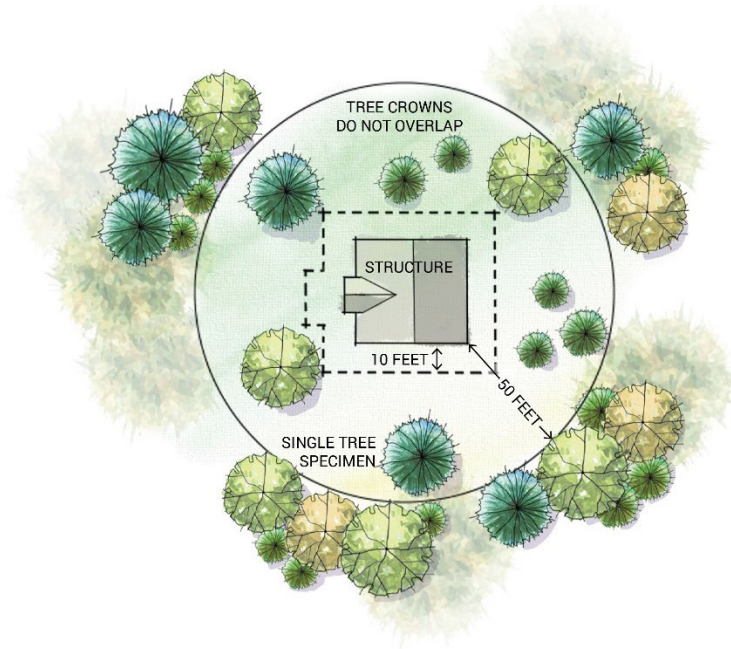


- F. Defensible space shall be provided around principal structure per the International Wildland Urban Interface Code (general image included below).



5-5 Scenic Resource Protection

5-5-1 Intent

The intent of this section is to maintain Teton County's scenic resources along *highway corridors* by ensuring that the location, scale, and appearance of *buildings, structures, and development* preserves the rural character of the area by limiting visual intrusion viewed from the four designated roadways as described below, retaining long vistas of the mountains and fields, and preserving existing native vegetation.

5-5-2 Applicability

These standards apply to all *applications* and permits for physical *development* located within five hundred (500) feet of Idaho State Highways 31, 32, and 33 and Ski Hill Road within Teton County.

5-5-3 Resource Areas

A. Type 1 Resources

Type 1 resources exist where lands have been previously disturbed and developed but are still important to the character of Teton County. Type 1 resources exist along Idaho State Highway 33 between the City of Victor and the City of Driggs and Ski Hill Road from along Idaho State Highway 33 to the Wyoming State Line.

B. Type 2 Resources

Type 2 scenic resources are located along Idaho State Highways 32 and 33 between the Wyoming State Line and the City of Victor and between City of Driggs and northern Teton

County Line, as well as along Idaho State Highway 31 from the County line to County Road S 2000W. These are the most iconic views related to the character and economy of Teton County. Type 2 resources include long vistas of mountains and fields and uninterrupted *natural skylines*.

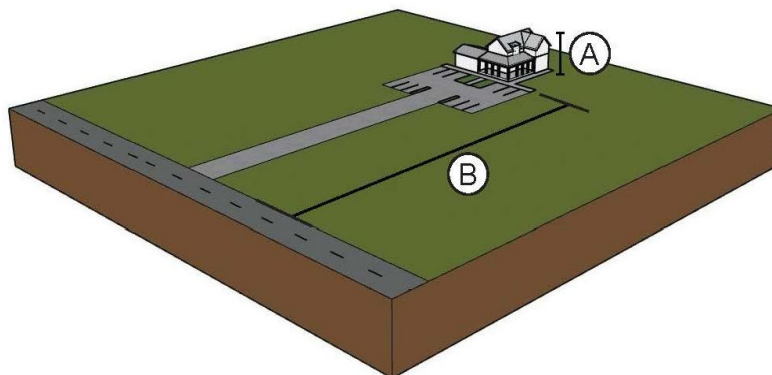
5-5-4 Type 1 Resource Development Standards

- A. Physical *development* (including new *buildings* and existing *buildings* being replaced) shall be sited from the right-of-way of the state *highway* per Table 8 below.
- B. Physical *development* shall be located to maintain *open space* in relation to the scenic view being regulated. *Development* should be located at the rear or side edges of an open meadow or *pasture*, or at the foot of a hill or *ridge* (provided it is not in danger of slope failure), rather than in the middle of a meadow, *pasture*, or *hillside*.
- C. Existing *buildings* that encroach upon the dimensions shown in Table 8 shall not perform any repairs, additions or replacements of any portion of the *building* that will encroach any further into the standards in Table 8 than the existing condition.

Table 8. Type 2 Resource Development Standard Setbacks

	Option 1	Option 2	Option 3	Option 4	Option 5
Building					
A. Height (max)	Max per zone district	25'	20'	14'	14'
B. Distance from highway right-of-way	450'	350'	250'	150'	100'
Parking					
Front Max pavement depth	120'	90"	60'	40'	--
Rear	Unlimited behind rear building line	Unlimited behind rear building line	Unlimited behind rear building line	Unlimited behind rear building line	Unlimited behind rear building line

Type 2 Resource Development Standard Setbacks Illustrated



5-5-5 Type 2 Resource Development Standards

- A. In addition to all Type 1 Resource *Development* Standards, the following shall apply to Type 2 Resource Areas:
 - 1. Highly reflective roof materials shall not be used, unless the materials are treated to eliminate reflection.
 - 2. If *berms* are used to screen structures located within a meadow or pasture, they shall be setback at least fifty (50) feet from the right-of-way with the side of the *berm* exposed from designated scenic roads shall rise at no greater than a 5% grade to appear as a naturally occurring extension of the existing topography. *Berms* must be planted in native vegetation.
 - 3. Revegetation of Disturbed Areas. Lands disturbed by earth moving or *berms* shall be revegetated per Section 5-3 of the LDC.

5-5-6 Ridgeline Protection

- A. Physical *development* shall not breach ridgelines as viewed from State Highways.
- B. If a breach of the ridgeline is unavoidable, a visual resource analysis shall be submitted for review to demonstrate and document the visual impact of the proposed *development* on surrounding designated scenic corridors and viewpoints. The analysis shall show the following:
 - 1. In accurate perspective format, illustrate what portions of the points along the scenic corridor or from critical viewpoints.
 - 2. Multiple perspectives may be required along scenic corridors to accurately reflect the appearance of the *development* as the viewpoint is moved along the corridor.
 - 3. The visual resource analysis shall contain a visual analysis narrative, photographic simulation or other comparable visual analysis of the proposed *development*, compare the visual impacts of alternative site designs, if any, and include plans identifying how the proposal complies with the standards of this Section.

5-6 Driveways, Parking, and Access

5-6-1 Intent

This Section establishes standards for driveways, parking, and access for all *development*. The standards are intended to ensure safe access is provided for vehicles and pedestrians and an adequate supply of parking is available within a reasonable distance of *development*.

5-6-2 Driveways

- A. Applicability
All new *building* or site *improvements* must comply with this Section by way of a driveway or right-of-way access permit from the County Public Works Department.
- B. *Encroachments* and Access Points
 - 1. A driveway access from a *public road* shall be provided to serve two *parcels* or less. No open or continuous access along a *public road* is allowed. All points of access that do not conform

to these standards shall be brought into conformance at such time that a *building* permit, or Grading and Erosion Control Permit is applied for with Teton County.

2. Unless approved or required by the Public Works Director, the driveway for a *corner lot* must connect to the *road* with the lower roadway classification.
3. Unless otherwise approved or required by the Public Works Director, a *lot* or *parcel* is only allowed one driveway access to a *public road*.
4. When allowed, driveways on the same property and same *road frontage* must be spaced in accordance with the spacing, speed limit, and sight distance standards identified by the Public Works Director.
5. Driveways may be no closer than 50 feet from the intersection of two road rights-of-way, measured from the centerline of the driveway.

C. Shared Access

Property *owners* who establish a shared-access driveway must record an *easement* allowing shared access to and from the properties served by the shared-access driveway and record a joint maintenance agreement defining the maintenance responsibilities of each property *owner*.

D. Driveway Dimensions

Driveways must meet the dimensional standards shown in Table 9. Additionally, the following shall apply:

1. Driveways in excess of one hundred fifty (150) feet in length shall provide a driveway turnaround or pullouts per Public Works Standards, and
2. Driveways in excess of four hundred (400) feet in length shall provide pullouts every four hundred (400) feet per Public Works standards.

Table 9. Driveway Dimensions

Driveway Type		Width (max)	Curb Radius (min)
Residential	12'	24'	15'
Public/Commercial: one-way	12'	18'	15'
Public/Commercial: two-way	24'	32'	15'
Industrial	30'	40'	30'

5-6-3 Parking

A. Applicability

All new *building* or site *improvement* must comply with this Section to ensure parking is located in designated parking areas on-site and not in the *public right-of-way*. Agricultural operations shall be exempt from parking requirements other than those with an agritourism use.

B. Minimum Parking Requirements

1. The minimum number of *vehicular parking spaces* required is shown in Table 10. Where a use is not listed or only a broad use category is shown, the Planning Administrator is responsible for categorizing the use in accordance with Chapter 3.