

**Planning & Zoning Meeting
July 6, 2010
Victor City Hall**

Present: Mike O'Neil, Pete Linville, Jeremy Besbris, Zach Smith

Meeting Minutes review for 15 June 2010 was deferred on until Lynn Bagley was in attendance and reviewed and approved his comments.

Continuation of Transportation Plan:

Administrator Bill Knight gave a briefing on the results of Councilman Bergart's and his work session with the Teton Valley Fire Protection District. He stated that he and Councilman Bergart made the case for an International Fire Code (IFC) minimum clear roadway travel way dimension of 20 feet within the downtown residential core, Traditional Neighborhood Design overlay (TND), citing the reduced response time accruing to emergency vehicles. Bill Knight explained that studies demonstrated the denser street grid common to traditional neighborhood design allowed multiple travel paths to emergency vehicles over shorter distances--this as opposed to the typical wide street, single access long distance suburban roadway configuration.

Bill Knight related his discussions on the subject of snow accumulation management and the District's objections to the narrow roads as a contributor to this problem. Bill stated that this was a manageable problem as demonstrated by the preponderance of narrower urban streets in northern cities such as Minneapolis/St. Paul, Buffalo, Bozeman, and locally even Jackson, WY, which has a multitude of 34 feet wide streets with parallel parking. He further offered that as development occurred within the city, there would be an increase in tax revenue thereby allowing the city to acquire more snow removal equipment and staff, much as Jackson, WY has done over time. The District commissioners were not persuaded by these arguments.

Bill Knight therefore recommended that due to the requirement for the Fire District's approval and sign-off on any submitted subdivision or development plats, that the Planning and Zoning Commission modify the draft transportation plan local roadway specifications, and that language specifying design standards meeting the requirements of the Teton County Fires District be inserted into the document.

Bill explained the rationale for the requested street width reduction as being essential to creating neighborhood infill development within the TND overlay. He explained that it was important to break with the suburban street and lot patterns if we are to achieve the desired compact pedestrian walk able residential town neighborhoods.

There was commission agreement that we were bound by the Fire District's regulations. Mike O'Neil observed that we did not want to steer developers outside of the District's requirements as they had review and final sign-off on all plats. The question of how to modify the regulations was asked and Bill offered that a change in commission composition was probably the solution. Peter Linville asked the process for District policy. Bill replied that the fire district commissioners passed resolutions which were then communicated to the county commission for ordinance passage. Bill offered that both Driggs' mayor and planning administrator and the county commissioners were in support of our requests. Bill further offered that there had never been a definitive decision made as to the legal status of the elevated roadway width requirement. He stated that it was nevertheless a difficult issue to confront at this time.

The second issue was the requirement for local subdivision street through-connections to adjacent development streets and roadways. Bill explained that the mayor was particularly concerned about requiring buildings to front all city streets, this as opposed to the common suburban practice of inward oriented buildings with roadways only marginally connected to the adjacent streets . Bill offered that this would be a difficult site configuration if home frontages were required along collector roads. The solution offered was to configure the through-street connections to result in the side yards fronting the adjacent streets. Bill offered his concern that the language allowing design flexibility--if equal roadway through-connection provided--be interpreted to allow for design creativity, citing the common European non-rectilinear street designs and their functionality and attractiveness.

Mike O'Neil offered that he felt there was sufficient flexibility in the language to allow for design creativity. He further offered that this plan was the end result of two years of work and that it was a positive step forward. Zach Smith, Jeremy Besbris and Pete Linville agreed that the plan was worthy of moving on to the council for action.

Jeremy made a motion to accept the transportation plan with the modification and language added providing for a Local Street design in compliance with the Teton County Fire District. The motion was seconded by Pete Linville and unanimously passed.

bk

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