Driggs' Transportation Plan and Pathway Plan.

- d. Accessible routes. Walkways shall conform to applicable Americans with Disabilities Act (ADA) guidelines and standards. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA-accessible, and walkways shall provide direct routes to primary building entrances.

## H. Downtown Mixed Use (DX) – Signs

### Guiding Principles:

The number, size, configuration, placement, color, materials, and illumination of signs all play a part in shaping the built environment. Signs in the downtown should function primarily as tools for pedestrian way finding and business identification. Business identification does not require that owners maximize the size or number of signs. Downtown has built-in traffic calming features that, together with the building design standards enable motorists and pedestrians to notice signs at a relatively small scale. Unique buildings, by themselves, can become icons and serve as signs for the businesses inside them (e.g., The “Bison” as a landmark building). Billboards and other signs designed to a “highway scale” are not necessary and are discouraged.

### Standards:

1. See LDC [Section 11.3](#) for all size, height, placement, and illumination standards for signs in the DX district.
  - a. Sidewalk Signs, when applicable, must be placed in the portion of the sidewalk that is made up of red brick-stamped concrete known as the Furniture Zone.

2. **Contextual Design.** Signs, including sign faces and support structures, should complement Driggs' natural surroundings. Signs engraved on or sculpted from metal or wood (natural or painted wood) are preferred, however, those that are predominately made of vinyl, Plexiglas, or similar materials may be approved administratively provided they are non-reflective and similar in appearance to wood or metal. Sign support structures and frames shall consist of metal, wood, brick, stone or a material that is similar in appearance. Pictographic symbols are encouraged, as they often communicate more than text and add visual interest to the street. Sign colors shall be muted or warm earth-tones without reflective finishes, except that bright colors may be used over small areas (e.g., less than 2 sq ft) or as accents.



Individual buildings and collections of buildings can become icons and serve as signs for the businesses inside them.

**3. Prohibited Signs.** Signs containing large areas of white or cool grays, florescent (e.g., day-glow), sparkling, reflective, or similar colors or finishes are not permitted. Streamers, moving signs, video or animated signs, flashing signs (, and similar sign types are considered a nuisance and traffic safety hazard and are therefore not permitted.



Examples of acceptable signs in the Central Business District.

## I. Exterior Lighting

### Guiding Principles:

The number, size, design and placement of lights all contribute to creating a safe and aesthetically pleasing downtown compatible with the character of the city. Excessive lighting contributes to light pollution, glare and light trespass, and diminishes views of the night sky. Lights in the central business district should function primarily as tools for pedestrian way finding and business visibility. Business visibility does not require that owners fully illuminate their building and parking areas. Downtown contains sidewalk lighting (antique street lamps) that, together with modest on-site lighting in developments, should enable motorists and pedestrians to recognize businesses and safely walk to them. Lights designed to a “highway scale” or large urban commercial scale (e.g., cobra head standards, or car sales lot-lighting) are not permitted

### Standards:

See LDC Section [11.4](#) for all outdoor lighting standards.

## A. Neighborhood (NX, RX, RM) Design Districts – General Provisions

The east side of the downtown is adjoined by a lower intensity area containing a mix of commercial and residential uses, some in new structures, and others in converted cottages and houses. The NX and RX districts provide a transition between the more intense developments in the downtown and the residential neighborhoods to the east. The area is walkable and easily accessible to the adjoining neighborhoods and Main Street. Many small homes and cottages in the area have been converted to commercial and live-work uses and the area's deep lots afford opportunities for infill development, including backyard cottages and shopfront houses. New mixed-use buildings with small commercial uses (e.g., studios and small retail, commercial services and office uses) on the ground floor and dwellings above or behind storefronts are envisioned. As a transition between the DX and other commercial districts and adjacent residential neighborhoods, building height is limited to 35 feet in the NX and RX districts. Front yards and building envelopes are typical of residential areas. **The following standards apply to all commercial, multifamily, and mixed-use projects in the NX and RX zones, and multifamily developments and townhome (over 4 attached units) projects on properties zoned RM that front onto Little Avenue.** The standards are intended to reflect the following values and objectives:

- Western heritage architecture with a close, intimate human-scale
- The use of contextually appropriate materials, textures and colors
- Building entrances facing the street or opening onto a court (i.e., between two or more buildings)
- Off-street parking placed behind or to the side of buildings
- Streetscapes characteristic of residential areas with landscaping, street trees and pedestrian lighting along sidewalks.
- Building forms reflecting a residential or neighborhood commercial character
- Balancing rhythm and continuity – encouraging creativity in the design of building elevations, rooflines and façade elements
- Encouraging the use of covered front porches, patios, public art and other features to maintain a sense of place and present a welcome gateway into town.

## B. Neighborhood (NX, RX, & RM) Design Districts – Blocks

### Guiding Principles:

In the NX and RX districts, new development and redevelopment projects should reinforce the historic town grid and promote a residential or neighborhood-commercial character. Buildings should be setback from the sidewalk edge behind a lawn or other low-level landscaping with pathway(s) connecting to the sidewalk, and parking should be oriented behind or to the side of buildings. Parking bays should be small. Shared parking is encouraged and should be accessed from alleys or shared access driveways.

### Standards:

1. **Rights-of-Way.** Street right-of-way shall not be vacated. Where new right-of-way is dedicated, it shall be shown to be consistent with Driggs’s historic block pattern and/or be for the purpose of improving the pedestrian environment.

*Exception: Dedicating right-of-way for the creation of internal public parking facilities and/or pedestrian ways are examples of improving the pedestrian environment.*

2. **Street/Alley Alignment.** Maintain the alignment of streets and alleys or driveways from block to block. Alleys may be continuous or non-continuous to facilitate shared parking and privacy for adjacent residential uses. (Recommended: Figure 11)

3. **Building Separation.** An opening of not less than twenty (20) feet shall be provided between primary structures to provide landscaping and/or pedestrian access ways; except that structures less than eighteen (18) feet in height may be separated by less than twenty (20) feet, provided all applicable setbacks and building codes are met. (Recommended: Figure 11)

4. **Building Orientation and Primary Entrances.** Buildings fronting Little Avenue shall receive vehicle (garage or parking lot) access from an alley, shared driveway (for two or more uses/dwellings), or a street other than Little Avenue, except where no other reasonable access can be provided. All primary buildings shall have clearly defined primary entrances. Entrances for building fronting onto Little Avenue or First Street shall be oriented to those streets and not an interior parking area, court, or alley. Accessory buildings and primary buildings fronting on other streets may have primary entrances oriented to a street, court, plaza or alley. All primary entrances shall be recessed or covered (e.g., covered porch, recessed entry, awning or canopy). (Recommended: Figure 11)

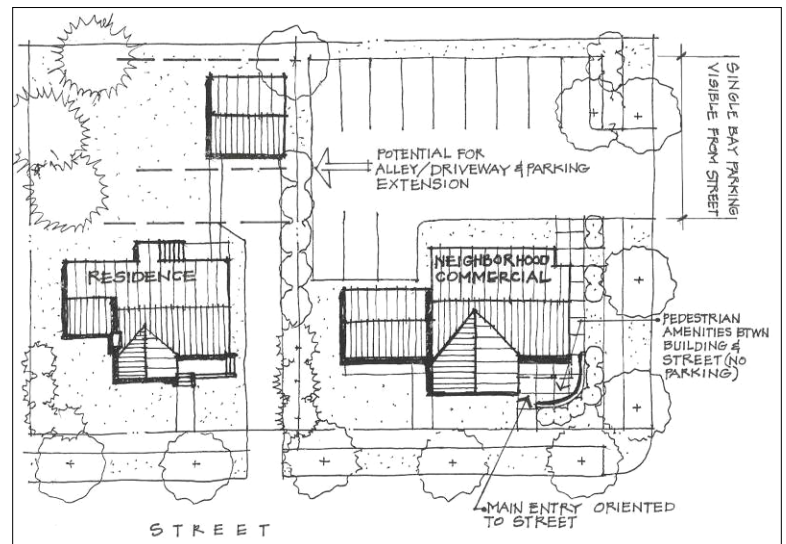


Figure 11: Typical orientation for buildings fronting Little Avenue.

## C. Neighborhood (NX, RX, RM) Design Districts – Buildings and Structures

### Guiding Principles:

New buildings and exterior remodeling projects are expected to honor Driggs' unique Western heritage and contribute to the appearance and livability of the neighborhood commercial area. The existing mix of cottages, bungalows and neighborhood commercial buildings provide the context for design review. The building design standards draw on historic elements of the district while allowing for a contemporary interpretation of Driggs' Western heritage.

It is not the intent of the City of Driggs to create an architectural theme or to freeze time. The design standards are intended to encourage design creativity, while ensuring that new buildings and remodels fit within the context of their historic surroundings, provide an attractive gateway into town from Ski Hill Road, and serve as a transition between downtown and adjacent residential uses. The key elements of building design in these districts are summarized as follows:

- Western heritage architecture with a close, intimate human-scale
- The use of contextually appropriate materials, textures and colors
- Architectural design that addresses all four sides of a building.
- Building entrances facing the street or opening onto a court (i.e., between two or more buildings)
- Building forms reflecting a residential or neighborhood commercial character
- Balancing rhythm and continuity - encouraging creativity building elevations, rooflines and façade elements
- Encouraging covered front porches, patios, public art and other features

### Standards:

#### 1. Height.

The maximum allowable height is thirty-five (35) feet, except as prescribed for specific building types in LDC [Chapter 8](#).



## 2. Building Mass

The maximum floor area ratio (floor area to land area, including garages) in these zones is 0.50:1. To maintain the residential scale and character of this district, buildings exceeding fifty (50) feet in width, including common wall buildings, shall incorporate rhythmic changes and/or divisions in the façade to express the traditional lot pattern and building widths. Changes in façade material, window design, façade height/roofline, entrances, or decorative details are examples of divisions. These variations should be expressed throughout the width of the structure such that the composition appears to be a collection of smaller buildings. See also, Section B.3, Building Separation. (Recommended: Figures 11)



## 3. Building Form

a. Overall Form. Except as allowed under subsection 'b', the predominant building form is a relatively simple footprint comprised of one or more rectangular forms with a sloped (gable, hipped or cross-gabled) roof. Buildings should reflect the predominate form, while expressing individuality. New buildings should not mimic any other building in their elevation or detailing.



Examples of acceptable form, scale, and residential character in the NX & RX zone

- b. False Fronts. False fronts or parapets are not permitted, as the predominant roof line should be a sloped roof.
- c. Recesses and Projections. Ground-level entries shall conform to the standard in Section A.4. Recessed or projecting balconies, porches, verandas or other usable space above the ground level on existing and new buildings are allowed and encouraged.

## 4. Contextual Design

a. Blank Walls. Blank walls shall not be used on any street-facing elevation. Windows, doors, porches, balconies, entrances and/or similar features should be used to break the building plane. In addition to complying with the Blank Wall provisions for the applicable Building Type ([LDC 8](#)), buildings in the design district shall provide at least twenty percent (20%) transparency on each story for each elevation. Designs should balance the need for residential privacy with providing for natural surveillance (i.e., "eyes on the street").

- b. Architectural Context. The existing mix of cottages, bungalows and neighborhood-commercial buildings in the NX and RX districts provides the context for design review. Building designs shall interpret and appropriately adapt these local forms and styles. Designs should not duplicate existing buildings, but instead express a contemporary interpretation of Driggs' Western heritage. The scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns and other features shall be visually compatible with the original architecture. (See examples on preceding page.)

## 5. Accessibility

Accessibility shall be provided in all new buildings and building remodels, consistent with applicable buildings codes. Where a ramp is required, it shall incorporate materials and detailing similar to the base of the building.

## 6. Materials and Color

- a. Primary Materials. Exterior building materials shall predominately consist of those materials traditionally found in the NX and RX districts, including natural-stain wood or painted wood, brick, block stone (e.g., limestone, basalt, granite, etc.) or river stone. The use of rough-hewn wood, timbers and wood paneling are acceptable when compatible with the overall composition of the building. All four sides of a building shall be finished. (See examples on preceding page.)
- b. Secondary Materials. Any of the materials listed above may also be used as secondary materials or accents when compatible with the overall composition of the building. Metals such as copper, steel, iron, bronze and similar appearance metals may be used as trims or accents (e.g., flashing, weather protection features, ornamentation, etc.) when compatible with the overall building design, and subject to review and approval through design review.
- c. Substitute Materials. Substitute materials that are equal in appearance and durability to those in subsection 'a', as approved through design review.
- d. Color. Color schemes should be simple and coordinated over the entire building to establish a sense of overall composition. Color schemes should tie together signs, ornamentation, awnings, canopies and entrances. There shall be no more than one base color for each twenty-five (25) feet of the front elevation; one base color for the entire front elevation is preferred. Using only one or two accent colors is also preferred, except where precedent exists for using more than two colors with some architectural styles. Natural wood finishes are appropriate for doors, window sashes and trim, signs, canopies and other architectural accents. Muted or warm earth-tone colors are preferred but bright colors may be used when historically appropriate or as accents. Luminescent, sparkling, or "day-glow" colors are not allowed. Metals shall be finished in earth-tones or otherwise burnished to minimize glare. (See examples on page 47.)
- e. Restoration, Rehabilitation or Remodeling. Restoration, rehabilitation or remodeling projects shall incorporate, whenever possible, original materials and design elements that were previously removed, remodeled or covered over.

## 7. Pedestrian Shelters

Coverage Required. Awnings, canopies, covered porches, recessed entry or a similar pedestrian shelter shall be provided over the primary entrance(s) of all buildings; the minimum dimensions of which shall be four (4) feet by four (4) feet. The intent is to provide weather protection over entries and not necessarily to cover the entire width of a building.

## 8. Mechanical Equipment

- a. Orientation. Mechanical equipment, such as air compressors, air conditioning units, generators, antennae, satellite dishes, or similar equipment, shall be oriented away from front yards and screened from public view. Where such equipment is installed on a side or rear building elevation and is adjacent to an alley, access way, or civic space, it shall be screened in compliance with [LDC 11.2.4](#). Standpipes, meters and similar equipment should not be located on a building's front elevation; such equipment shall be placed low on a side or rear elevation to the extent practicable.

*Exception: Window air conditioning units are allowed.*

- b. Rooftops. Rooftop mechanical shall conform to [LDC 11.2.4](#). Where such equipment cannot practically be screened by use of a parapet or similar building element, any such equipment shall be painted with muted colors that make them visually subordinate to and blend in with their backgrounds.

## D. Neighborhood (NX, RX, RM) Design Districts – Streetscapes

### Guiding Principles:

The relationship between the local street system and adjoining properties is important from both a transportation planning and land use development standpoint. The NX District is located along Little Avenue which is also the main road to Grand Targhee ski resort. Properties fronting onto Little Avenue and First Street enjoy excellent exposure to tourist traffic as well as a built-in customer base in the adjacent neighborhood. The City of Driggs manages access onto this vital road to preserve roadway capacity and to maintain a safe environment for pedestrians, bicyclists and motorists. A safe, inviting and comfortable pedestrian environment benefits businesses, tourists and the community as a whole. The RX District, and portions of the RM district that are subject to design review, are clustered in strategic areas abutting the Commercial Corridor (CC) and Civic and Institutional (CIV) districts.

### Standards:

1. **Transportation Plan Conformity.** New development shall conform to the policies, standards, specifications and design details (e.g., street sections) contained in the City of Driggs Transportation Plan. When streetscape improvements are required of new development, such improvements shall conform to the Transportation Plan.
2. **Conformance with Design Standards.** Streetscape improvements, when required, shall conform to other applicable Design Standards. See also, the Block Standards in Section B, the Building Standards in Section C, the Civic Space Standards in Section E, Vehicle Access Standards in Section F, Pedestrian Circulation Standards in Section G, Sign Standards in [LDC 11.3](#) and Lighting Standards in [LDC 11.4](#).

## E. Neighborhood (NX, RX, RM) Design Districts – Vehicle Access and Parking Areas

### Guiding Principles:

Within the NX and RX districts, vehicle access and circulation is subordinate to the pedestrian environment. Parking is provided primarily in on-street parking spaces and in small parking bays oriented behind or to the side of buildings. Shared parking accessed from alleys is encouraged.

### Standards:

- 1. Access and Driveways.** New vehicle accesses onto Little Avenue are not permitted, except when no other reasonable access exists, and then access shall be provided through shared driveways or alleys where practicable. Where the provision of new access is unavoidable, it shall be designed for shared use to the maximum extent practicable. Where driveways are proposed they shall utilize existing curb cuts to the extent practicable and have a width of not less than nine (9) feet per travel lane and not more than twelve (12) feet per lane; wider driveways may be provided only as necessary to conform to the Uniform Fire Code. Alley and driveway surfaces shall be paved with asphalt, concrete or pavers. The use of decorative pavers or stamped/scored concrete and permeable surfaces, such as pavers or engineered-porous concrete, is encouraged. Where an existing alley is available to access a site, any new driveway or parking area must use the alley. (Recommended: Figure 11)
- 2. Off-Street Parking.** Off-street parking shall be provided as required under [LDC 11 Site Development Standards](#), including required landscaping and screening.. (Recommended: Figure 11)
- 3. Parking in Front of Buildings.** Due to the pedestrian-orientation of the neighborhood-commercial area, surface parking is not allowed between any new building and the street to which it is oriented. See also, subsection B.4 (Blocks), above.
- 4. Service and Loading Areas.** The visual, traffic, odor and noise impacts of service and loading areas, relative to streets, pedestrian access ways and adjacent residences, shall be minimized. Service entrances and loading areas, other than residential parking, shall be accessed from a driveway or alley and screened from view from all public streets and adjacent uses.

## F. Neighborhood (NX, RX, RM) Design Districts – Pedestrian Circulation

### Guiding Principles:

The pedestrian circulation system shall provide a direct, convenient and comfortable means of accessing individual uses and connecting to other parts of the City and beyond. The pedestrian system includes sidewalks, pathways, mid-block access ways and trails designated by Driggs’s Pathway Plan.

### Standards:

The Pedestrian Circulation standards for the NX and RX districts are the same as those for the DX district, with the following exceptions, which are intended to provide more of a residential character consistent with residential nature of the district:

1. **Pathway/Walkway Width.** The minimum pedestrian pathway or walkway width is four feet instead of five feet;
2. **Pathway Surfaces.** Soft pathway surfaces, such as decomposed granite may substitute for paved surface, subject to design review and provided that such surfaces are bordered by pavers, weather-treated wood, or other type of anchored edge.

## G. Neighborhood (NX, RX, RM) Design Districts – Signs

### Guiding Principles:

The number, size, configuration, placement, color, materials and illumination of signs all play a part in shaping the built environment. Signs in the NX and RX districts should function primarily as tools for pedestrian way finding and business identification. Business identification does not require that owners maximize the size or number of signs. Downtown has built-in traffic calming features that, together with the building design standards, should enable motorists and pedestrians to notice signs at a relatively small scale. Signs designed to a “highway scale” are not necessary and are discouraged through the following standards.

### Standards:

1. See LDC [Section 11.3](#) for all size, height, placement, and illumination standards for signs in these districts.
2. **Contextual Design.** Signs including sign faces and support structures should complement Driggs’ natural surroundings. For example, signs engraved or sculpted from metal or wood (natural or painted wood) are preferred over those that are predominately made of plastic, Plexiglas, or similar reflective materials, except that A-frame signs, way finding signs, and similar incidental signs made from these materials may be approved administratively or through the design review process. Signs are required to use predominately muted or warm earth-tone colors, except that bright colors may be used over small areas (e.g., less than 2 sq ft) or as accents. Pictographic symbols are encouraged, as they often communicate more than text and add visual interest to the street.
3. **Prohibited Signs.** Signs containing large uninterrupted areas of white or cool grays, florescent (e.g., day-glow), sparkling, reflective, or similar colors or finishes are not permitted. Streamers, moving signs, video or animated signs, flashing signs, and similar sign types are considered a nuisance and traffic safety hazard and are therefore not permitted.

## H. Neighborhood (NX, RX, RM) Design Districts – Exterior Lighting

### Guiding Principles:

The number, size, design and placement of lights all contribute to creating safe and aesthetically pleasing neighborhoods. Unnecessary or excessive lighting reduces neighborhood livability and diminishes views of the night sky. Lights in the neighborhood commercial district should function primarily as tools for pedestrian way finding. Little Avenue has built-in lighting of pedestrian ways and on-street parking that, together with modest on-site lighting, should enable motorists and pedestrians to recognize businesses and safely walk to them.

### Standards:

The standards for exterior lighting are provided in LDC [Section 11.4](#).

## A. Commercial and Industrial Design Districts – General Provisions

### Design District Applicability

The Commercial, Civic, and Industrial Design District standards apply to two sub-areas:

1. The portion of the district between the downtown and Johnson Avenue is a Main Street transition area, where the streetscape will be improved to an urban standard with sidewalks, street trees and pedestrian lighting, and buildings will be oriented to the street. Buildings or pedestrian amenities will be developed within twenty (20) feet of the highway (over at least 50% of a site's frontage), with pedestrian connections and landscaping required within a 10-foot buffer abutting the highway.
2. The properties North of Ross Avenue and the properties South of Johnson Avenue along Main Street serve as gateways into Driggs. Buildings will be setback from the highway by 20 feet or more, and the streetscape will remain semi-rural in character with a multi-use path within a 20-foot landscape buffer. Key priorities for this area include: retaining trees, maintaining roadside swales for drainage and water quality, planting new trees where existing trees must be removed, maintaining appropriate architectural controls, avoiding light pollution, and managing highway access. Developments are to be buffered from the highway and connected to a system of multi-use paths so that employees and customers can easily access them from the Central Business District, residential areas, and future additions to the city.



The above images are typical of the desired transition from rural to urban in the C-2 gateway areas.

### Purpose Statement

The purpose of these design standards is to create attractive, functional and memorable gateways into the community, consistent with the above goals. The gateways are a visitor's first impression of Driggs. It is important that the standards address safety and aesthetics from the perspective of drivers, pedestrians and cyclists. The following values and objectives apply:

- The sense of arrival at each end of Main Street should be dramatic, but in keeping with the beauty of Teton Valley and the surrounding mountains
- Buildings should complement the landscape, which is dominated by the mountains and views of Teton Valley; large buildings must be broken into smaller masses; outdoor loading and service bays must be screened

***Purpose Statement (continued)***

- Large parking areas, too, must be broken into smaller bays and screened, or framed, with landscaping; breaks between trees can act as “portals” and provide views into commercial sites
- Buildings are to draw on or appropriately adapt the Western ranching vernacular. Chain stores cannot simply replicate designs used elsewhere; they must be designed to fit the local character and our agricultural/mountain heritage
- Architectural design must address all four sides of a building
- Highway access points must be coordinated and driveways connected to protect the capacity and operational safety of Highway 33 for all modes of travel
- Mature trees should be protected and incorporated into side or rear yards to the greatest extent possible
- Developments must provide for pathway connections
- A combination of native, evergreen and deciduous trees, shrubs and ground covers should be used in all landscapes; non-plant material such as rock and wood products should be used sparingly and only where it complements the overall landscape design.



## B. Commercial and Industrial Design Districts – Blocks

### Guiding Principles:

New developments shall provide for a connected system of streets and/or driveways, with a minimal number of direct access points onto Highway 33. Such streets and driveways must form blocks that are walkable in scale and design and distribute vehicular traffic safely and efficiently. Service and delivery bays and garbage and snow storage areas should be oriented away from pedestrian areas and screened. (Recommended: Figure 12)

### Standards:

1. **State Highway.** Applicants for projects abutting or receiving access from Highway 33 shall demonstrate that all requirements of the Idaho Department of Transportation and Main Street/SH\_33 Corridor Plan, as applicable, have been met, or can be satisfied through conditions of design review approval.
2. **Intersections and Accesses.** New or modified street intersections and street accesses shall conform to the City of Driggs Transportation Plan.

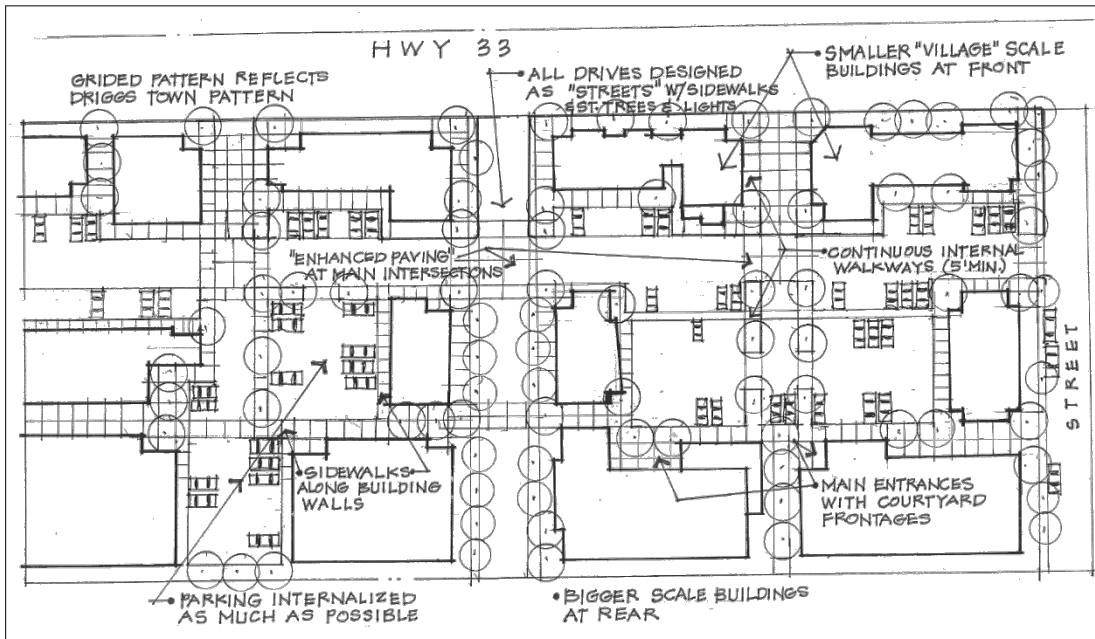


Figure 12: Note - properties fronting onto Highway 33 and within the transition area north of Johnson Street are required to meet the downtown streetscape improvement standards and provide a 10-foot landscape buffer with a sidewalk. Properties outside the transition area provide a multi-use path within a 20-foot roadside buffer.

**3. Block Layout.** Shopping center developers often want to orient building pads around large, uninterrupted fields of parking, with high auto-trip-generating uses - such as restaurants, banks, and gas stations - located at the corners. That type of development pattern creates transportation problems, such as conflicting turning movements and safety hazards for pedestrians, as well as an unsightliness, or “strip commercial” look, along a highway. It also creates pedestrian “dead zones” and discourages linked/crossover trips by pedestrians. Therefore, developments containing more than one building site or pad, including commercial subdivisions containing outlying commercial pads, shall meet the following standards, as generally depicted in Figure 12:



a. Blocks Defined by Street. The site shall be configured into blocks having frontage onto streets or shopping streets. Shopping streets are private driveways designed to mimic local streets with on-street parking bays (parallel or angled parking), sidewalks, street trees, pedestrian lighting, building entrances placed at or near the shopping street or plaza and corner building entrances at block corners. (Recommended: Figures 12 and 13)



b. Maximum Block Length. Blocks shall not exceed 400 feet in length and shall have a perimeter that does not exceed 1,600 feet. Where new street intersection at Highway 33 is not permitted or is impracticable, a pedestrian access way conforming to the standards in Section G may count as a block edge. (See photo at right.) Covered pedestrian walkways (e.g., canopies or porticos) are encouraged; walkways inside buildings are not counted as block edges unless a public access easement is provided connecting the street sidewalk to a civic space or an interior parking facility.

Pedestrian access ways can serve as block “edges” where a new street intersection is not possible.

**4. Rights-of-Way.** Where a street or railroad right-of-way exists, it shall not be vacated, unless such vacation is mitigated by a new right-of-way dedication elsewhere that is shown to improve the pedestrian environment in Driggs. Where a new right-of-way is dedicated, it shall conform to the City of Driggs Transportation Plan.

*Exception: Dedicating right-of-way or providing cross-access easements for the creation of internal, shared public parking facilities and/or pedestrian ways are examples of improving the pedestrian environment.*

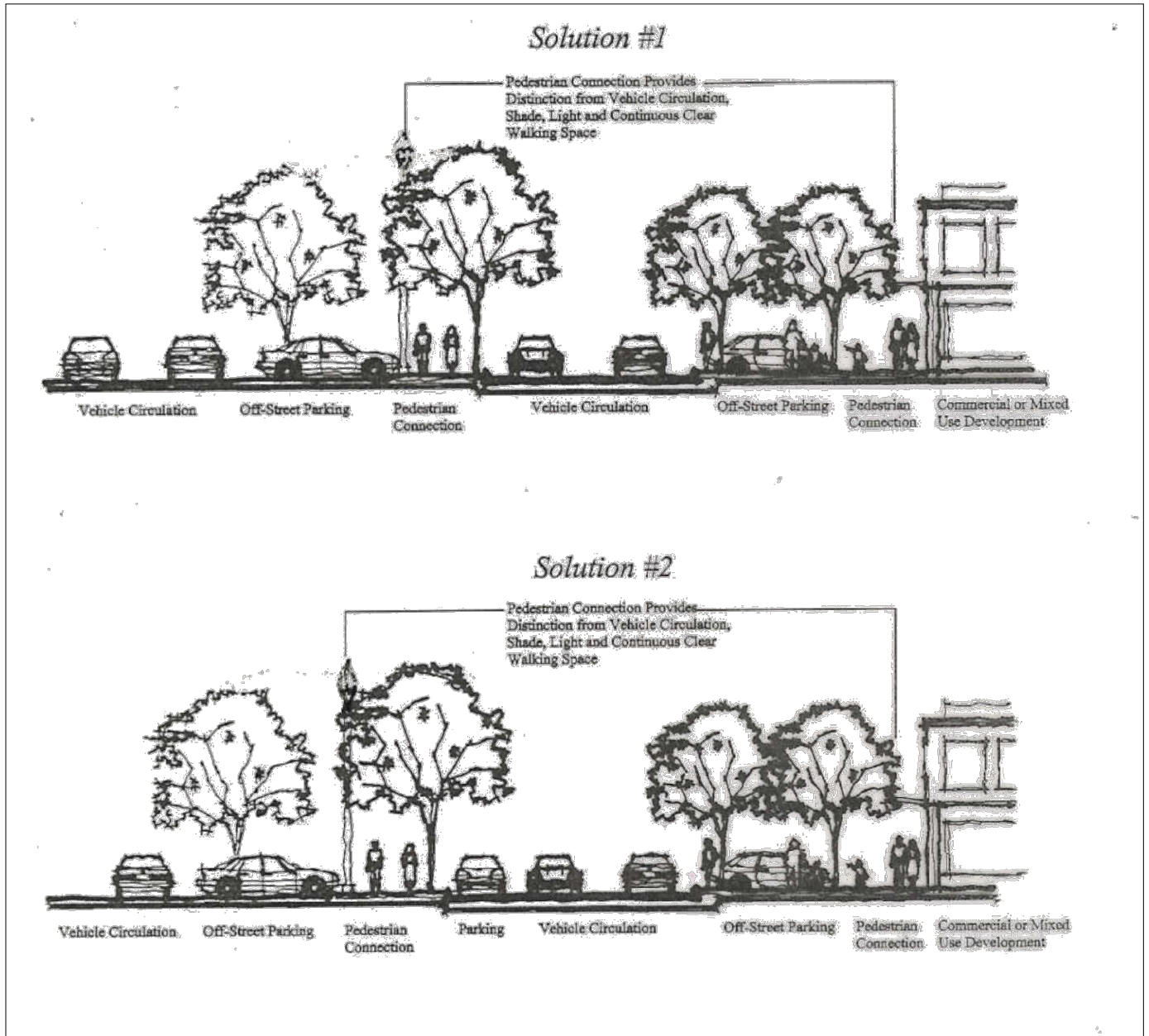


Figure 13: Examples of shopping streets used to meet the block layout standards and the building orientation standards when a full street connection cannot be met. Note: The above driveways do not have to extend through to Highway 33, provided that a pedestrian connection is made to the required sidewalk or multi-use path.

## C. Commercial and Industrial Design Districts – Buildings and Structures

### Guiding Principles:

New buildings and exterior remodeling projects are expected to honor Driggs' unique Western heritage and enhance the appearance and livability of the community. While many communities attempt to "create" or "re-create" an urban downtown of their own, the City of Driggs already has a main street with a mixture of historic buildings and contemporary buildings. This eclectic group of buildings loosely follows the ageless rhythm of Driggs' historic Main Street. While new and remodeled buildings in the central business district are to draw on historic elements of the downtown, buildings in the Commercial and Industrial Design Districts are expected to address the agricultural-ranching history and context of Driggs. (See Figures 15, 16 and 17 and the photographs in this subsection.) The key elements of building design in these districts are:

- Western heritage architecture consistent with Driggs agricultural-ranch and mountain heritage
- Expressions of contextually appropriate, agricultural forms are encouraged
- Contextually appropriate materials, textures and colors
- Break down large masses into smaller ones
- Balance rhythm and continuity with innovative design; building elevations, rooflines and façades should be unique and not simply replicate chain store designs used elsewhere
- Treat corner buildings as focal points with unique architectural treatments, such as rooflines that "step-up" at the corner, corner building entrances, public art, or similar features.
- Providing weather protection over walkways and building entrances and design for the climate

### Standards:

1. **Height.** Except as prescribed for specific building types in LDC [Chapter 8](#), the maximum allowable height is forty-five (45) feet; taller buildings may be approved only with a Variance.

*Exception: Buildings shall not exceed thirty-five (35) feet in height when located less than one hundred (100) feet from any residential zone, except as modified with a Variance. Buildings that are partially within 100 feet of a residential zone shall step-down in roof elevation (i.e., from 45 feet to 35 feet) to be consistent with the 35-foot limit. See also, Section B.3.a, Height Step-Back, for buildings exceeding 35 feet in height.*

2. **Massing and Floor Area Requirements.** The City of Driggs limits the size of the building footprint in order to maintain the small-town scale and character of the community. The footprint of a building occupied by a single business or use shall not exceed 50,000 square feet. A single business or use shall not occupy more than 50,000 square feet of contiguous, ground-floor space in any building. All buildings shall be broken into modules that are no greater than 50 feet wide. Changes in roof elevation and forms, articulated walls, entrances, weather protection shelters and changes in window sequences, materials, detailing, and/or other architectural features should be employed to reduce the apparent size and scale of larger buildings (i.e., those that are larger than a typical barn, silo, or farm house). See Figures 15 -17.

*Exception: Building footprint space devoted to recreational uses, such as skating rinks or plazas; civic uses, such as governmental offices or public services; or underground or structured parking, are exempt and do not count toward the 50,000 square foot limit.*

3. **Pedestrian-Oriented.** The design of all buildings on a site shall support a safe and attractive pedestrian environment. This standard is met when the approval body finds that all of the criteria, below, are met. Alternatively, the approval body may approve a different design upon finding that the proposed design equally or better achieves the purpose of this Section. (See Figures 15-19)

a. Building Orientation. The building orientation standards under Section B shall be met;

b. Primary Entrances. Primary building entrances shall open directly to the outside and, if not abutting a street, shall have walkways connecting them to the street sidewalk; every building shall have at least one (1) primary entrance that does not require passage through a parking lot or garage to gain access. Primary building entrances shall be designed with weather protection, such as awnings, canopies, overhangs, or similar features. Such weather protection shall extend a minimum of five (5) feet over the adjoining sidewalks or other pedestrian space;

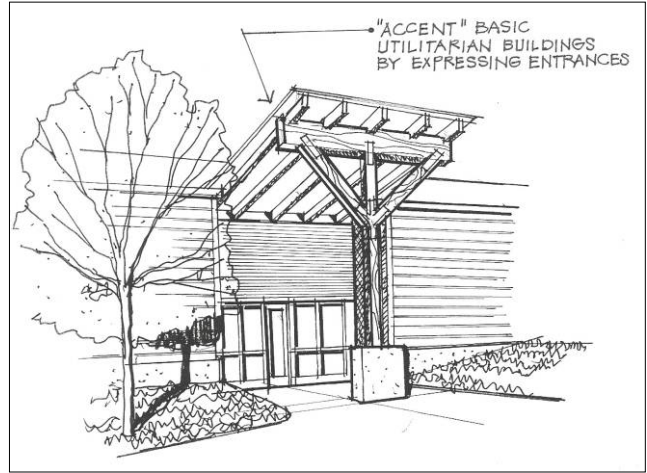
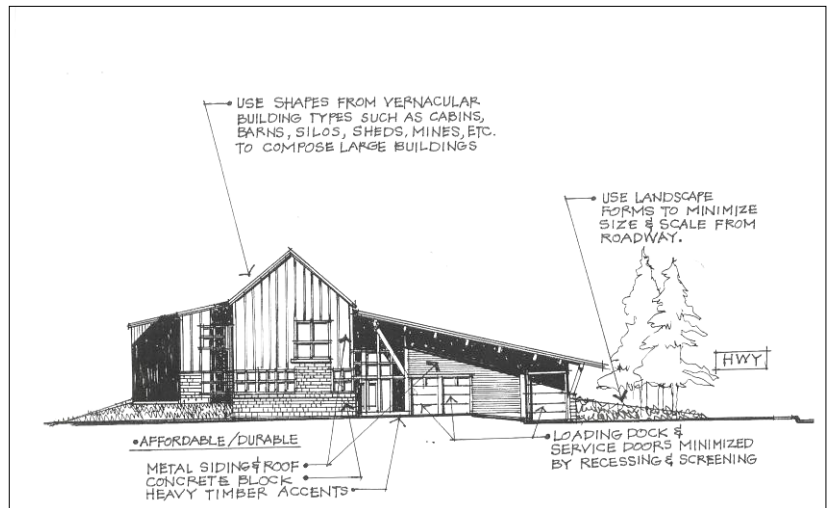
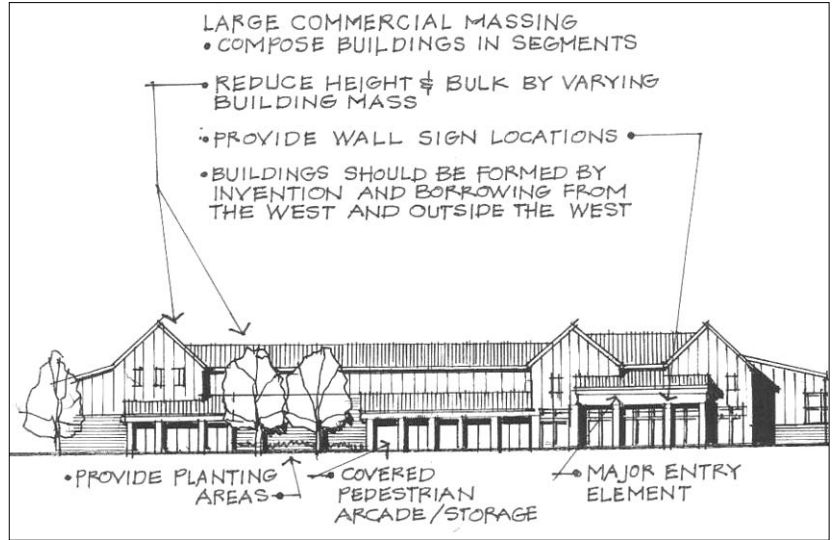


Figure 15: Weather protection over entrance should ensure proper shedding of snow. In the above example, the canopy would slope to the side

c. Corner Buildings. Corner buildings (*i.e.*, buildings within forty (40) feet of a corner as defined by the intersecting curbs) shall have corner entrances, or shall provide a covered walkway (e.g., canopies, awnings, overhangs, arcades, etc.) extending from the corner of the building to its primary entrance, which shall be not more than forty (40) feet from the street corner;

d. Windows. Ground floor windows or window displays shall be provided along at least thirty percent (30%) of the building's ground floor, street-facing elevation(s). Design elements such as large regularly spaced and similarly shaped windows with window trim, transoms and clerestory windows above building entrances are counted; windows and display boxes must be integral to the building design and not mounted to an exterior wall in order to be counted;

- f. **Blank Walls.** Notwithstanding the provisions of LDC [Chapter 8](#) Building types, building elevations in the design district shall not have blank walls. This standard is met when the guidelines contained in Figure 13 (“acceptable” illustration) are satisfied and no wall has more than thirty (35) feet of continuous, uninterrupted horizontal distance. All elevations longer than thirty (35) feet shall have offsets; projections (e.g., recessed or covered entrances or weather protection); alcoves; windows or doors; changes in materials, colors, or patterns; volume landscaping to include evergreen and deciduous trees and shrubs that complement the building elevation; or a combination of such changes, providing visual relief not less than once every thirty (35) feet. (Note: For certain building types, the LDC standard of 25 feet applies.)



4. **Materials and Color**

- a. **Primary Materials.** All sides of a building shall be covered with exterior building materials that predominately consist of those materials indigenous to the intermountain West, including brick, natural or block stone (e.g., limestone, basalt, granite, etc.) and painted or natural wood. Rough-hewn wood, timbers and metals may be used. See also, Substitute materials, below.
- b. **Change in Materials.** Elevations that face a street, pedestrian access way or plaza shall incorporate changes in material between the building’s base, middle and top to create visual interest and relief. (See also, subsection D.3.g, Blank Walls). Elevations that do not

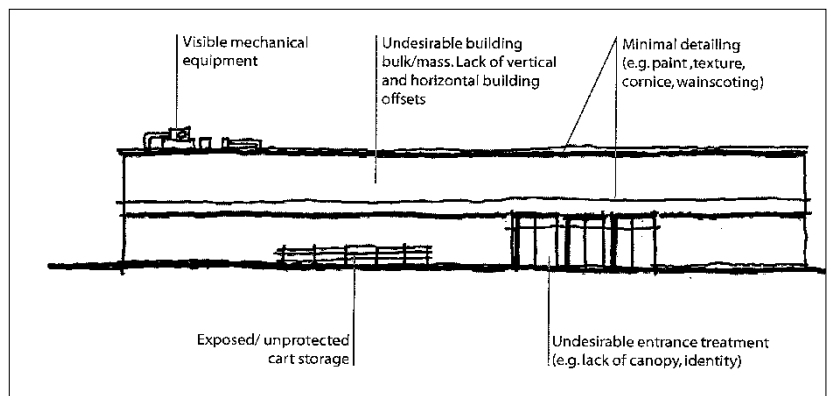


Figure 16-18: Guidelines for massing, vernacular design, and gateway landscapes: Acceptable (top and middle) and unacceptable (bottom).

face a street, pedestrian access way or plaza may utilize simple combinations of materials; simple changes in texture and/or color may be used in less visible areas the interest of affordability. (See Figures 16-19.)

- c. Secondary Materials. Any of the materials listed above may also be used as secondary materials or accents. Metals such as copper, steel, iron, bronze and similar appearance metals may be approved as trims or accents (e.g., flashing, weather protection features, ornamentation, etc.) when compatible with the overall building design and subject to design review approval.
- d. Substitute Materials. Materials that are equal in appearance and durability to those in subsection 'a' may be approved through design review.

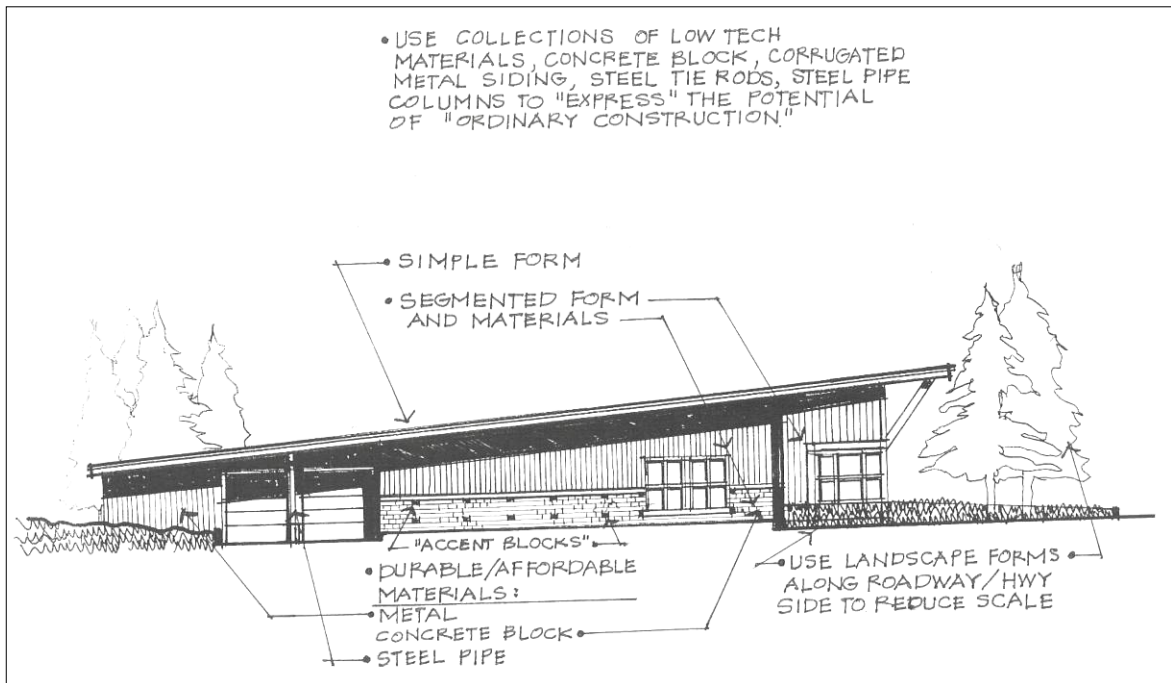


Figure 19: Example of potential building elements and materials that can be used to balance durability with affordability. See also, Figures 16-18 and the photos in this section.

e. Color. Color schemes should be simple and coordinated over the entire building to establish a sense of overall composition. Color schemes should tie together buildings, signs, furnishings, awnings, canopies and entrances. There shall be no more than one base color for each thirty (30) feet of the front elevation; one base color for the entire front elevation is preferred. Using only one or two accent colors is also preferred, except where precedent exists for using more than two colors with some architectural styles. Natural wood finishes are appropriate for doors, window sashes and trim, signs, canopies and other architectural accents. Luminescent, sparkling, or “day-glow” colors are not allowed. Metals shall be finished in earth-tones or otherwise be burnished to minimize glare. (See photos.)



f. Chain Stores and Contemporary Designs. Contemporary interpretations of Driggs’ agricultural ranching history and rural-mountain surroundings are required. Designs that detract from Driggs’ sense of place and uniqueness (e.g., large blank walls, chain store designs or elevations that mimic those used in other communities) are not permitted. Storefronts that resemble suburban strip-malls (e.g., picture windows extending to near grade level) and those that use highly reflective glass are not permitted. Metal is allowed as a primary siding material, provided that it is a warm earth-tone color and it fits with the overall composition of the building design. (See photos in this section)



Examples of architecture that respect Driggs agricultural-ranching heritage and mountain surroundings. Acceptable materials include natural wood, stone, brick, and metal. Gabled roofs are allowed. Note the use of warm, earthtone colors.

g. Restoration, Rehabilitation or Remodeling. Restoration, rehabilitation or remodeling projects shall incorporate, whenever



possible, original materials and design elements that were previously removed, remodeled or covered over. (See photos in this section.)

**5. Pedestrian Shelters.** Where pedestrian shelters are provided, they shall extend at least five (5) feet over the pedestrian area, shed snow away from building entrance(s), be proportionate to the building in its dimensions and not obscure the building's architectural details. If mezzanine or transom windows exist, the shelter shall be below such windows where feasible. On large shelters, snow anchors should be used catch and hold the snow, allowing it to slowly melt or break off in smaller pieces. (See Figure 15)

## **6. Mechanical Equipment**

- a. **Building Walls.** When mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, must be installed on a building wall, it shall be oriented away from all streets. Where such equipment is installed on a side or rear building elevation and is adjacent to an alley, access way or civic space, its appearance shall be minimized using materials and/or colors that are similar to those used on the subject building. Standpipes, meters and similar equipment should not be located on a front elevation; such equipment shall be placed low on a side or rear elevation to the extent practicable.
- b. **Rooftops.** Rooftop equipment shall conform to LDC [11.2.4](#). Where such equipment cannot practically be screened by use of a parapet or similar building element, it shall be painted with muted colors that make it visually subordinate to and blend in with its background.
- c. **Ground-Mounted Units.** Ground-mounted units shall be limited to side or rear yards and screened in conformance with LDC [11.2.4](#) with fences or walls constructed of materials similar to those on adjacent buildings. Hedges may also be used as screens where there is adequate sunlight and irrigation to ensure their successful growth.

## **D. Commercial and Industrial Design Districts – Streetscapes and Access**

### **Guiding Principles:**

The relationship between the local street system, Highway 33 and adjoining properties is important from both a transportation and land use/development standpoint. Access management helps with preserving roadway capacity and creating a safer pedestrian environment. Likewise, land use planning and design review for properties abutting the highway helps advance the City's economic development goals while protecting community character and livability. The City of Driggs and Idaho's Department of Transportation cooperate in managing access onto Highway 33; however, the state is the permitting agency for all new or modified accesses onto the highway.

The design standards also reflect the community's vision of a cohesive streetscape, with on-street parking, wide sidewalks, weather protection (pedestrian) shelters, benches, pedestrian-scaled lighting, public art, opportunities for café seating and other street furnishings. A safe, inviting and comfortable pedestrian environment benefits businesses and the community as a whole.

## Standards:

1. **Transportation Plan Conformity.** New development shall conform to the policies, standards, specifications and design details (e.g., street sections) contained in the City of Driggs Transportation Plan and Main Street/SH-33 Corridor Plan. When streetscape improvements are required of new development, such improvements shall conform to these plans.
2. **Non-Conforming Situations.** Existing uses that were lawfully established prior to the effective date of the Design Standards are allowed to continue, provided that the City may require the owner to improve the abutting streetscape by installing sidewalks, landscaping, street trees, lighting, ADA curb ramps and/or other improvements in conformance with City standards as part of an expansion or remodeling project.

## E. Commercial and Industrial Design Districts – Gateway Landscapes

In addition to the general landscape requirements of [LDC 11.2](#), development shall conform to the following standards, which are intended to protect and enhance the visual quality of Driggs' gateways along Highway 33 (See Figures 18, 19):

1. **Highway 33 South of Johnson Avenue and North of Ross Avenue:** A strip of land at least twenty (20) feet in depth between a new development and Highway 33 is required to be landscaped.
2. **Highway 33 North of Johnson Avenue and South of Ross Avenue (CC & CH only):** A strip of land at least ten (10) feet in depth between a new development and Highway 33 is required to be landscaped.
3. **Landscape Standard:** Landscaping shall be a combination of trees, shrubs and ground cover plants that are drought-tolerant, non-invasive, non-noxious and known to thrive in Teton Valley, providing not less than sixty percent (60%) coverage of the required planter strip at the time of installation; and conforming to the general landscape standards of [LDC 11.2](#). Up to ten (10) feet of the required landscape strip may be located on the highway right-of-way, provided written approval is received from the Idaho Department of Transportation for the proposed extent and type of landscaping.

*Exception: The Planning & Zoning Commission may reduce the required planter strip dimension by up to twenty percent (20%) where one or more matures trees (each one 10 inches or larger in diameter) are protected and preserved within twenty (20) feet of the highway right-of-way line.*

## F. Commercial and Industrial Design Districts – Parking, Service and Loading

### Guiding Principles:

The Zoning Ordinance provides minimum off-street parking requirements. Because parking, service and loading areas typically occupy the greatest percentage of site area among retail and commercial service uses, the appearance of parking at the entrance to town and the environmental impacts of those areas on the Teton Valley watershed is a concern. The location and design of such areas is important to creating attractive and functional gateways into Driggs. Parking areas must also be designed to avoid or minimize adverse environmental impacts, such as non-point source pollution from automotive fluids, de-icing chemicals, etc. (See also, [LDC 11 Site Development](#).)

### Standards:

1. **Off-Street Parking.** The number, location and configuration of required off-street parking spaces shall conform to [LDC 11.1](#).
2. **Building/Parking Orientation.** Parking in front of stores that is visible to motorists shall be balanced with the City's interest in maintaining attractive community entryways and walkability. Where parking between buildings and public streets is unavoidable, landscape buffers and/or screening of parking areas shall provide visual relief.

3. **Redevelopment of Surface Parking Lots.** Site plans should allow for redevelopment of oversized surface parking lots to accommodate new uses in the future, as applicable. This standard is met by showing a conceptual layout for future building footprint(s), parking and pedestrian and vehicle circulation.

4. **Service and Loading Areas.** The visual, traffic, odor and noise impacts of service and loading areas, relative to streets, civic spaces, pedestrian access ways and adjacent residences, shall be minimized. Service areas and loading docks/bays shall be accessed from an alley or driveway and screened using elements that are compatible with adjacent uses. Service areas shall be accessed from streets other than Highway 33. (See Figure 20 and photos in this section.)

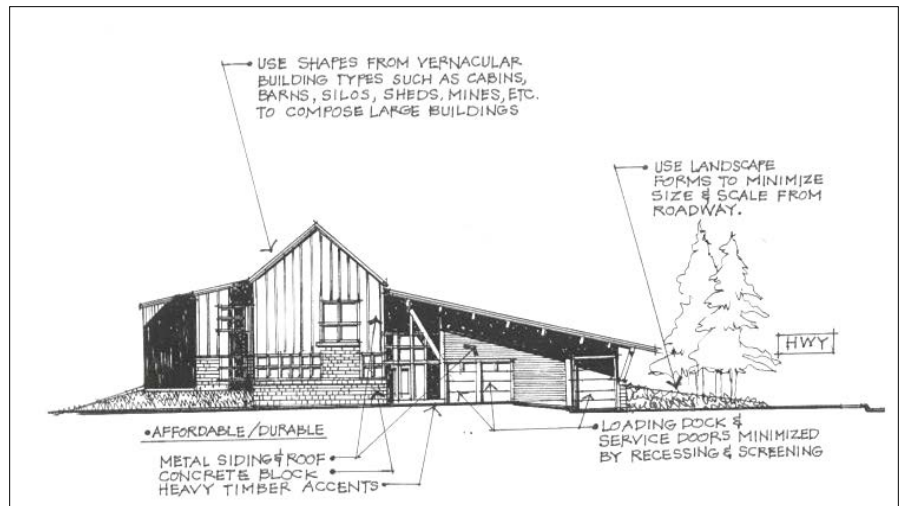


Figure 20: Example of desired building orientation, vernacular design, gateway landscaping, and screening of loading/service areas.

## G. Commercial and Industrial Design Districts – Pedestrian Circulation

### Guiding Principles:

The pedestrian circulation system shall provide a direct, convenient and comfortable means of accessing individual uses and connecting to other parts of the City and beyond. The pedestrian system includes sidewalks, pathways, mid-block access ways and trails designated by Driggs' Pathway Plan.

### Standards:

**1. Site Layout and Design.** To ensure safe, direct and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall conform to the following standards (See photos).

- a. Where a project site consists of more four hundred (400) feet of frontage onto Highway 33, a pedestrian access way shall be provided at or near the middle of the project's highway frontage, connecting it to the pathway system. Where no pathway system exists, the developer shall install one that conforms to the City of Driggs Transportation Plan, or propose an alternate public pedestrian access way through the site connecting to the pathway system, as applicable. (Recommended: Figure 12)
- b. Continuous Walkway System. The pedestrian system shall extend throughout the development site and connect to adjacent sidewalk(s). The system shall also provide stubs to allow for their continuation through future phases of development and to existing or planned off-site adjacent pedestrian ways and civic spaces, to the greatest extent practicable.
- c. Safe, Direct and Convenient. Walkways within developments shall provide safe, reasonably direct and convenient connections between all building entrances and between primary entrances and adjacent sidewalks, based on the following definitions:
  - (1) Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
  - (2) Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations. Walkways shall connect all building entrances to one another to the extent practicable.
  - (3) On- and Off-Site Connections. Walkways shall connect all on-site parking areas and civic spaces and shall connect off-site adjacent walkways to the site to the extent practicable. Obstacles posed by existing structures may be cause for not making walkway connections.



Example of a sidewalk traversing a parking lot



Above: Pedestrian access way connecting a shopping center to a street sidewalk or pathway.

**2. Pedestrian Facility Design and Construction.** Walkways, including mid-block pedestrian access ways, shall conform to all of the following standards (Figure 21):

- a. **Vehicle/Walkway Separation.** Except for crosswalks, where a walkway abuts a driveway or street, it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the Planning & Zoning Commission may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative bollards designed to withstand a vehicle's impact, with adequate minimum spacing to protect pedestrians.
- b. **Crosswalks.** Where a walkway crosses a parking area, driveway, or street ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, brick, or stamped/scored concrete inlay), which may be part of a raised/speed-table type of crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks of not more than twenty-four (24) feet in length.
- c. **Walkway Width and Surface.** Walkways and pedestrian access ways shall be at least five (5) feet in width and constructed with stamped or scored concrete, brick/masonry pavers, or other durable surface that contrasts with the driveway paving surface. Wider walkways may be required by the Planning & Zoning Commission based on expected pedestrian usage. Public ways are subject to the standards and specifications of the City of Driggs Transportation Plan.
- d. **Accessible routes.** Walkways shall conform to applicable Americans with Disabilities Act (ADA) guidelines and standards. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA-accessible, and walkways shall provide direct routes to primary building entrances.

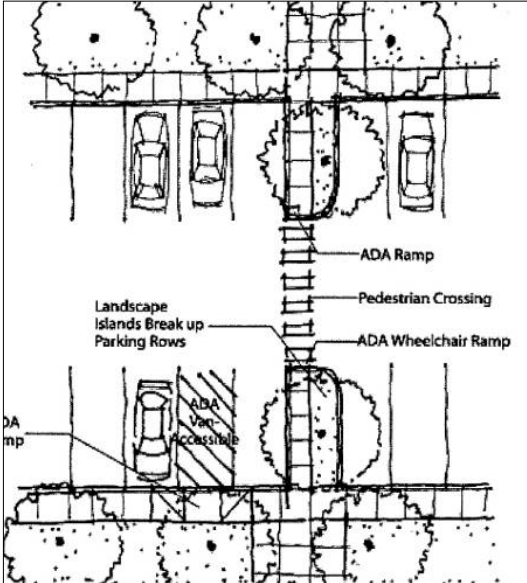


Figure 21: Pedestrian facilities in parking lots.

## H. Commercial and Industrial Design Districts – Signs

### Guiding Principles:

The number, size, configuration, placement, color, materials and illumination of signs all play a part in shaping the built environment. Signs in the CX, CC, CH, IX, and IL Districts should be the minimum size necessary to assist in way finding and business identification. Business identification does not require that owners maximize the size or number of signs. The speed limit on Highway 33 is reasonably slow (25-35 miles per hour) allowing motorists to see businesses and plan their turning movements accordingly. In addition, the streetscape plan for Highway 33 provides for gateway landscaping which, together with the building design standards, will have the effect of “framing” individual uses and calming traffic; buildings and business signs should be visible at relatively slow speeds. Signs designed to a suburban “highway scale” are not necessary and are discouraged through the following standards.

### Standards:

1. See LDC [Section 11.3](#) for all size, height, placement, and illumination standards for signs in the applicable commercial or Light Industrial zone districts.
2. **Contextual Design.** Signs including sign faces and support structures, should complement Driggs’ natural surroundings. For example, signs engraved or sculpted from metal or wood (natural or painted wood) are preferred over those that are predominately made of plastic, Plexiglas, or similar reflective materials, except that A-frame signs, way finding signs, and similar incidental signs made from these materials may be approved administratively or through the design review process. Signs are required to use predominately muted or warm earth-tone colors, except that bright colors may be used over small areas (e.g., less than 2 sq ft) or as accents. Pictographic symbols are encouraged, as they often communicate more than text and add visual interest to the street.
3. **Prohibited Signs.** Signs containing large uninterrupted areas of white or cool grays, florescent (e.g., day-glow), sparkling, reflective, or similar colors or finishes are not permitted. Streamers, moving signs, video or animated signs, flashing signs, and similar sign types are considered a nuisance and traffic safety hazard and are therefore not permitted.

## I. Commercial and Industrial Design Districts – Exterior Lighting

### Guiding Principles:

The number, size, design and placement of lights all contribute to creating safe and aesthetically pleasing gateways into the community. Excessive lighting contributes to light pollution, glare and light trespass, and diminishes views of the night sky. Exterior lights should be limited to illuminating driveways, pedestrian routes, signage, outdoor storage areas and building entrances. Business visibility does not require that owners fully illuminate their building and parking areas. Modest on-site lighting will enable motorists and pedestrians to recognize businesses and safely drive or walk to them. Lights designed to a highway scale (e.g., cobra head standards, or car sales lot-lighting) are not permitted.

### Standards:

The standards for exterior lighting are provided in LDC [Section 11.4](#).

## Landscape Requirements Applicable to all Zones

### Guiding Principles:

As existing vegetation is removed and views of the Teton Valley are diminished with new development, it is important that projects incorporate landscaping for aesthetic and environmental reasons. Trees and hedges serve as wind breaks and also provide summer shade. Grassy swales can capture and cleanse surface water runoff and snowmelt before it is discharged into streams. Likewise, landscape surfaces that go dormant in the winter can be used for snow storage. Therefore, the City requires that all new developments and redevelopment projects provide landscaping in surface parking areas, as buffers between commercial and residential uses, adjacent to Highway 33, and to accent or soften the appearance of large building elevations.

### Standards:

At a minimum, applicants for design review shall address the following criteria. The Planning Commission may impose additional requirements or conditions of approval to ensure a project's conformance with the above guiding principles.

1. **Mature Landscaping.** Incorporate any existing, mature vegetation into project designs. The large Golden Willows (i.e., 10-inch diameter or larger trees) near the southern gateway to Driggs shall be preserved to the greatest extent practicable. Where mature tree removal is unavoidable (e.g., a tree's location precludes reasonable development consistent with prescribed building envelopes, required building orientation, or public improvement requirements), mitigation shall be required as per subsections 2 and 3.
2. **Volume Landscaping and Screening.** Large trees and/or shrub planting may be required in quantities exceeding the base requirements of this code to mitigate the appearance of large blank walls and/or to mitigate the loss of mature trees as described under subsection 1.
3. **Minimum Landscape Standards.**
  - a. All off-street parking and vehicular use areas (including driveways and loading docks) shall have perimeter landscaping of not less than four (4) feet in depth (6 feet adjacent to streets), and interior landscaping covering at least ten percent (10%) of the entire vehicular use area.  
*Exception: The Planning Commission may reduce the minimum landscape area to not less than five percent (5%) where the development preserves and protects one or more existing mature trees. The commission shall use its discretion in awarding credit, provided that more credit may be awarded to projects that preserve the largest or most visible trees as viewed from Highway 33.*
  - b. Each separate landscape area shall be a minimum of fifty (50) square feet with a minimum dimension of at least five (5) feet and shall contain at least one tree. All remaining land in the landscape area shall be covered by shrubs, ground cover or other approved landscaping materials.
  - c. All required buffer strips and landscape areas shall have at least one (1) tree per 200 square feet and at least one (1) shrub per 50 square feet.
  - d. Trees and shrubs shall be forty to sixty percent (40%-60%) evergreen species.
  - e. All plant material shall be either:
    - Vegetation native to Teton Valley,
    - Species in the City of Driggs Tree Planting Guide & List of Recommended Species, or

- Species recommended by a licensed nurseryman as being suitable for the Driggs climate.
  - f. Trees shall be at least two (2) inch caliper at time of planting, except that trees required to mitigate the loss of mature vegetation shall be a minimum of four (4) inch caliper. The total mass of mitigation trees required shall be equal to or greater than the total caliper/diameter inches of mature tree(s) removed (measured at 4-feet above grade). For instance, if a 40-inch diameter tree is removed, then ten 4-inch trees of a suitable species shall be planted. Irrigation shall be provided for at least two (2) years, or until it is demonstrated that the replacement trees have become naturalized.
  - g. Shrubs shall be at a least 3-gallon size when planted.
  - h. If hedges are planted for screening, plants shall be at least of an initial size so that the required screening will be achieved within 3 years.
  - i. Trees shall be planted so that encroachment below 8 feet into a public right-of-way can be prevented without long-term detriment to encroaching trees.
  - j. Landscaping shall preserve an adequate line of site around vehicle accesses.
  - k. All landscaping materials shall be in vigorous and healthy growing condition and shall be installed according to common planting procedures, with consideration given to soil condition.
- 4. Parking Area Landscaping.** Surface parking areas shall contain landscaping as described under subsection 3.a and be divided into bays of not more than twelve (12) parking spaces per bay, provided that the overall circulation system provides for adequate snow removal and/or storage. *Exception: The Planning Commission may allow for a greater number of consecutive parking spaces where the development preserves and protects one or more existing mature trees. The commission shall use its discretion in adjusting the standard, provided that more credit may be awarded to projects that preserve the largest or most visible trees as viewed from Highway 33.*
- 5. Water Quality.** Large areas of surface parking shall be broken up with landscape areas that incorporate water quality filters/swales. The use of porous paving materials, such as pavers set in sand, turf-blocks (concrete structure allowing grass to grow through), and/or porous concrete, is encouraged, particularly along walkways and in parking areas that are used infrequently. Porous paving may also be used for small areas, such as the first four (4) feet of a parking lot's perimeter, where it would help reduce or slow surface water runoff. (Recommended: Figure L-1.)



VII. General Landscape Requirements  
 City of Driggs Design Standards and Guidelines

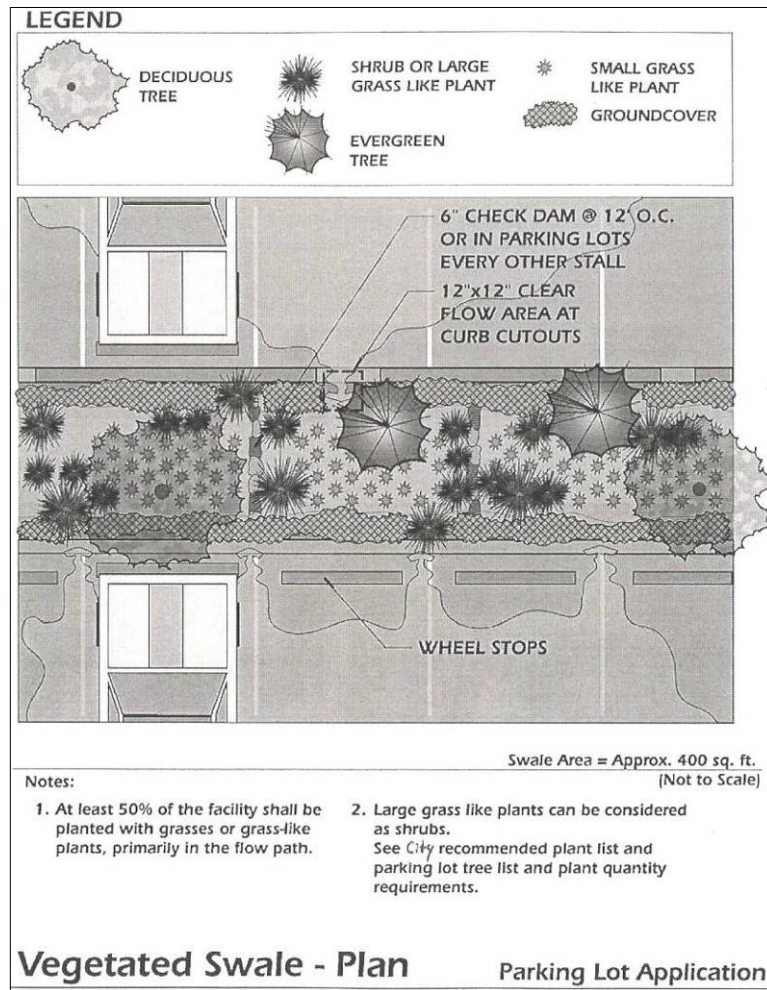
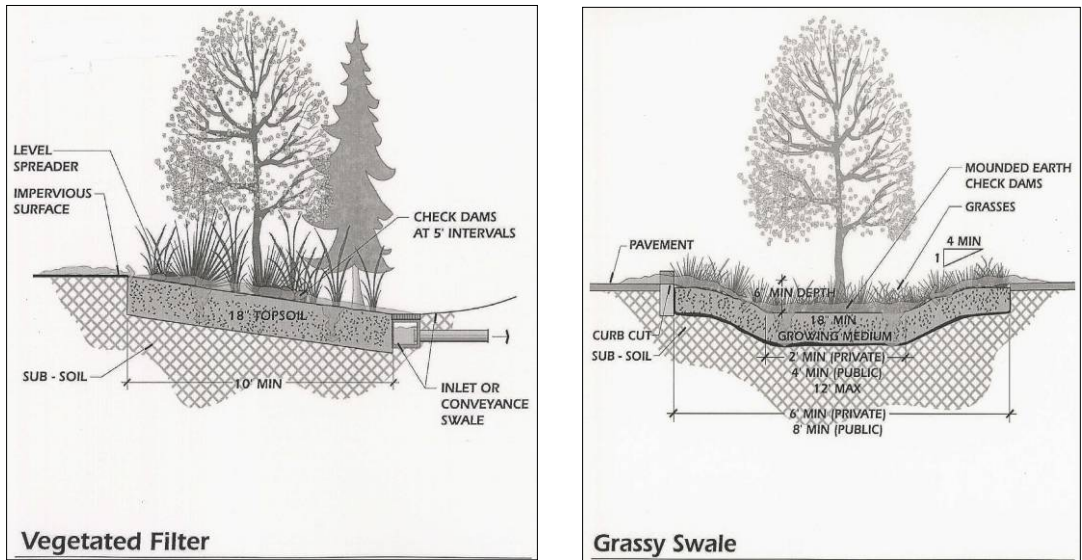


Figure L-1: Typical parking lot landscape concepts, incorporating water quality features.

## VIII. Definitions

### A. Definitions

*Note: The following definitions are informational. Where conflicts occur between the definitions below and an adopted building code, the adopted building code shall apply. For terms that are not defined below and are not defined in the building code, the Planning Commission will use its discretion in selecting from professional source materials that are most relevant to the question at hand.*

1. **Accessibility** means the locational and design characteristics of a use, structure, or facility that permit it to be reached by one with a disability, as prescribed under the American With Disabilities Act and associated building codes and guidelines.
2. **Alcove** means a recessed section of a building's exterior wall; may provide weather protection, outdoor seating or other pedestrian amenities.
3. **Basement** means the lowest story of a building where fifty percent or more of the floor is located below the grade plane.
4. **Belt course** means a horizontal course in a masonry wall that is of a different color, texture, size, or material and which is compatible with the overall form and architectural composition.
5. **Bollard** means a post of metal, wood or masonry, or a combination thereof, that is used to separate or direct traffic (vehicles, pedestrians or both). Bollards may contain sidewalk or pathway lighting.
6. **Civic Space** means a public gathering space, such as a plaza, square, outdoor seating area, alcove, sculpture garden, or similar space, oriented to pedestrians and connecting one or more developments to the adjacent streetscape.
7. **Clerestory** means a window that extends from the ground floor of a building to near the top of an outside wall.
8. **Corbel** means a projection a building out from a masonry wall, sometimes to support a load and sometimes for decorative effect.
9. **Cornice** means the exterior trim of a structure at the meeting of the roof and wall.
10. **Façade** means the front or principal face of a building, any side of a building that faces a street, way, or civic space.
11. **False-front** means a front wall which extends beyond the sidewalls or rooftop of a building to create a more imposing façade. (See also, "parapet.")
12. **Fenestration** means the arrangement and design of windows and doors in a building.
13. **Grade** means the surface elevation of the ground.
14. **Grade Plane** represents the average of the finished ground level adjoining the building at all exterior walls or, for common wall buildings, the exterior walls and common wall. Where the finished ground level slopes away from the exterior wall(s), the reference plane is established by the lowest points within the area between the building and the property line or, where the property line is more than six (6) feet from the building, between the structure and a point six (6) feet from the building.

## VIII. Definitions

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*City of Driggs Design Standards and Guidelines*

15. **Guideline** means a recommended approach, parameter, example, and/or rationale for interpreting, applying, and/or modifying a standard through the design review process. For the purpose of design review, the photographs, illustrations, and diagrams contained in this document are intended to be used as guidelines, except where an illustration contains a specific dimensional requirement or is accompanied by the words “shall” or “must,” then the illustration is intended as a standard.
16. **Height.** Height is measured from the grade plane to the highest point of a building or structure or portion thereof, including any parapet.
17. **Lintel** means a heavy horizontal beam of wood or stone over an opening of a door or window to support the weight above it.
18. **Medallion** means a small decorative detail used to accent a building’s exterior.
19. **Mezzanine** means an intermediate level between a ground floor and the upper story(ies) occupying a partial area of floor space.
20. **Parapet** means a low protective wall at the edge of a roof.
21. **Pedestrian-scale lighting** means lighting that is designed and located to illuminate a sidewalk, pathway or other area that is used principally by pedestrians. Bollards, wall-mounted lights and step lights are typical of pedestrian-scale lighting.
22. **Pediment** means a low-pitched gable over a portico, door or window; may be used to reduce the scale of a building façade.
23. **Pier** means a portion of a wall between windows, doors or other openings.
24. **Pilaster** means a shallow pier used to buttress a wall; or a rectangular column with a capital and base, projecting only slightly from a wall as an ornamental motif.
25. **Pocket park** means a small plaza or landscaped civic space, typically less than one-quarter acre and not for recreational use.
26. **Portico** means a porch or entrance to a building consisting of a covered and often columned area; may be used to address building orientation standards where redeveloping a building to meet the front property line is not feasible.
27. **Public art** means artwork in the public realm, regardless of whether it is on public or private property, or whether it is acquired through public or private funding. Public art can be a sculpture, mural, manhole cover, paving pattern, lighting, seating, kiosk, gate, fountain, engraving, carving, painting, fresco or similar artwork which is approved through design review. In evaluating public art proposals, the Planning Commission and City Council may refer to guidelines and inventories prepared by the Idaho Arts Commission, the National Trust for Historic Preservation and/or other references it deems appropriate.
28. **Snow / Ice Dam** means an anchor, gutter or other structural component of a sloped roof that is designed to hold snow and ice, or break slabs of snow and ice into smaller pieces, to prevent buildup on adjacent walkways or injury to passersby.
29. **Spandrel** means the blank space between windows and successive stories; or the area between the top of a column or pier and the apex of the arch springing from it.

## VIII. Definitions

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City of Driggs Design Standards and Guidelines

30. **Split-barrel roof** means a rounded roof that resembles a barrel split in half and resting rounded side up.
31. **Standard** means a requirement for the purposes of design review approval. Dimensional requirements and provisions containing the words “shall,” “must,” “not permitted,” “prohibited,” “required/requirement,” or similar prescriptive or proscriptive terms indicate the presence of a standard.
32. **Story** means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the top story shall be that portion of a building included between the upper surface of the top floor and the ceiling above. If the finished floor level directly above a basement or cellar is more than six (6) feet-eight (8) inches above grade for more than fifty percent (50%) of the perimeter of the building, the basement or cellar shall be considered a story. Unenclosed decks, porches, balconies and similar features without a roof are not considered stories.
33. **Streetscape** means the interface between development and a public street along the development’s street frontage; it typically includes storefronts, building entrances, weather protective canopies or awnings, civic spaces such as plazas and curb extensions at intersections, a building front zone along the sidewalk where outdoor seating may occur, a through zone for pedestrians, a street furnishings zone for lights, trees, and other furnishings, and on-street parking where applicable.
34. **Transom** means a window immediately above a window or door; may or may not be hinged to a transom.
35. **Transparency (windows)** means non-reflective glass with a visible transmittance rating of 0.50 or greater, per the National Fenestration Rating Council.
36. **Turret** means a small tower extending above a building.
37. **Wayfinding sign** means a directional sign that is part of an overall sign program for a district, neighborhood, or other city-recognized area as approved through design review.