



Memorandum

To: Reid Rogers, Chairman, Driggs Urban Renewal
From: Scot Siegel, AICP LEED AP, Project Manager
CC: Doug Self, P&Z Administrator, City of Driggs
Date: March 11, 2008
Re: *Driggs Downtown Framework Plan*

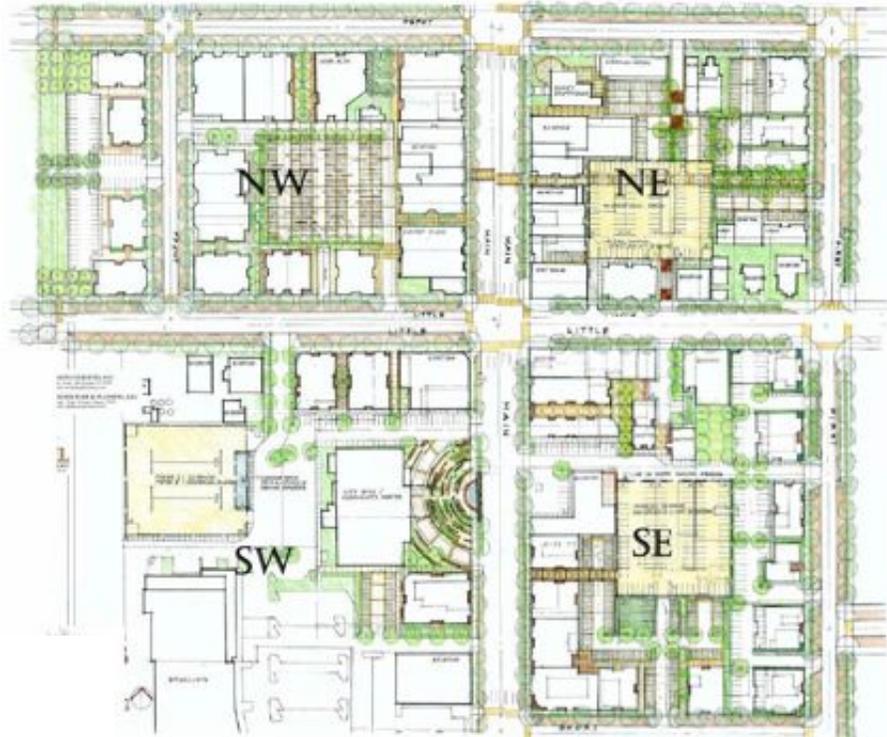
The enclosed report, *Driggs Downtown Core Framework Plan*, is presented for approval by the Driggs Urban Renewal Agency. The purpose of the plan is to establish a vision and guidance for the physical development of Driggs's downtown core. The report is organized as follows:

- Introduction
- Framework Plan Components
- Plan Elements
- Findings
- Action Plan

Urban Renewal Agency staff, board members and area property owners reviewed a preliminary draft of the plan during January of this year. The final report incorporates comments we heard during that review. The report also incorporates the utility and easement data provided by Harmony Design & Engineering.

It has been a pleasure working with you and the community on this project. Please call me with any questions. We look forward to assisting the Urban Renewal Agency with the next steps toward implementation.

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN



PREPARED FOR:

DRIGGS URBAN RENEWAL AGENCY

PREPARED BY:



MARCH 2008

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN

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Driggs Downtown Core Framework Plan

Introduction

The Urban Renewal Agency commissioned consultants Siegel Planning and Tahrán Architecture on 2007 to prepare an overall framework plan for the downtown core of Driggs. The plan's purpose is threefold:

1. Estimate development capacity within the downtown core
2. Establish an overall framework for the physical development and design character of the core
3. Propose an action plan for implementation

The downtown core is defined by Depot and Wallace Streets to the north, Short Street to the south, First Street to the east and Front Street (realigned) to the west.

Framework Plan Components

Plan Maps

One plan map is provided for each quadrant of the downtown core. The maps provide a conceptual layout of streets, alleys, buildings, access and circulation improvements (vehicles and pedestrians), parking, and public plazas. Both on-street and off-street parking configurations are shown; off-street parking includes private surface parking lots as well as public parking lots that may become multi-level parking structures as demand and financial capacity of the district warrant.

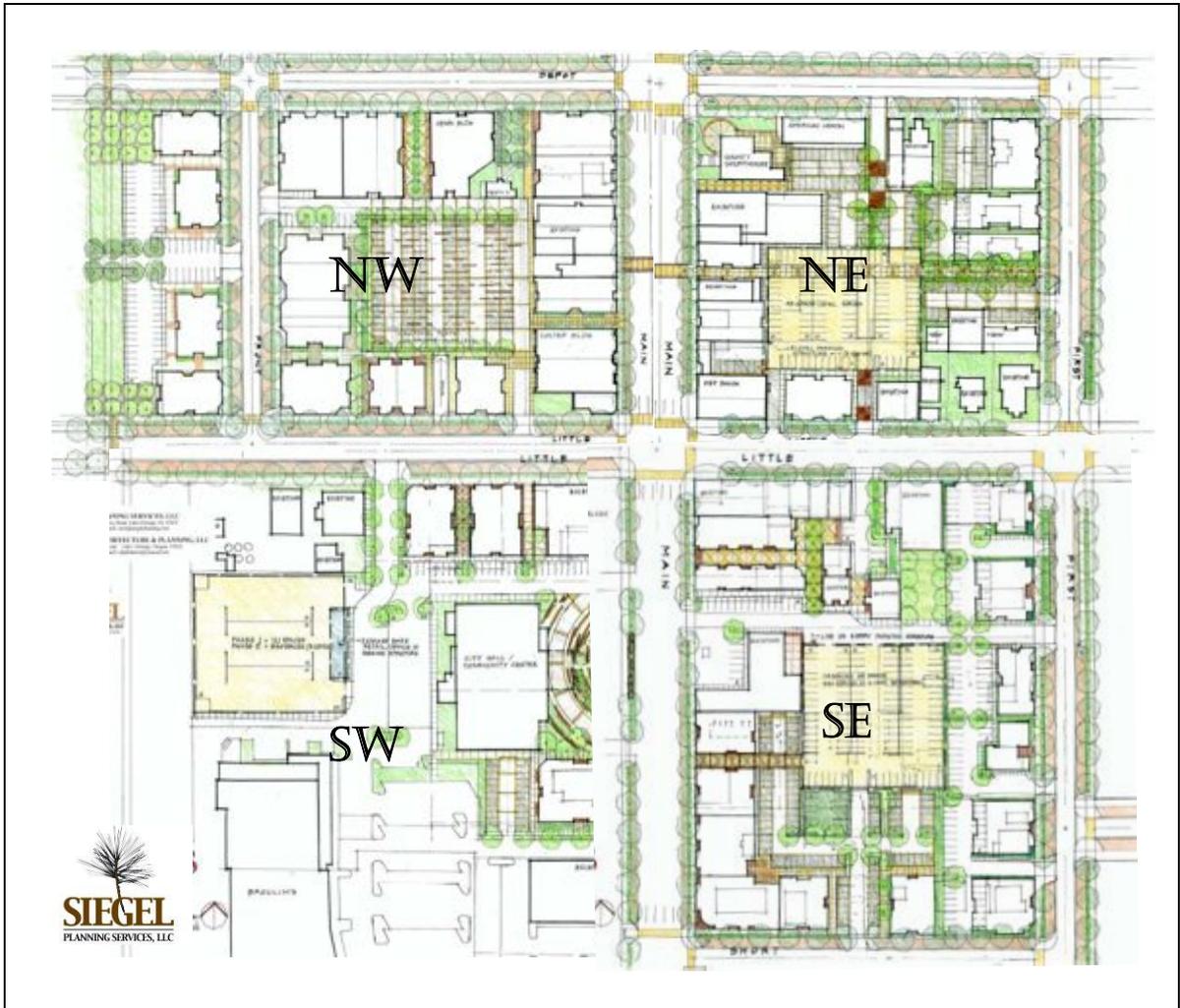
Private parking is also shown under some buildings as an optional element to show how redevelopment may accommodate mixed-use buildings and climate-friendly design. Any sub-grade work should be contingent upon a full engineering evaluation of subsurface water, as the water table in the area varies and is known to be close to the surface in places.

The plan maps were developed at a consistent scale (1"=40') so that they may be combined to show an overall view of the core. The maps were reviewed by Harmony Design for conceptual consistency with existing utility alignments and easement data, which are provided in the Appendix. Further analysis of existing utility locations and capacities is recommended, either through a general update to the city's water and wastewater master plans, or on a project-by-project basis through development reviews.

Development Estimates

Development capacity (i.e., gross floor area) has been estimated for each downtown quadrant. Maps and tables are provided in the Appendix for each quadrant (NW, SW, NE, SE). The development tables summarize potential commercial floor area and residential buildout potential under high-, medium-, and low-intensity scenarios, as follows:

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN



- *High-Intensity* scenario ('A') assumes three levels of commercial (retail and/or office), on average, with an option for residential in upper stories. A total of three stories are assumed.
- *Medium-Intensity* scenario ('B') assumes two levels of commercial (retail and/or office), on average, with an option for residential in upper stories. Three stories are assumed.
- *Low-Intensity* scenario ('C') assumes one level of commercial use (retail and/or office), on average, with an option for residential in upper building stories. Three or four stories are assumed.

The development scenarios are based on discussions with property owners, recent development approvals in the subject area, and input from the city staff. The estimates and allocations of land use, number of building stories, and floor area are highly generalized, but provide a reasonable range for planning purposes. The Urban Renewal Agency should apply what it believes to be the most likely build-out scenario for each block in projecting future revenues and project needs.

While the projections are generally consistent with the City of Driggs Comprehensive Plan (2006), zoning and commercial design standards, they are not predictions; nor should they be interpreted as specific development program recommendations for individual properties. *The estimates are meant to provide a general picture of development potential or holding capacity only. They are not regulatory.* Finally, the projections should be revisited annually, and adjustments made, as needed.

The development estimates should be used as a guide in determining potential future demand for, and ability to finance, public improvements in the downtown through urban renewal. The size, location, and other aspects of planned parking facilities, plazas, and other public improvements will be based, in part, on the development potential within each block. Additionally, the estimates provide a basis for allocating off-street parking. In this way, the framework plan can provide greater predictability and fairness to property owners in equitably allocating public parking and other amenities needed for development success. Individual properties may develop at higher densities than shown, while others may fall short of assumed densities, due to site-specific factors or market forces. However, on balance, the assumptions should provide a reasonable basis for planning and phasing public investments within each block.

Street Sections and Typical Details

The plan graphics contained in this report are to be used in conjunction with the City of Driggs Commercial Design Standards and the Highway 33/Driggs Main Street Plan in designing future street improvements in the downtown core. The street sections and typical details provide a conceptual level of detail or "intent." Project designs should closely follow the intent as recommended by this plan.

Plan Elements

The draft plan provides guidance in the following areas: Building and Parking Envelopes, Parking Supply, On-Street Parking, Off-Street Parking, Public Plazas,

Vehicle Access and Circulation, Streetscapes, Stormwater & Snow Management, and Utility Corridors. Each of these elements is addressed below.

Building and Parking Envelopes

The plan illustrates potential building and parking areas, consistent with the city's commercial designs standards. The intent is to show how individual sites may develop while accommodating needed parking facilities, access, circulation, plazas, utilities, and other amenities. The building footprints and parking envelopes are conceptual; actual locations may change but should not conflict with the intent of the framework plan. The Urban Renewal Agency will actively work with property owners, prospective developers, and the city to ensure that the plan's integrity is maintained through the development review process.

Parking Supply

This plan contains estimates of parking demand and supply and recommends an optimal configuration for on-street and off-street parking. To ensure that future development projects provide their fair share of needed parking, the City of Driggs should adopt a minimum parking standard tied to a parking district fee. The fee, which would be charged for new development and for changes in land use or occupancy that result in increased parking demands, could cover a portion of the cost of developing shared parking facilities on each block. The remainder of the cost could be covered by urban renewal tax increment funds, local assessments, grants, and/or other sources.

The advantages of this approach (parking and circulation master plan with parking fee) are numerous: More of each parcel's street frontage may be developed because the need for individual driveways is eliminated; the pedestrian environment is enhanced because there are fewer driveway openings at the sidewalk; the cost of parking can be distributed equitably among property owners while leveraging urban renewal funds for public-private improvements; and economies of scale occur where parking is consolidated, as opposed to property owners having to meet parking requirements individually on each site.

As a basis for the parking fee, at least 3.0 parking spaces per 1,000 feet of gross leasable floor area is recommended to allow for some flexibility in accommodating commercial office, retail and service uses. A minimum of at least 1.5 parking spaces per dwelling unit is recommended. The fee could be discounted where private on-site parking (e.g., garage under a mixed-use building) is provided.

On-Street Parking

Angled parking is recommended where existing rights-of-way allow. Where the right-of-way is insufficient for angled parking, parallel parking is recommended. In general, 12-16 feet of frontage is assumed per angled parking space and 22 feet of frontage is assumed per parallel parking space. Additional width is assumed for ADA-accessibility, including van accessibility, on each street frontage and within each planned public parking facility.

On Main Street, the plan accommodates the "reverse-angled" parking concept as recommended by the Main Street Design team, subject to further engineering

refinement. Parallel parking is recommended on Main Street and Little Avenue where right-of-way limitations exist. Angled parking is recommended on Depot and Wallace Avenues, First Street, Front Street, and Short Street. With the exception of Short Street, where existing rights-of-way are substandard, the plan does not recommend any right-of-way acquisitions for street widening.

Off-Street Parking

Off-street parking is shown for most existing and new buildings. Where space limitations preclude on-site parking for individual buildings, planned public parking should be sufficient to serve them. A phased approach is recommended for developing off-street public parking facilities, whereby the Urban Renewal Agency will work with affected property owners to acquire land and/or easements for surface parking facilities in the short-term, then improve those sites with multi-level parking structures as needed in the future.

Parking facilities may also be developed through joint public-private partnerships. For example, the plan for the NW Blocks allows for new public parking on what is currently private property (lumber yard); in exchange, building development could be allowed adjacent to Little Avenue on what is currently a public parking lot. The proposed configuration is more efficient, and it creates a superior streetscape along Little Avenue, as compared to the existing public parking lot layout.

Public Plazas

With the exception of the lawn in front of Teton County courthouse, downtown Driggs is currently without a public gathering place. Gathering places such as plazas, outdoor seating areas and other informal gathering places are important for the success of any downtown. Therefore, the framework plan designates plaza spaces in each of the four quadrants that are within walking distance from adjacent commercial and residential areas.

The framework plan is intended to implement the City's commercial design standards, which require development to provide a percentage of open space for civic amenities. Instead of requiring each development site to provide its own plaza, the plan encourages the consolidation of civic space into larger public plazas, and the creation of pedestrian access ways connecting them to adjoining sidewalks. Plazas may also be developed through joint public-private partnerships, for example, where private parking facilities are placed underground reserving the surface rights for public use. The proposed plazas each have a unique function.

The plaza in front of City Hall/Teton Valley Visitors Center is to have a signature "gateway" landscape/hardscape feature; it is important that any public gathering place in that location be designed with adequate physical and noise buffering next to the highway. It is also recommended that the plaza be designed to separate vehicle traffic and pedestrians in the vicinity of the drop-off area and loading zone.

The planned plaza in the Northwest Block should be developed in conjunction with an underground parking garage, and serve as both a parking area and "convertible" plaza for special occasions. The design and detailing of this plaza (e.g., pavers, concrete scoring patterns, lighting, pathways, planters, etc.) is important so that the

space is inviting and aesthetically pleasing even when it is being used for parking. It should also be easily maintained (e.g., snow removal, grease and gravel cleanup).

Smaller, more intimate plazas are envisioned on both the Northeast and Southeast blocks, as these areas are not anticipated to attract large outdoor group gatherings. For example, on the Southeast block, the framework plan is intended to “connect” building pods and clusters with pedestrian courtyards and passage ways that will pull customers into the block and create more storefronts in addition (perpendicular) to those on Main Street.

Access and Circulation

The layout for each quadrant provides for needed access and circulation associated with internal parking areas, trash/recycling storage and utilities. The proposed access points and service drives generally correspond to the location of existing utilities and sewer easements, however, the Urban Renewal Agency will need to work with the adjacent property owners in coordinating alley improvements and possibly modify some of the easements to accommodate both utilities and public alley access.

The framework plan recommends closing existing Main Street access points as redevelopment occurs, consistent with the city’s commercial design standards. The intent is to consolidate vehicle accesses along the secondary streets and create a nearly continuous building wall along Main Street, with openings allowed only for pedestrian access ways and plazas. Any new vehicle access to Main Street should be limited to signalized intersections (e.g., 300 Main) or be restricted to right-in/right-out travel only, consistent with the Main Street Plan. Pedestrian access and circulation through each block is recommended consistent with the City’s commercial design standards and the planned locations future Main Street crosswalks and plazas.

Streetscapes

Typical “conceptual” streetscape sections and details have been developed for Main Street and the major cross streets, the key elements of which are on-street parking, wide sidewalks with furnishings, landscape planters with stormwater/snow storage management features, porous paving/pavers to minimize storm/melt water runoff, pedestrian-scale lighting, outdoor seating and plazas and building entrances oriented to sidewalks and plaza areas. The plan also encourages the use of geothermal energy under plazas and surface parking lots for snow removal, if it is found to be cost-effective. See Appendix for plan graphics and examples.

Sidewalk widths are intended to create an attractive and functional downtown core that meets the needs of local businesses, community functions, and tourist-related trade. The sidewalks can be accommodated within existing right-of-way dimensions. With the exception of Short Street, plan implementation does not require any additional right-of-way acquisitions. A 12-foot – 16-foot sidewalk width is recommended, where the minimum widths would be a 6 – 8.5-foot pedestrian through zone, a 5-foot planter/furnishing zone, and a 2-foot storefront zone. Actual widths could be modified, as needed, by the city where right-of-way constraints exist or where additional area is provided, for example, in outdoor seating areas. See Appendix for plan graphics and examples.

Proposed street furnishings include planters and/or tree wells with decorative grates, pedestrian lighting with optional banner/flower basket brackets, bicycle racks, water fountains, benches, and public art. Dimensions do not include curb extensions and any front yard setbacks. See Appendix for plan graphics and examples.

Stormwater & Snow Management

Stormwater management will become increasingly important as the downtown core develops and more of it is covered with buildings, pavement and other impervious surfaces. The framework plan contains a “green streets concept” to minimize impervious surfaces and allow for stormwater/snowmelt infiltration under sidewalks and parking strips or in stormwater planters. This approach can reduce or, in some cases, eliminate the need for a piped storm drainage system in some areas.

In Driggs, stormwater infiltration or “retention” would occur only when temperatures climb above freezing, or where geothermal radiant heating (e.g., under sidewalks and plazas) is feasible in cold weather. The infiltration strips would incorporate pavers set in sand (or other easily removable paving textile) and may double as utility corridors, thereby providing ease of access for maintenance. In addition, stormwater planters could be located adjacent to sidewalks, in parking areas, and within other landscape areas, and double as snow storage areas in winter. A hybrid approach can also be used, where pavers allow some infiltration and the excess runoff is collected in small grates or catch basins and conveyed to off-site disposal locations.

The “green” in green streets usually refers to water quality enhancement, where landscapes are planted with species that slowly break down oils and metals before discharging water into the water table. This approach has been used successfully in some Northwest cities and resort areas. However, in cold climates green streets may have limited potential. In discussions with area property owners and developers, there is also a concern about high water tables. Therefore, the green streets concept should be studied further for engineering feasibility and applicability to Driggs. If it is found to be feasible, future requests for proposals for downtown development should specify green streets as a required element in project designs.

Streetscape concepts are provided in the Appendix. Green streets would be implemented with pavers, as shown in Depot Street Option 3. For more information on green streets, see the following web sites:

EPA Smart Growth:

<http://www.epa.gov/watertrain/smartgrowth/resources/resident.htm>

City of Portland:

<http://www.portlandonline.com/BES/index.cfm?c=defji>

Utility Corridors

The proposed framework plan is intended to accommodate underground utilities within planned access ways (e.g., under driveways and pedestrian ways). The specific location and alignment of utilities is pending review by the Urban Renewal Agency’s engineering contractor.

Propane is the primary heating fuel for many buildings in Driggs. Typically, propane tanks are located on-site, either above or below grade. In discussing options for development, area property owners, developers, and the City expressed a desire to have propane tanks co-located to the extent possible, subject to fire and life safety requirements, and placed underground to conserve surface areas for parking, circulation and plazas. For example, the Colter building is being developed with a “bank” of underground propane tanks. Therefore, spaces should be reserved internal to each block where developers can similarly co-locate propane tanks.

Preliminary Findings

NW Blocks

Realignment of Front Street as shown would create an additional half block of development potential to the west, and facilitate master planning of a central parking/plaza area on the main block. The Urban Renewal Agency should continue working with property owners in the vicinity to facilitate the street realignment.

New development and redevelopment could add approximately 67,150 square feet to 211,350 square feet of commercial space. As of January 2008, there were only 11 dwelling units planned (Henri Building), though an additional (approx.) 108-142 dwellings could be developed under low- and medium-intensity commercial development scenarios.

The resulting parking demand of 269-755 spaces compares to 187 potential on-street parking spaces, plus 73 private spaces, plus up to 226 public spaces on two levels (convertible plaza with underground parking), for a total potential supply of 486 parking spaces. In conclusion, the NW Blocks can meet parking demands under the low- and medium-intensity development scenarios, but additional off-site parking would be required under the high-intensity scenario. If an off-site public parking facility were to be developed in the vicinity of Ace Hardware or in conjunction with the proposed transit station in the vicinity of Little Avenue, such a facility might also serve as an overflow parking reserve.

The draft plan shows angled parking on both sides of Little Avenue, however, there may not be sufficient right-of-way for angled parking if additional travel lanes or turn pockets are required at the intersection of Little and Main (e.g., Main Street Design).

A phased approach is recommended for developing off-street public parking facilities, whereby the Urban Renewal Agency would acquire land or easements for surface parking facilities in the short-term, then redevelops the site with a multi-level parking structure as needed in the future. Parking facilities may also be developed through joint public-private partnerships. For example, the plan allows for new public parking and public-use plaza on what is currently private property (lumber yard); in exchange, building development could be allowed adjacent to Little Avenue on what is currently a public parking lot. The proposed configuration is more efficient, and it creates a superior streetscape along Little Avenue, as compared to the existing public parking lot layout. The design of the plaza should balance the public interest in creating a usable public space with private interests in parking and building security.

Several pedestrian access ways connecting to Main Street, Little Avenue, Front, and Depot are shown, consistent with the City's commercial design standards.

SW Block

The SW Block can add approximately 19,686 square feet to 53,660 square feet of commercial space, most of which would be in new buildings fronting Little Avenue and in a redeveloped post office site. This excludes the existing grocery store, hardware store, clothing store, and bank buildings. It was understood that these buildings have been built or remodeled recently; they have sufficient parking already and are not likely to redevelop in the foreseeable future. It was also understood that the existing oil company site and Corner Drug building, both on Little Avenue, would not redevelop in the foreseeable future. If any of these circumstances change, the framework plan should be revisited and any updates made as needed. Finally, the block does not appear to have any dwelling units, though approximately 28-36 dwellings could be developed in new buildings fronting Little Avenue under the low- and medium-intensity development scenarios.

Realignment of Front Street as shown on the NW Blocks Plan would create an offset intersection with the existing Broulim's Shopping Center access. This issue was discussed with the City, Urban Renewal Board, and representatives of the contract purchaser of the lumber yard in the fall of 2007. It was determined that there is no other practical alignment for Front Street and that traffic conflicts on Little Avenue could be mitigated with appropriate traffic calming. Therefore the plan provides curb extensions on Little Avenue at the west entrance to the district, and at the respective intersections with Front Street and the shopping center. Curb extensions allow drivers to gain a better field of vision when approaching the intersection, and by constricting the roadway, they help slow on-coming vehicles. The city should encourage the installation of additional traffic calming at the entrance to the Huntsman Springs development (outside urban renewal district) on Little Avenue.

With regard to parking, the framework plan identifies a potential public overflow parking facility behind City Hall on what is currently a vacant commercial pad adjacent to the hardware store. Consideration should be given to developing a public parking lot or a garage, possibly in conjunction with ground floor retail. Public parking should be coordinated with a potential transit center on the adjacent property to the west.

In the SW block, a potential commercial parking demand of 159-292 spaces compares to 97 potential on-street parking spaces, plus 115 private spaces, plus up to 120-360 public spaces on one to three levels (civic complex parking), for a total potential supply of 310-572 parking spaces. In conclusion, the NW Blocks can meet parking demands under the high-intensity development scenario with only surface parking, but additional parking may be needed if a transit center is developed in the vicinity, or to accommodate special event parking associated with the Civic Center.

NE Block

The analysis of development and redevelopment potential on the NE Block assumes the courthouse, bank, American Legion, and all existing buildings fronting onto Little Avenue remain. Other buildings are assumed to be redevelopable. Existing

buildings may redevelop over time but the plan is not contingent upon that happening. It can accommodate existing uses.

The existing bank drive-thru is shown as reconfigured to the rear of the building so that existing Main Street driveways can be closed and buildings developed or expanded in their place. Based on discussions with Key Bank representatives, the plan allows the option of retaining on-site parking with the bank; however, the owner may find it is more practical to use this area for an expanded building or bank vestibule fronting Main Street. Reconfiguration of the drive-thru is contingent upon the owner or Urban Renewal Agency acquiring an easement or property to the east. Based on discussions with property owners, the proposed system of access ways and parking appear feasible without the threat of condemnation, however, the Agency retains its authority to pursue condemnation for parking and other public projects.

The NE Block could add approximately 37,180 square feet to 89,580 square feet of commercial space. Currently, the block has dwelling units fronting onto First Street, and an additional (approx.) 38-50 dwellings could be developed under the low- and medium-intensity commercial development scenarios.

The resulting commercial parking demand of 226-428 spaces compares to 104 potential on-street parking spaces, plus 122 private spaces, plus up to 95-270 public spaces on one to three levels, for a total potential supply of 305-496 parking spaces. In conclusion, the NE Block can meet parking demands under the various development scenarios with planned parking.

Several pedestrian access ways connecting to Main Street, Depot, Little, and First Street are proposed, consistent with the City's commercial design standards.

SE Block

The analysis of development and redevelopment potential on the SE Block assumes the existing one- and two-story commercial buildings on Little Avenue remain. It also assumes that the existing "L" shaped building mid-block fronting Main Street, and the existing one-story office buildings internal to the block remain. Other buildings are assumed to be redevelopable. Existing buildings may redevelop over time but the plan is not contingent upon that happening. It can accommodate existing uses. One vehicle access from Main Street is retained to serve the "L" shaped building and to provide access to an expanded public parking facility. Several pedestrian access ways connecting to Main Street, Little Avenue and First Street are also shown, consistent with the city's commercial design standards.

The SE Block could add approximately 60,140 square feet to 180,140 square feet of commercial space. Currently, the block has dwelling units fronting onto First Street and there is a mobile home park in the south third of the block. An additional (approx.) 96-125 dwellings could be developed under the low- and medium-intensity commercial development scenarios, subject to redevelopment of some existing dwellings, including the mobile home park.

The resulting commercial parking demand of 263-675 spaces compares to 129 potential on-street parking spaces, plus 239 private spaces, plus up to 114-330 public spaces on one to three levels, for a total potential supply of 464-698 parking spaces.

In conclusion, the SE Block can meet parking demands under the various development scenarios with planned parking.

Action Plan

Short-Term

The following items should be pursued in the short-term, or in the next 1-2 years:

- Work with the City of Driggs to adopt a parking ordinance for the downtown, to include a parking mitigation fee.
- Begin assembling right-of-way and/or easements for planned parking areas and public alleys.
- Engineering feasibility, including water level test pits, for underground parking on one or more blocks: NW and/or NE blocks; determine planning-level costs.
- Engineering feasibility for geothermal heating in the downtown core. Geothermal should be considered for snow removal on plazas and walks and for building energy conservation; determine planning-level costs.
- Engineering feasibility for stormwater management options, including “green streets” concepts; determine planning-level costs.
- Establish budgets and funding strategies, and solicit design proposals, for one or more “catalyst” projects in the downtown. Involve the community in the preliminary design phase to “make it their own.”
 - Civic Center Plaza and Main Street improvements; focus initial effort from 300 Main to Ross Avenue.
 - Parking garage in conjunction with public plaza on NW or NE block.
 - Improvements to Depot Avenue in conjunction with private developments in the area
 - Improvements to Little Avenue in conjunction with private development in the area

Mid-Term

The following items should be pursued in the mid-term, or in the next 2-5 years:

- Complete final design and construction phases of “catalyst” projects.
- Begin streetscape design for Short Street and First Street.
- Create a “gateways framework plan” to encompass properties located outside the four-block core area but within the urban renewal district.
- Work with regional partners on transit system development and a downtown transit center.
- Monitor development with regard to parking supply/demand.
- Review and update the Downtown Core Framework Plan

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

- A. Framework Plans
- B. Street Sections and Details
- C. Photograph Examples of Plan Elements
- D. Utilities and Easements Maps
- E. Development Capacity Worksheets

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

A. Framework Plans

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

B. Street Sections and Details

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DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

C. Photograph Examples of Plan Elements

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D. Utilities and Easements Maps

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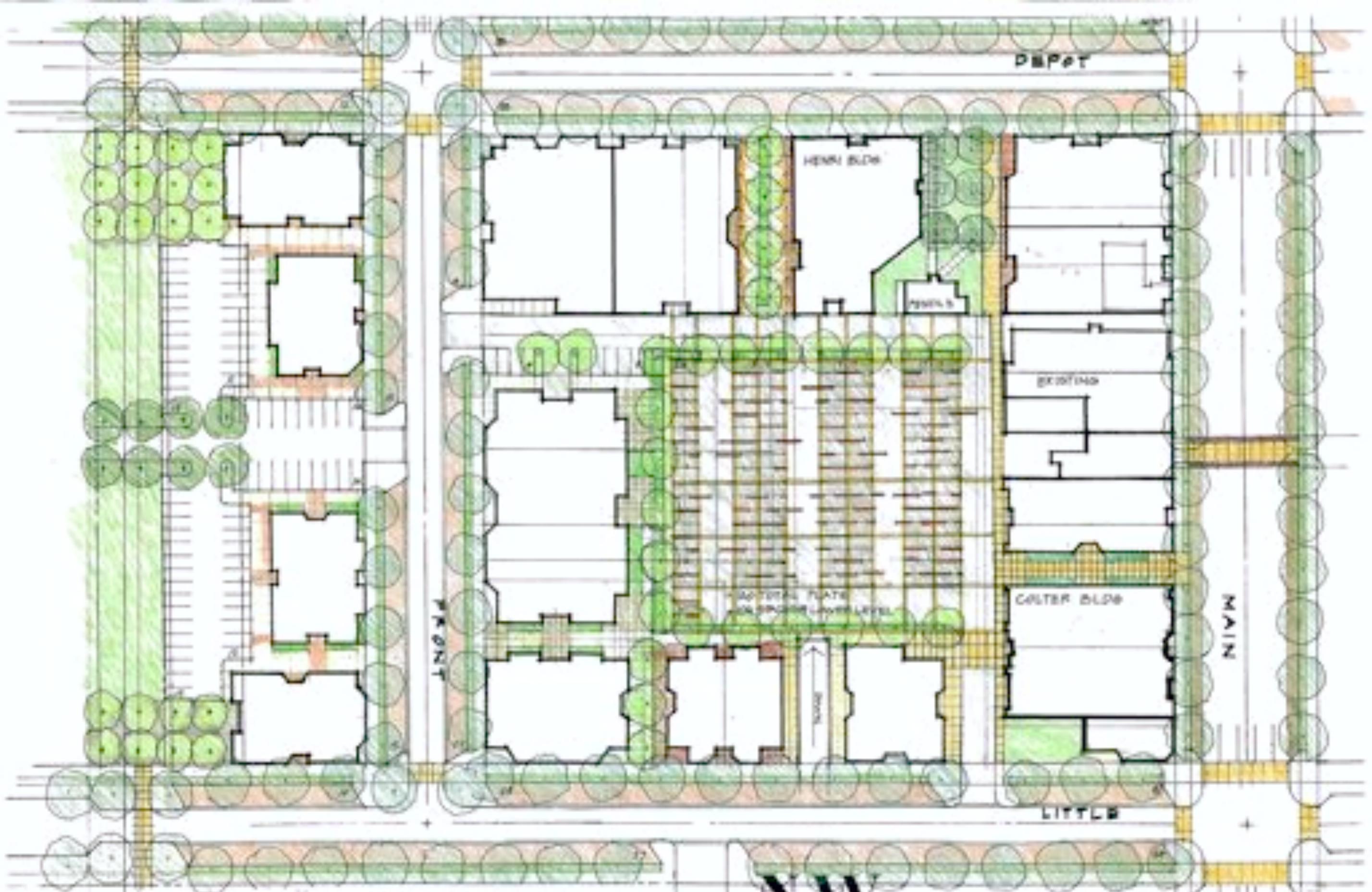
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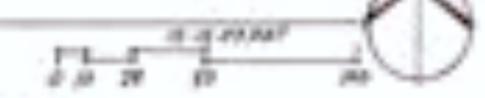
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A. Framework Plans



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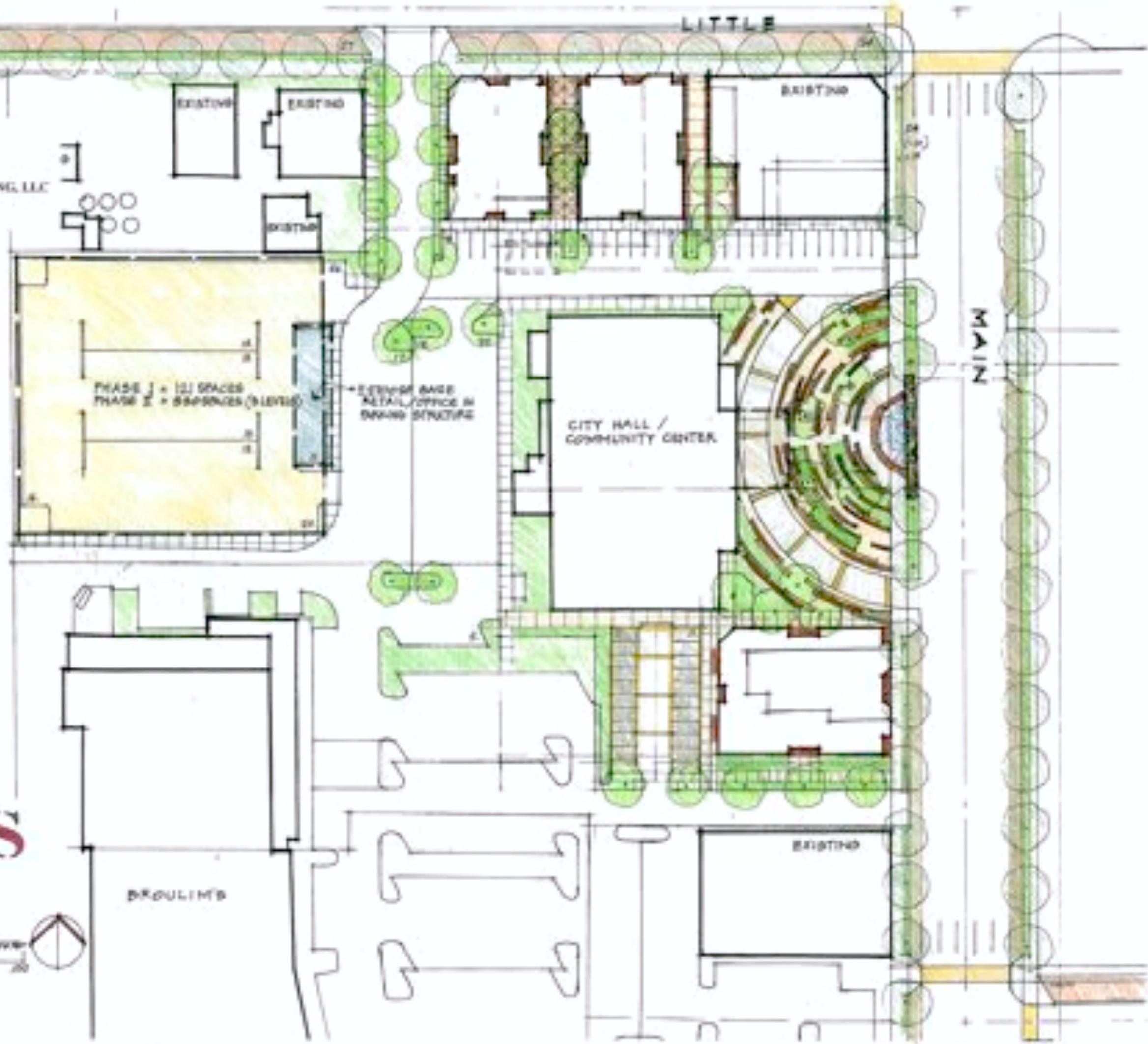
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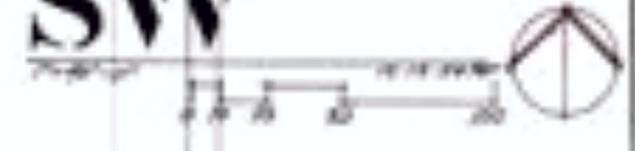
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DRIGGS
SW



DEPOT

COUNTY COURTHOUSE

AMERICAN LIBRON

EXISTING

EXISTING

40' OFFICE LEVEL

8 LEVEL PARKING STRUCTURE

KEY BANK

LITTLE

PINE ST

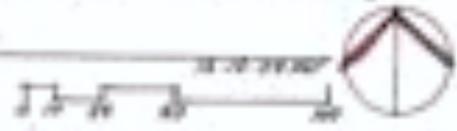
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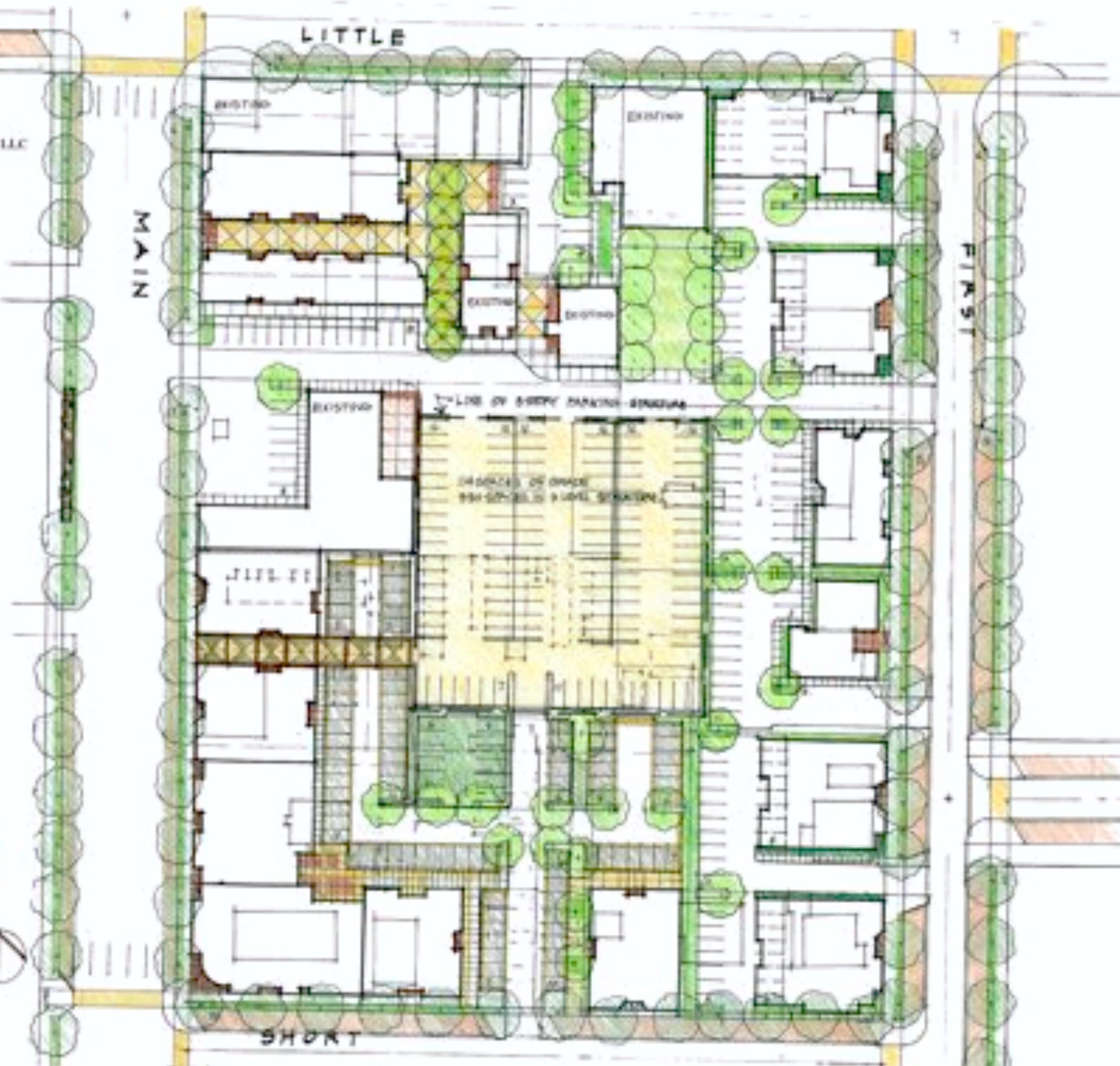
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11741 SW Sunset Road, Lake Oswego, Oregon 97034
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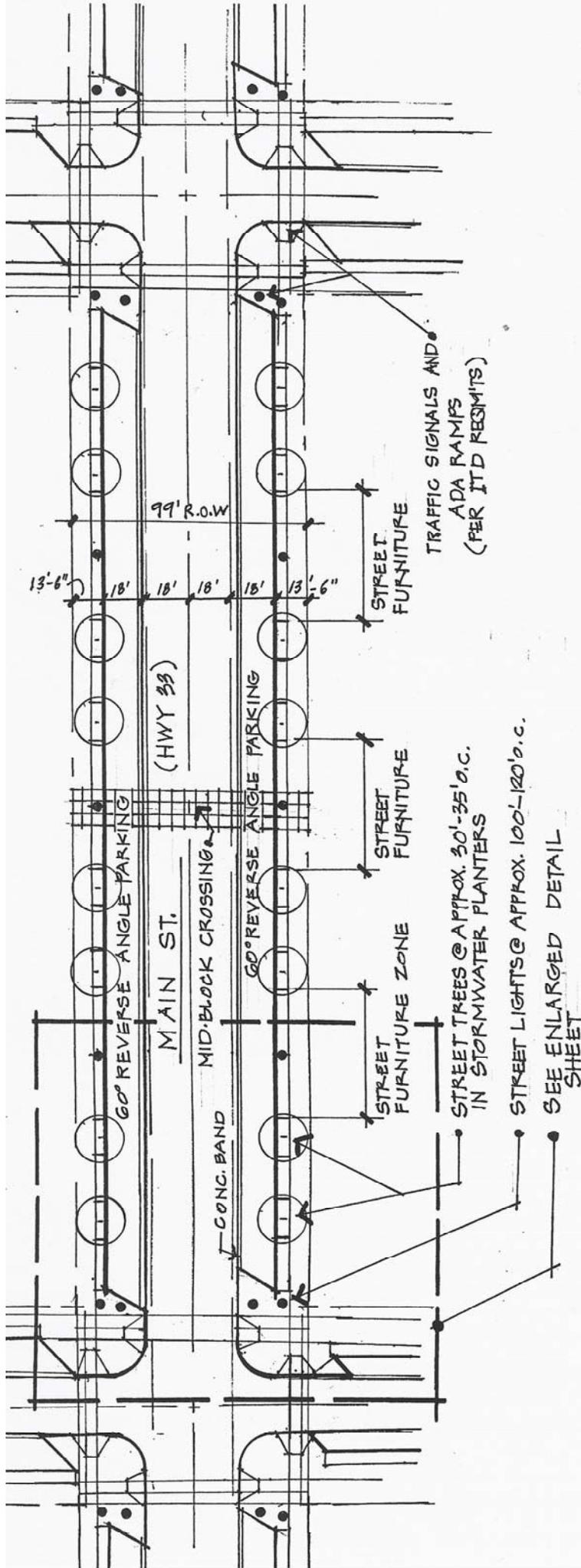
DRIGGS

SE



DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

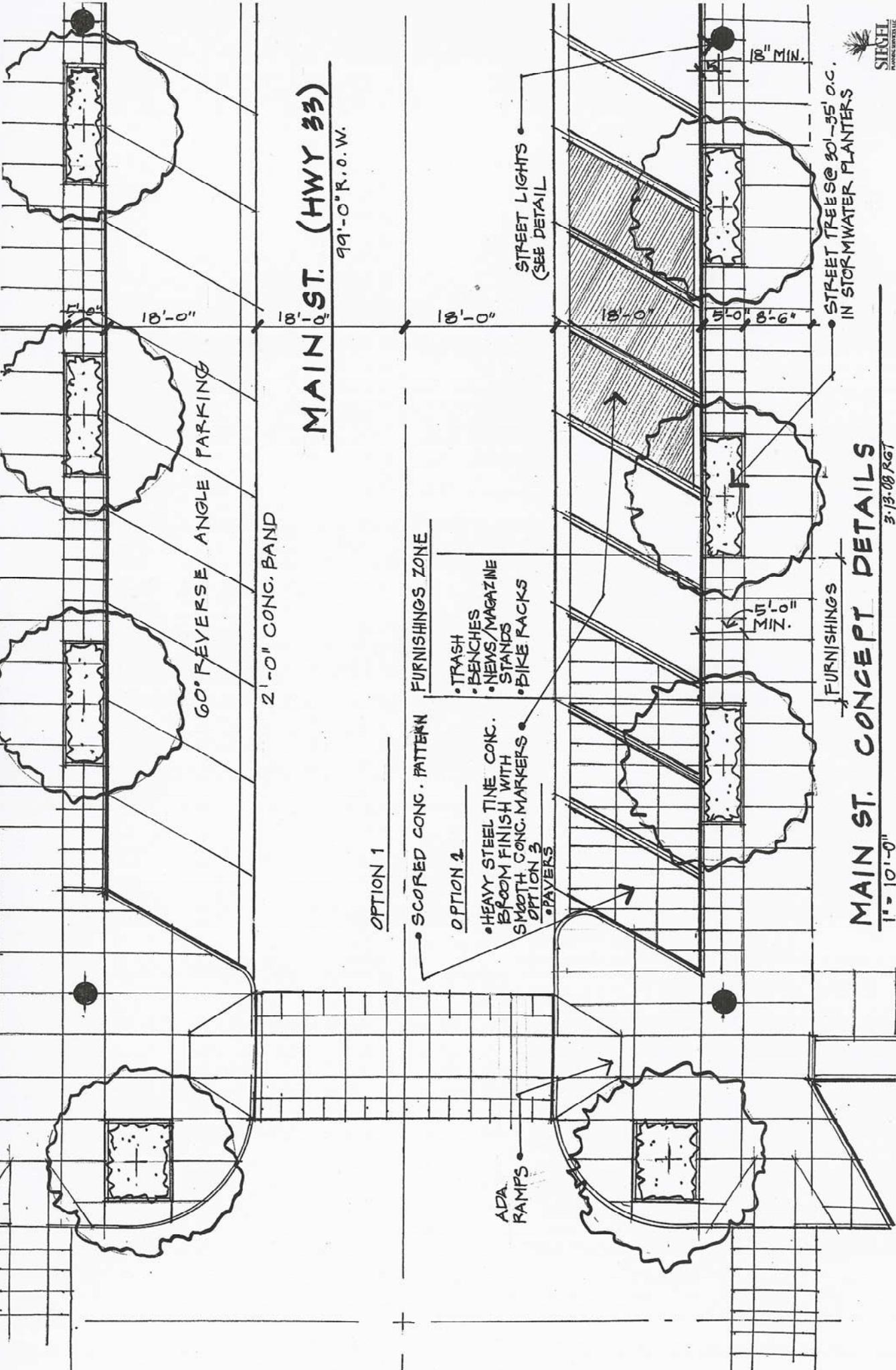
B. Street Sections and Details



MAIN ST. STREETSCAPE CONCEPT PLAN

WITH 60° REVERSE ANGLE PARKING 1" = 40'-0" 3-13-08 FET

SEE ENLARGED DETAIL SHEET



MAIN ST. (HWY 33)

99'-0" R.O.W.

60° REVERSE ANGLE PARKING

2'-0" CONC. BAND

OPTION 1

SCORED CONC. PATTERN

OPTION 2

- HEAVY STEEL TINE CONC. BROOM FINISH WITH SMOOTH CONC. MARKERS
- OPTION 3
- PAVERS

FURNISHINGS ZONE

- TRASH
- BENCHES
- NEWS/MAGAZINE STANDS
- BIKE RACKS

STREET LIGHTS (SEE DETAIL)

FURNISHINGS

MAIN ST. CONCEPT DETAILS

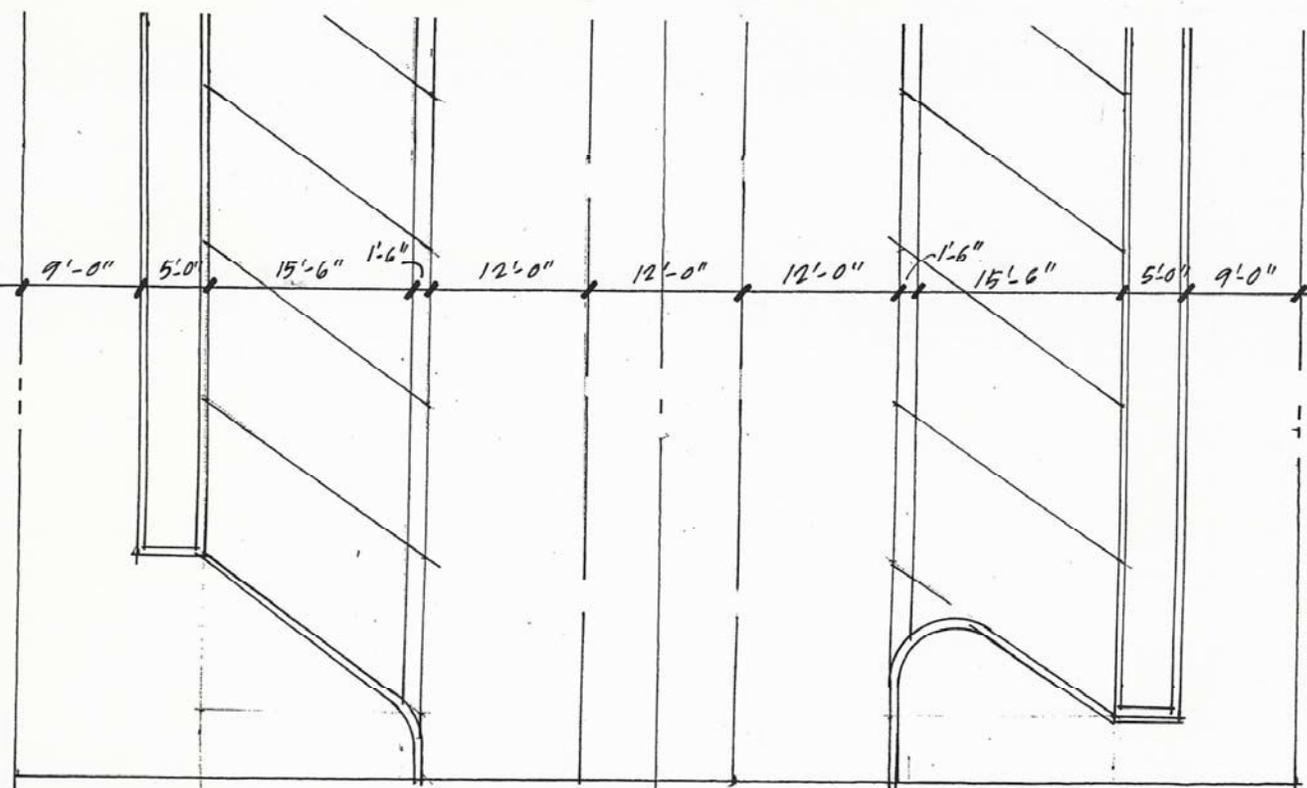
1" = 10'-0"

3-13-08 RGT

STREET TREES @ 30'-35' O.C. IN STORMWATER PLANTERS

18" MIN.

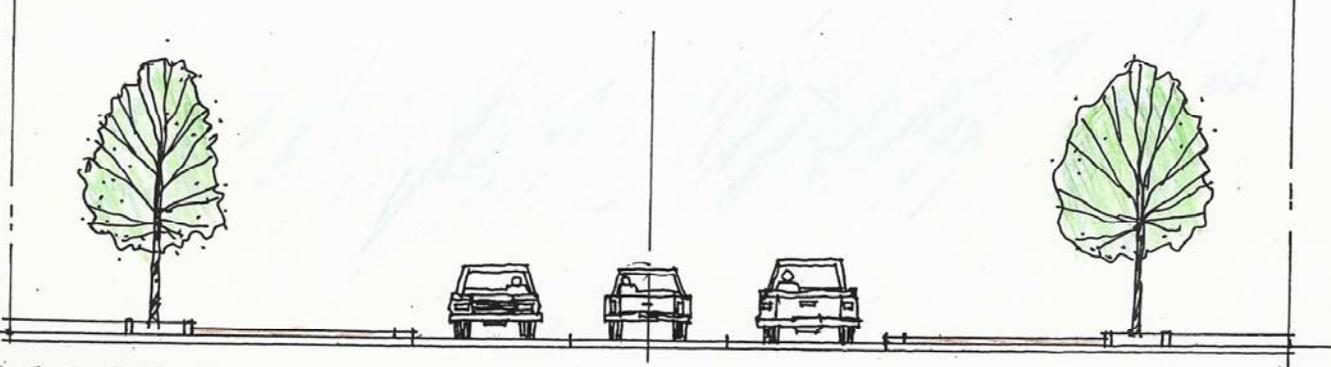




"REVERSE" ANGLE PARKING - MAIN ST.

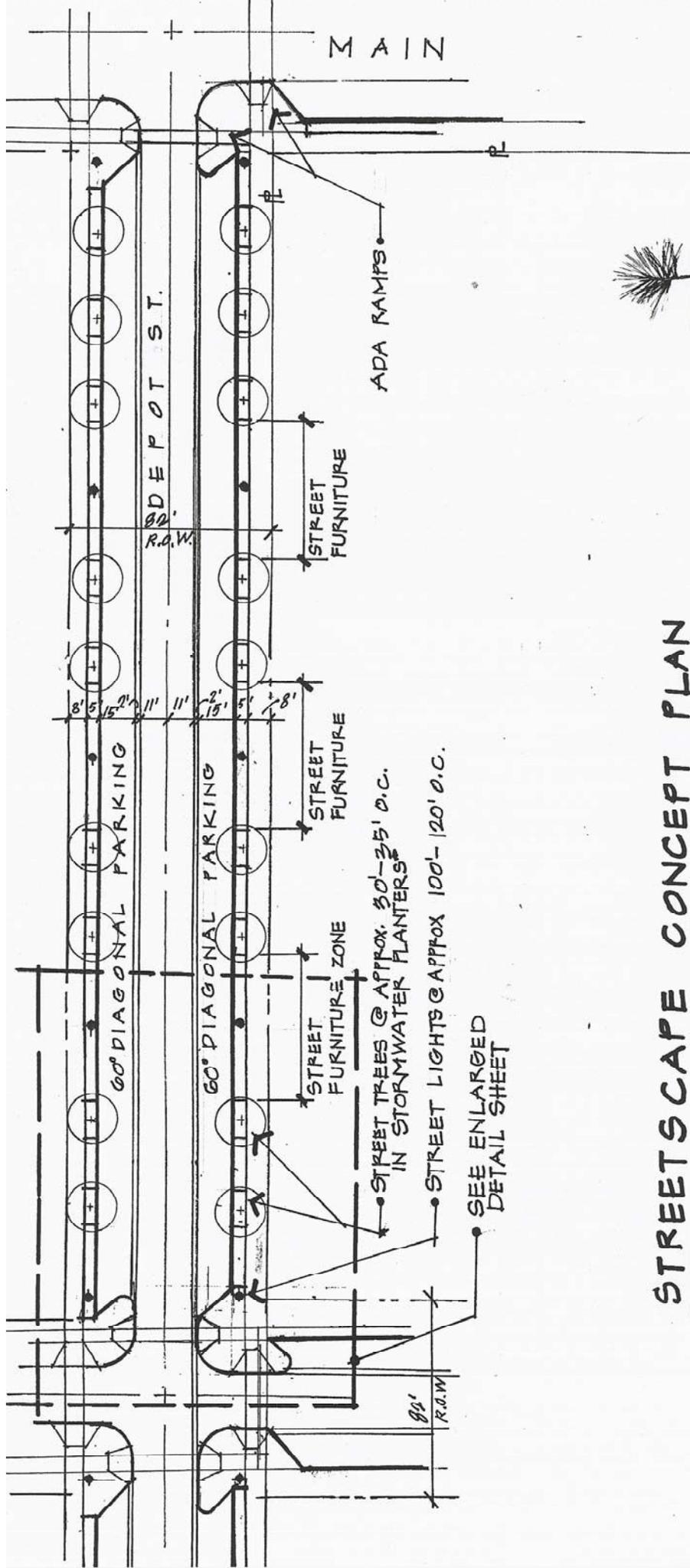
1" = 10'-0"

1.07.08 FGT



SECTION

1" = 10'-0"



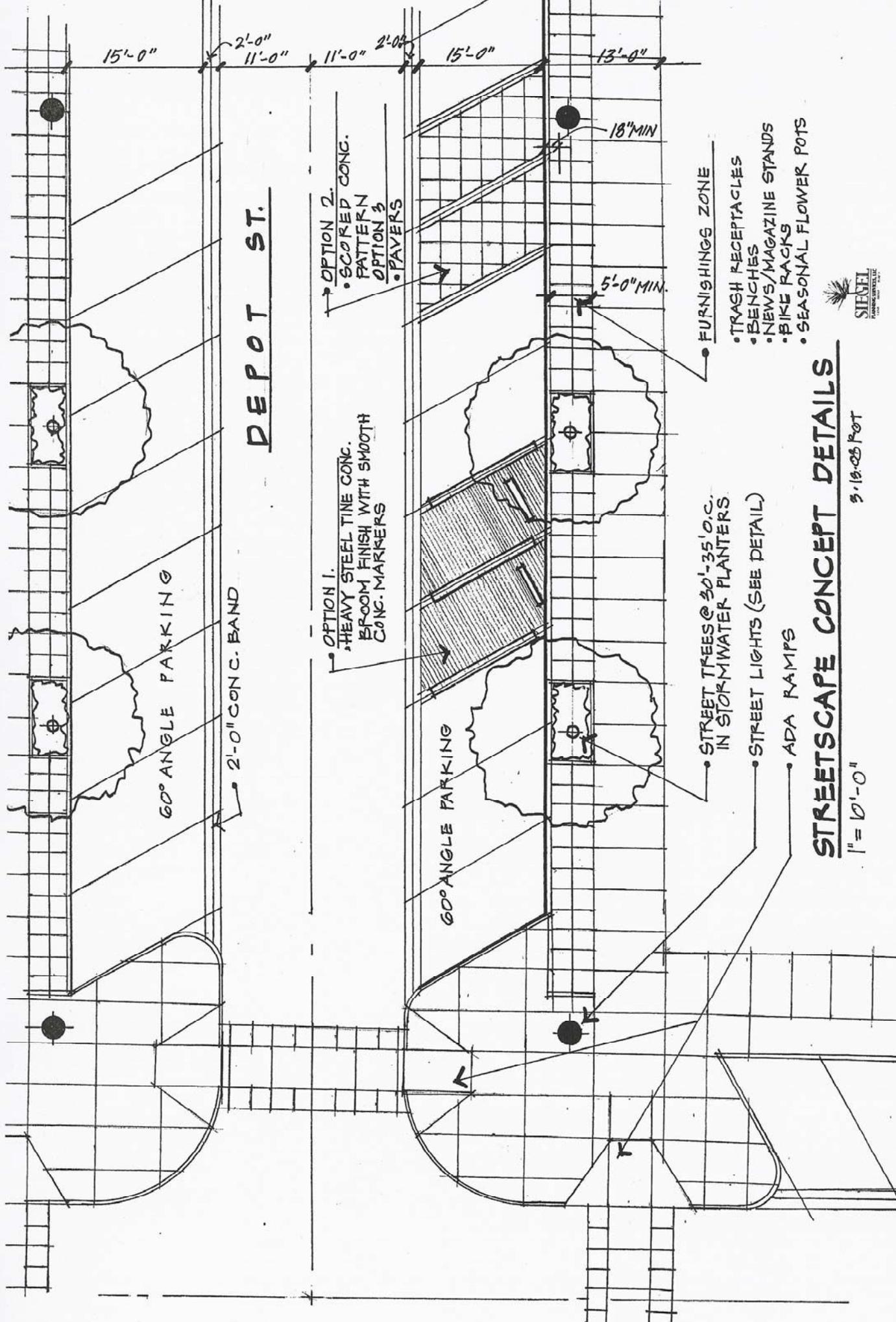
STREETSCAPE CONCEPT PLAN

2.13.08 Rev

1" = 40'-0"

- DEPOT ST.
- FRONT ST.
- LITTLE
- FIRST
- SHORT

SEE ENLARGED
DETAIL SHEET



DEPOT ST.

60° ANGLE PARKING

2'-0" CONC. BAND

OPTION 2.
 • SCORED CONC.
 • PATTERN
 • PAVERS

OPTION 1.
 • HEAVY STEEL TINE CONC.
 • BROOM FINISH WITH SMOOTH CONC. MARKERS

60° ANGLE PARKING

- STREET TREES @ 30'-35' O.C. IN STORMWATER PLANTERS
- STREET LIGHTS (SEE DETAIL)
- ADA RAMPS

FURNISHINGS ZONE

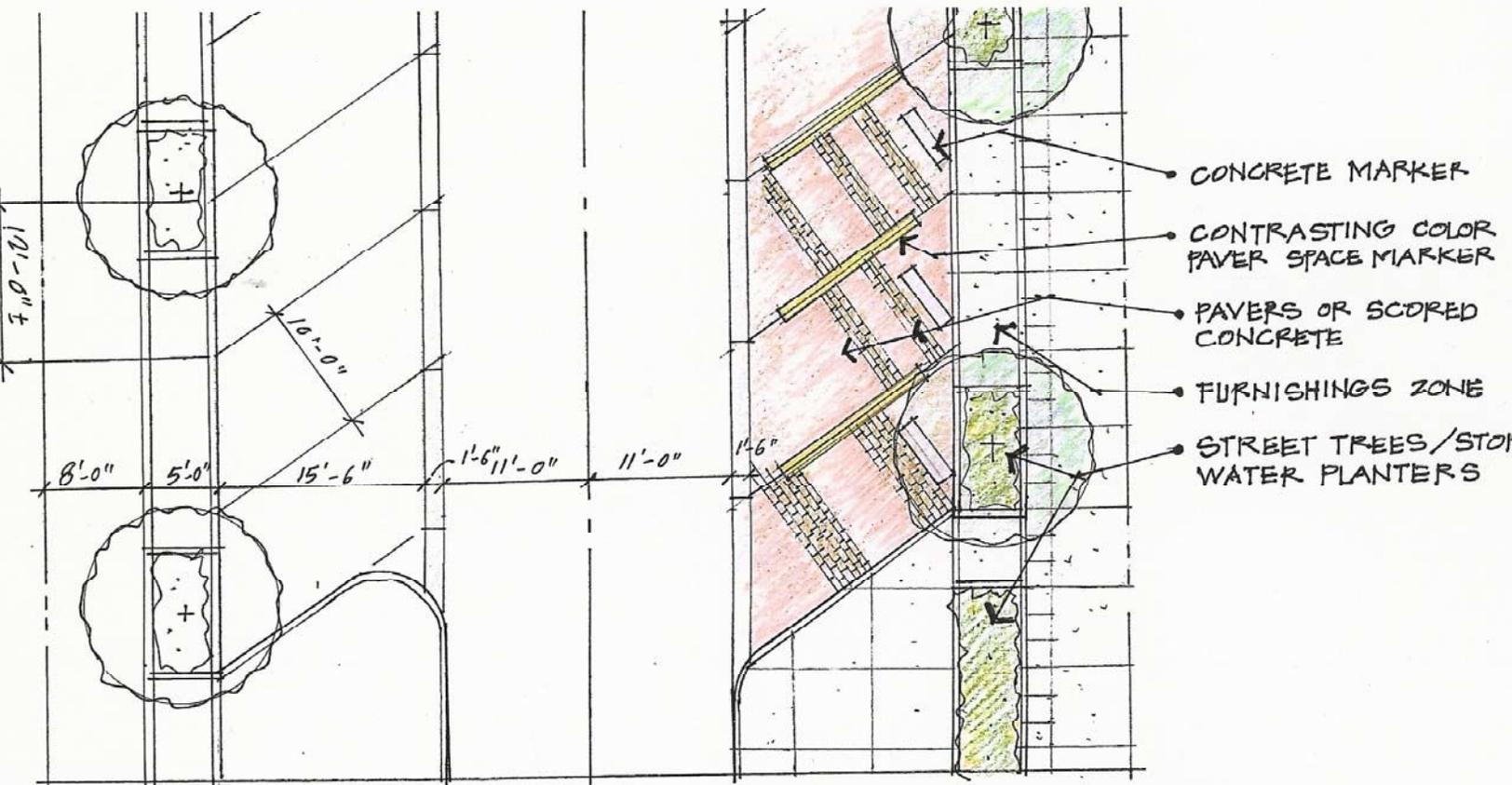
- TRASH RECEPTACLES
- BENCHES
- NEWS/MAGAZINE STANDS
- BIKE RACKS
- SEASONAL FLOWER POTS

STREETSCAPE CONCEPT DETAILS

1" = 10'-0"

3.18.08 POT

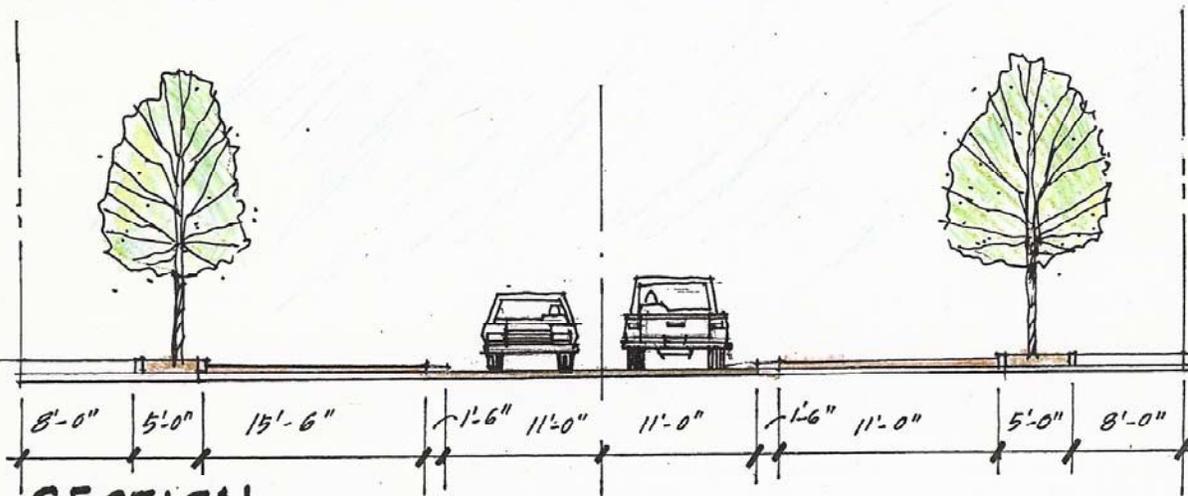




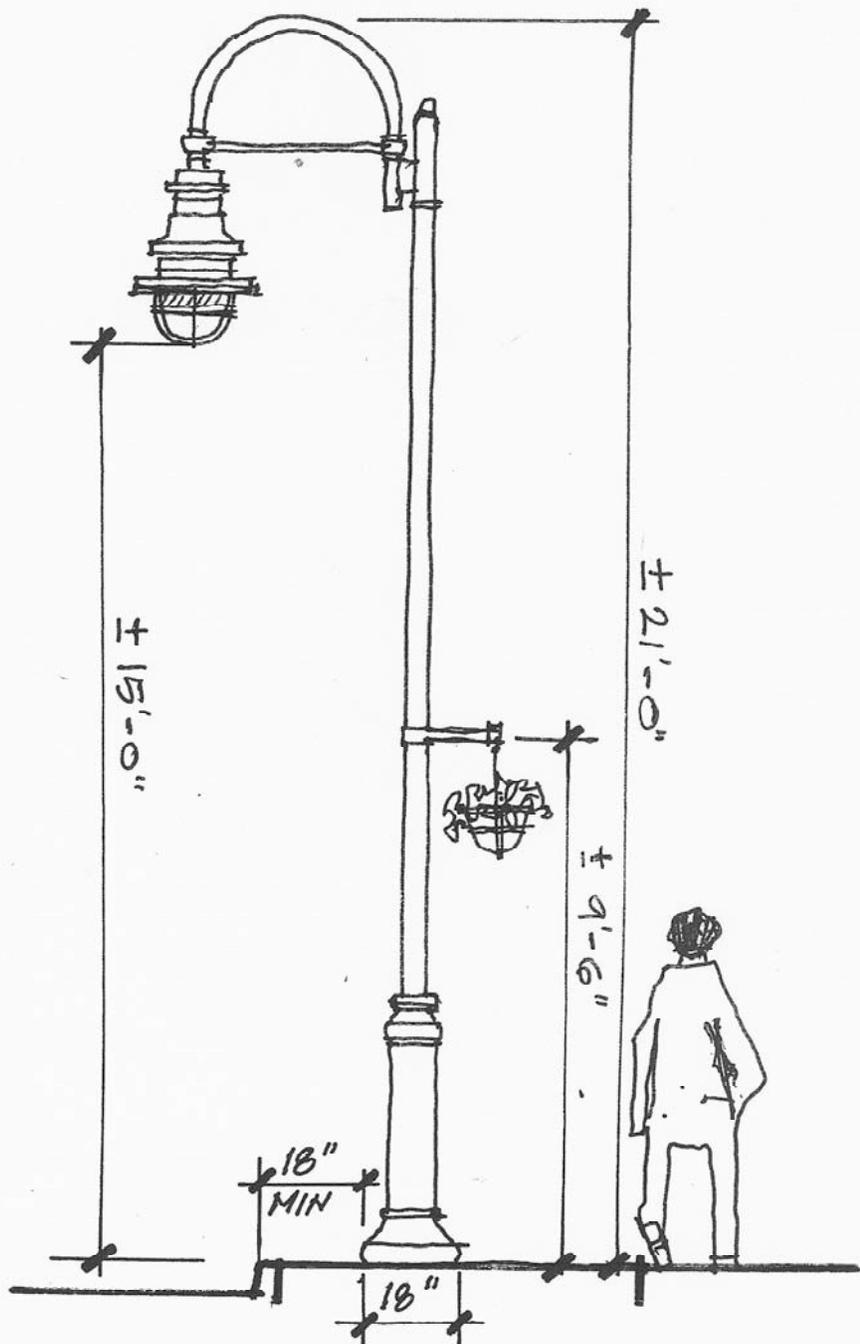
- CONCRETE MARKER
- CONTRASTING COLOR PAVER SPACE MARKER
- PAVERS OR SCORED CONCRETE
- FURNISHINGS ZONE
- STREET TREES / STOP WATER PLANTERS

PLAN VIEW • DEPOT • FRONT • LITTLE • FIRST • SHORT

1" = 10'-0" 1-7-08 PER



SECTION
1" = 10'-0"



STREETLIGHT DETAIL "SHEPARD'S GROOK TYPE
PER DARK SKY REQUIREMENTS.

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

C. Photograph Examples of Plan Elements

Driggs Downtown Core Framework

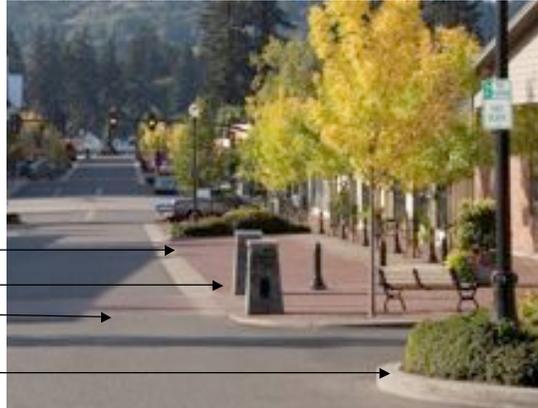
Typical Intersection Treatment

Drainage ribbon with potential stormwater planter

Angled parking w/bollards

Crosswalk pavers

Curb extensions



Example of Bollards and Pavers/Pavement Scoring Patterns in Pedestrian Areas



Driggs Downtown Core Framework

Examples of Pedestrian Amenities in 12'-16' Sidewalk



Example of Drainage Ribbon and Potential Stormwater Planter/Snow Storage Area on Side Streets



Driggs Downtown Core Framework

Example of Curbed Sidewalk and Potential Stormwater Planter/Snow Storage Area on Main Street



Example of Plaza or Convertible Parking Area With Commercial Storefronts



Driggs Downtown Core Framework

Example of Pavers/Pavement Scoring Patterns and Pedestrian Plaza With Furnishings



Example of Pedestrian Plaza



Driggs Downtown Core Framework

Plaza Example Incorporating Water Feature and Convertible Canopy



Example of Pavers/Pavement Scoring Patterns and Bollards at Intersection



Driggs Downtown Core Framework

Example of 12'-16' Sidewalk With Pedestrian Amenities; Driveway Entrance to Recessed Parking Lot or Parking Structure (right)

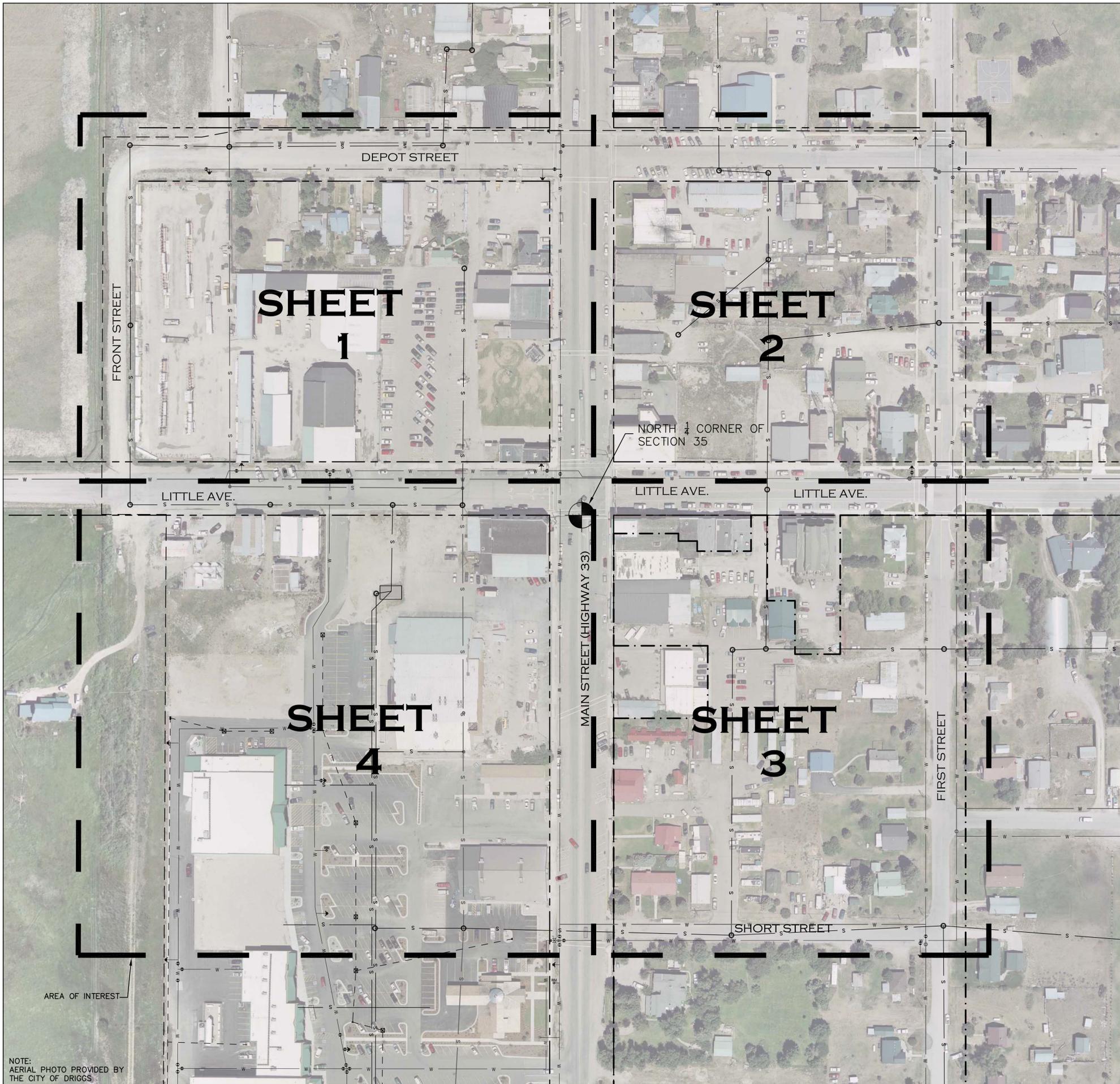


Example of Parking Structure (1/2 story below grade, 2-3 stories above grade)

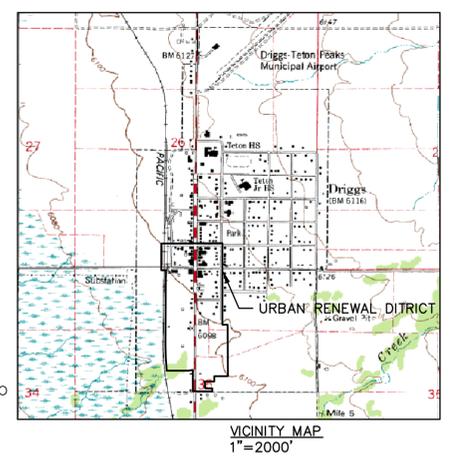
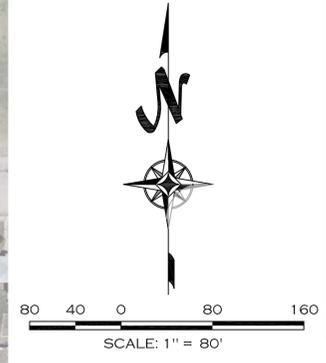


DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

D. Utilities and Easements Maps



NOTE:
AERIAL PHOTO PROVIDED BY
THE CITY OF DRIGGS



LEGEND

— s — s —	SANITARY SEWER LINE
○	SANITARY SEWER MANHOLE
— s — s —	ABANDONED SEWER LINE
— w — w —	WATER SERVICE LINE
⊙	WATER SERVICE VALVE
— w — w —	ABANDONED WATER LINE
WM ⊙	WATER METER
⦿	FIRE HYDRANT
- - - - -	STORM DRAIN LINE
⊗	STORM WATER INTAKE
— — — — —	EXISTING EASEMENT
- - - - -	PUBLIC PARKING
- - - - -	PLATED ALLEY
- - - - -	EXISTING URBAN RENEWAL DISTRICT
- . - . - . -	URBAN RENEWAL DISTRICT ANNEXATION
- - - - -	EXISTING RIGHT-OF-WAY

GENERAL NOTES

- NO TOPOGRAPHIC SURVEY OR PROPERTY SURVEY WAS PERFORMED. INFORMATION SHOWN ON THE DRAWING WAS TAKEN FROM EXISTING RECORDS. LOCATIONS AND SIZES OF ALL UTILITIES AND PROPERTY LINES ARE APPROXIMATE AND SHOULD BE VERIFIED WITH AN ON THE GROUND SURVEY.
- UTILITIES SHOWN ON THESE DRAWING ARE FROM AVAILABLE INFORMATION AND ARE APPROXIMATE. THERE MAY BE ADDITIONAL EXISTING UTILITIES NOT SHOWN.

HARMONY
DESIGN & ENGINEERING
60 E. LITTLE AVE. • DRIGGS ID 83422
T 208.354.1331 F 208.354.1332

PREPARED FOR
URBAN RENEWAL DISTRICT
AGENCY
P.O. BOX 48
DRIGGS, ID 83422
208-354-2500

SCALE: 1"=80'
DESIGNED BY: JTM
DRAWN BY: CJR
CHECKED BY: JFZ
PROJ. #: 0705G-065-1

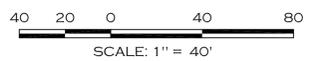
PROJECT NAME
**EXISTING UTILITIES
DRIGGS URBAN RENEWAL AREA**
SHEET KEY

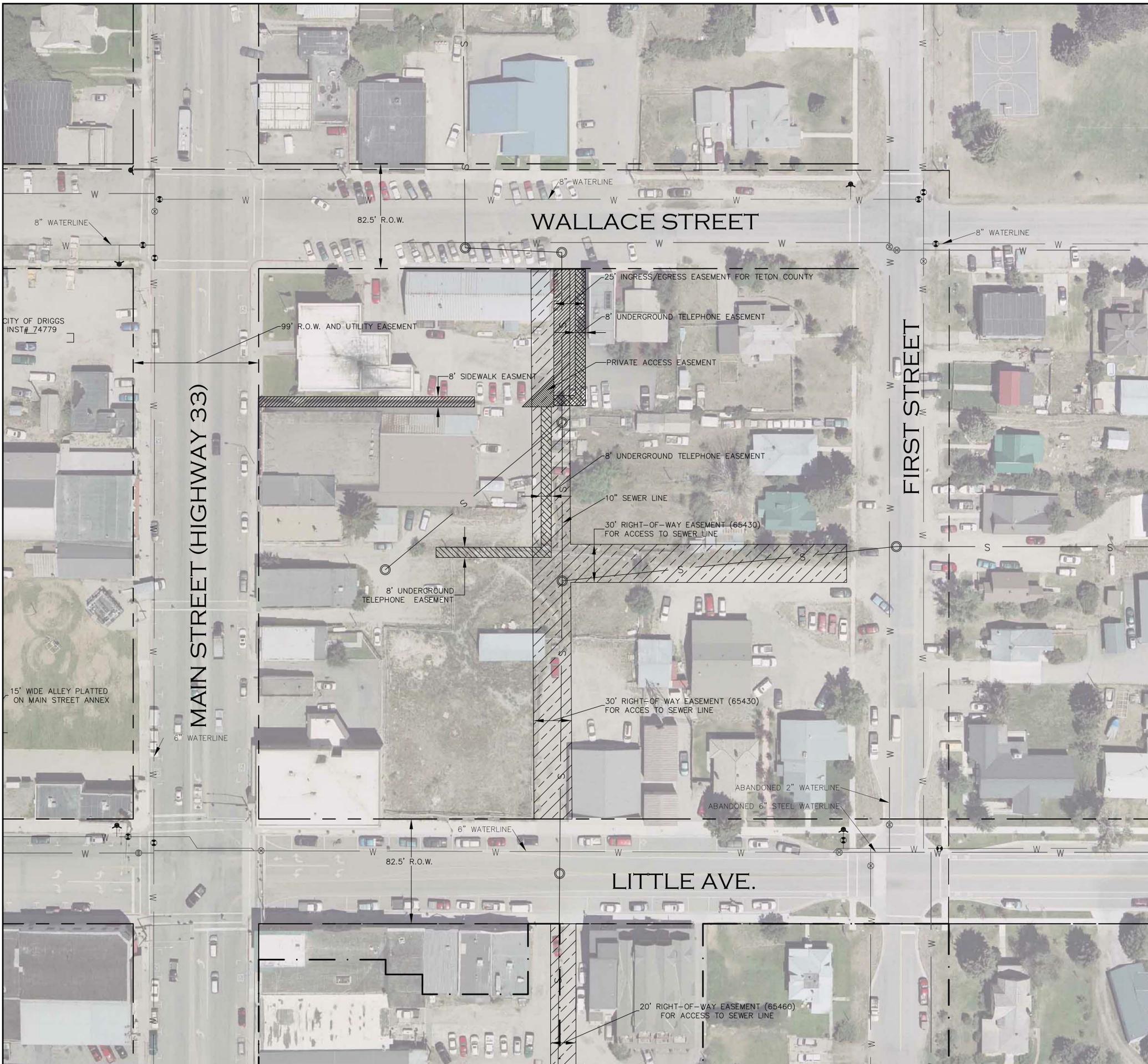
DATE: 2/18/2008
01



LEGEND

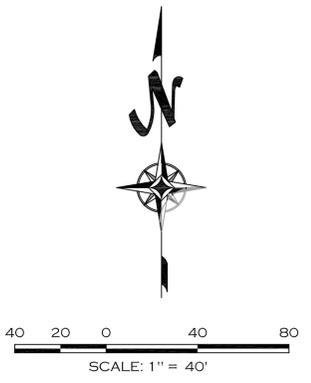
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	ABANDONED SEWER LINE
	WATER SERVICE LINE
	WATER SERVICE VALVE
	ABANDONED WATER LINE
	WATER METER
	FIRE HYDRANT
	PUBLIC PARKING
	PUBLIC ALLEY (PLATTED)
	EXISTING EASEMENT BOUNDARY
	EXISTING URBAN RENEWAL DISTRICT
	URBAN RENEWAL DISTRICT ANNEXATION
	EXISTING RIGHT-OF-WAY
	SEWER LINE ACCESS EASEMENT
	UNDERGROUND TELEPHONE EASEMENT
	INGRESS/EGRESS EASEMENT
	PRIVATE ACCESS EASEMENT



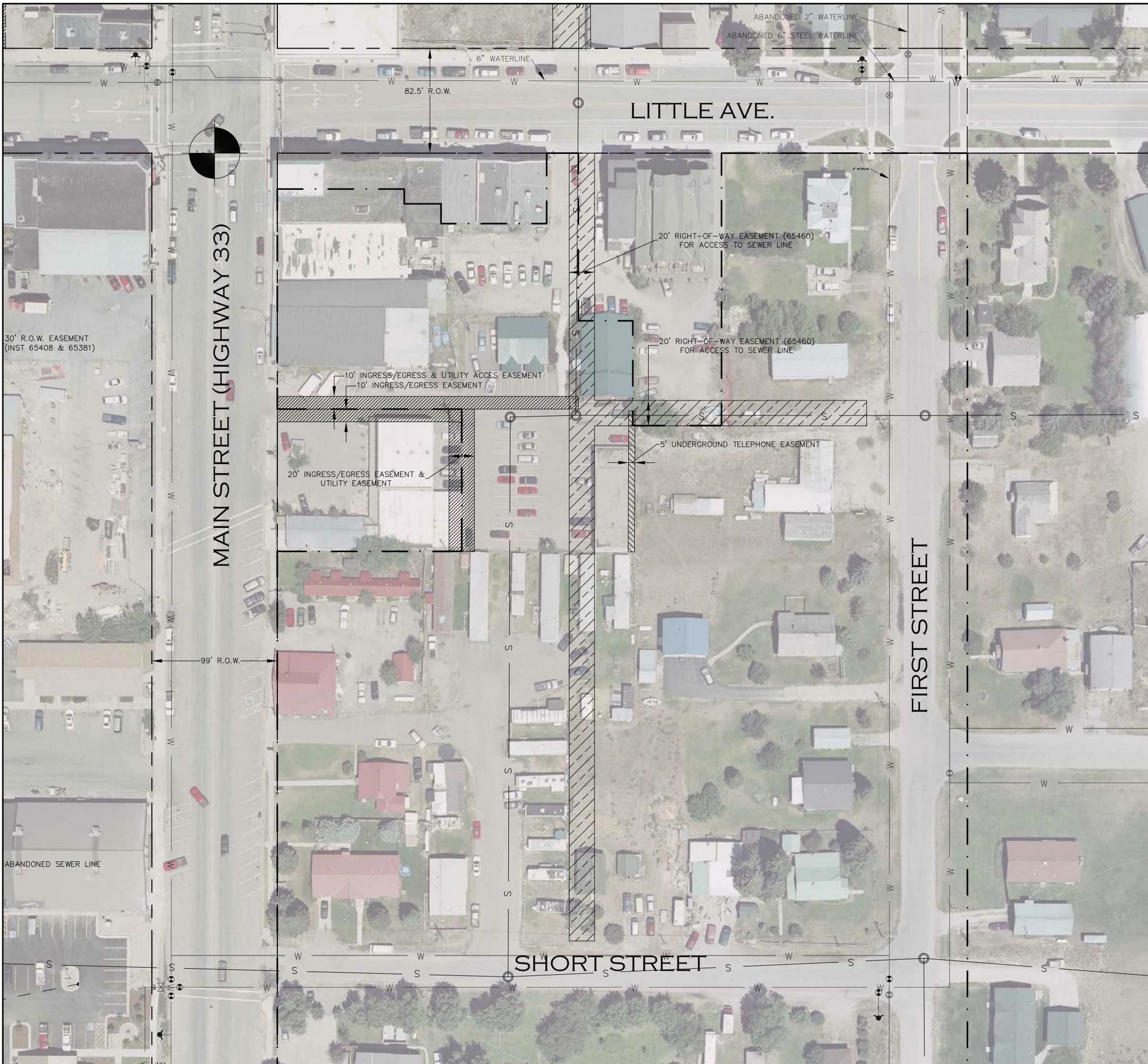


LEGEND

— S —	SANITARY SEWER LINE
○	SANITARY SEWER MANHOLE
— S —	ABANDONED SEWER LINE
— W —	WATER SERVICE LINE
⊙	WATER SERVICE VALVE
— W —	ABANDONED WATER LINE
WM	WATER METER
⦿	FIRE HYDRANT
—	EXISTING EASEMENT BOUNDARY
- · - · - · -	EXISTING URBAN RENEWAL DISTRICT
- - - - -	URBAN RENEWAL DISTRICT ANNEXATION
—	EXISTING RIGHT-OF-WAY
▨	SEWER LINE ACCESS EASEMENT
▩	UNDERGROUND TELEPHONE EASEMENT
▧	INGRESS/EGRESS EASEMENT
▦	PRIVATE ACCESS EASEMENT



 HARMONY DESIGN & ENGINEERING 60 E. LITTLE AVE. • DRIGGS, ID 83422 T 208.354.1331 F 208.354.1332
PREPARED FOR URBAN RENEWAL DISTRICT AGENCY P.O. BOX 48 DRIGGS, ID 83422 208-354-2500
SCALE: 1"=40' DESIGNED BY: JTM DRAWN BY: CJR CHECKED BY: JFZ PROJ. #: 07050-065-1
PROJECT NAME EXISTING UTILITIES DRIGGS URBAN RENEWAL AREA GENERAL PLAN (NORTHEAST)
DATE: 2/18/2008 



30' R.O.W. EASEMENT
(INST 65408 & 65381)

MAIN STREET (HIGHWAY 33)

LITTLE AVE.

FIRST STREET

SHORT STREET

ABANDONED 2" WATERLINE
ABANDONED 6" STEEL WATERLINE

6" WATERLINE
82.5' R.O.W.

20' RIGHT-OF-WAY EASEMENT (65460)
FOR ACCESS TO SEWER LINE

20' RIGHT-OF-WAY EASEMENT (65460)
FOR ACCESS TO SEWER LINE

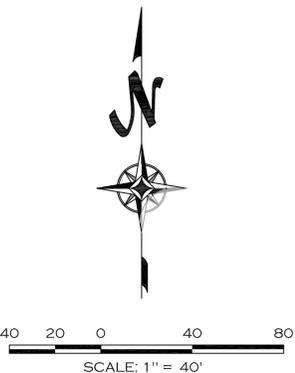
10' INGRESS/EGRESS & UTILITY ACCESS EASEMENT
10' INGRESS/EGRESS EASEMENT

20' INGRESS/EGRESS EASEMENT &
UTILITY EASEMENT

5' UNDERGROUND TELEPHONE EASEMENT

ABANDONED SEWER LINE

99' R.O.W.



LEGEND

— S —	SANITARY SEWER LINE
○	SANITARY SEWER MANHOLE
— S —	ABANDONED SEWER LINE
— W —	WATER SERVICE LINE
⊙	WATER SERVICE VALVE
— W —	ABANDONED WATER LINE
WM	WATER METER
⊕	FIRE HYDRANT
—	EXISTING EASEMENT BOUNDARY
- · - · - · - · - · - · -	EXISTING URBAN RENEWAL DISTRICT
- - - - -	URBAN RENEWAL DISTRICT ANNEXATION
- - - - -	EXISTING RIGHT-OF-WAY
▨	SEWER LINE ACCESS EASEMENT
▩	UNDERGROUND TELEPHONE EASEMENT
▧	INGRESS/EGRESS EASEMENT

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DESIGN & ENGINEERING
60 E. LITTLE AVE. • DRIGGS, ID 83422
T. 208.354.1331 F. 208.354.1332

PREPARED FOR
URBAN RENEWAL DISTRICT
AGENCY
P.O. BOX 48
DRIGGS, ID 83422
208-354-2500

SCALE: 1"=40'
DESIGNED BY: JTM
DRAWN BY: CJR
CHECKED BY: JFZ
PROJ. #: 07050-065-1

PROJECT NAME
EXISTING UTILITIES
DRIGGS URBAN RENEWAL AREA
GENERAL PLAN (SOUTH-EAST)

DATE: 2/18/2008
C-4

DRIGGS DOWNTOWN CORE FRAMEWORK PLAN – APPENDIX

E. Development Capacity Worksheets

Driggs Downtown Core Framework Plan

NW BLOCKS DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A		B		C	
	office office retail/office	resid. office retail/office	DU's	resid. resid. resid. retail/office	DU's	
1	11700	7800	6	3900	8	3-4 story redev.
2	12150	8100	6	400	8	3-4 story redev.
3	12150	8100	6	400	8	3-4 story redev.
4	11550	7700	6	3850	8	3-4 story redev.
5	22275	14850	12	7425	16	3-4 story redev.
6	30375	20250	16	10125	22	3-4 story redev.
7	15750	10500	8	5250	10	3-4 story redev.
8	12000	8000	6	4000	8	3-4 story redev.
9	11850	7900	6	3950	8	3-4 story redev.
10	12900	8600	8	4300	10	3-4 story redev.
11	14850	9900	8	4950	10	3-4 story redev.
12	14850	9900	8	4950	10	3-4 story redev.
13	22950	15300	12	7650	16	3-4 story redev.
Other	6000	6000	0	6000	0	potential infill
Exist.	40279	40279	11	40279	11	Incl. Colter, Henri
TOTALS	251629	183179	119	107429	153	

NW BLOCKS POTENTIAL PARKING DEMAND			
	A	B	C
RETAIL & OFFICE			
@2.5 sp/1000	629	458	269
@3.0 sp/1000	755	550	322
RESIDENTIAL			
@1.5/DU	0	179	230

NW BLOCKS POTENTIAL PARKING SUPPLY			
	Low	High	NOTES
On-Street	173	187	
Main Street	18	32	parallel or angled
Little	43	43	angled
Depot	50	50	angled
Front	62	62	angled
Private	73	73	surface lots
Public Facility	120	226	1-3 levels
TOTALS	366	486	

Driggs Downtown Core Framework Plan

SW BLOCK DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A	B		C		
	office office retail/office	resid. resid. office retail/office	DU's	resid. resid. resid.	retail/office	
1	14962	9974	8	4987	10	3-4 story redev.
2	14962	9974	8	4987	10	3-4 story redev.
3	21036	14024	12	7012	16	3-4 story redev.
4	2700	2700	0	2700	0	1-story
Exist.	43760	43760	0	43760	0	cl. Broulims, Wardrbe
TOTALS	97420	80432	28	63446	36	

SW BLOCK POTENTIAL PARKING DEMAND				
	DEV. PROGRAM			
	A	B	C	
RETAIL & OFFICE				
@2.5 sp/1000	244	201	159	
@3.0 sp/1000	292	241	190	
RESIDENTIAL				
@1.5/DU	0	42	54	

SW BLOCK POTENTIAL PARKING SUPPLY				
	Low High		NOTES	
	Low	High		
On-Street	75	97		
Main Street	24	46	parallel or angled	
Little	51	51	angled	
Private	115	115	Excl. Broulims, Wardrbe	
Public Facility	120	360	1-3 levels	
TOTAL SUPPLY	310	572		

Driggs Downtown Core Framework Plan

NE BLOCK DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A	B		C		
	office office retail/office	resid. office retail/office	DU's	resid. resid. resid. retail/office	DU's	
1	1700	1700	0	1700	0	2 story add-on
2	3000	3000	0	3000	0	2 story add-on
3	14700	9800	8	4900	10	3-4 story redev.
4	12600	8400	6	4200	8	3-4 story redev.
5	9900	6600	4	3300	6	3-4 story redev.
6	5830	5830	0	5830	0	2 story add-ons
7	450	450	0	450	0	1 story pad
8	12900	8600	6	4300	8	3-4 story redev.
9	9600	6400	4	3200	5	3-4 story redev.
10	12000	8000	6	4000	8	3-4 story redev.
11	6900	4600	4	2300	5	3-4 story redev.
Exist.	53220	53220	0	53220	0	varies
TOTALS	142800	116600	38	90400	50	

NE BLOCK POTENTIAL PARKING DEMAND			
	DEV. PROGRAM		
	A	B	C
RETAIL & OFFICE			
@2.5 sp/1000	357	292	226
@3.0 sp/1000	428	350	271
RESIDENTIAL			
@1.5/DU	0	57	75

NE BLOCK POTENTIAL PARKING SUPPLY			
	Low High		NOTES
	On-Street	88	
Main Street	17	31	parallel or angled
Little	14	14	parallel
Depot	33	33	angled
First	24	26	parallel & angled
Private	122	122	surface lots
Public Facility	95	270	1-3 levels
TOTAL SUPPLY	305	496	

Driggs Downtown Core Framework Plan

SE BLOCK DEV. POTENTIAL						
SITE #	DEV. PROGRAM					NOTES
	A		B		C	
	office office retail/office	resid. office retail/office	DU's	resid. resid. resid. retail/office	DU's	
1	10800	7200	6	3600	8	3-4 story redev.
2	10380	6920	6	3460	8	3-4 story redev.
3	16500	11000	8	5500	10	3-4 story redev.
4	13500	9000	8	4500	10	3-4 story redev.
5	11700	7800	6	3900	8	3-4 story redev.
6	9900	6600	6	3300	8	3-4 story redev.
7	13720	8660	8	3600	10	3-4 story redev.
8	14040	9360	8	4680	10	3-4 story redev.
9	1600	1600	0	1600	0	1-story addition
10	16500	11000	8	5500	12	3-4 story redev.
11	13500	9000	6	4500	8	3-4 story redev.
12	13500	9000	6	4500	8	3-4 story redev.
13	8100	5400	4	2700	5	3-4 story redev.
14	13200	8800	8	4400	10	3-4 story redev.
15	13200	8800	8	4400	10	3-4 story redev.
Exist.	44950	44950	0	44950	0	varies
TOTALS	225090	165090	96	105090	125	

SE BLOCK POTENTIAL PARKING DEMAND			
	A	B	C
RETAIL & OFFICE			
@2.5 sp/1000	563	413	263
@3.0 sp/1000	675	495	315
RESIDENTIAL			
@1.5/DU	0	144	188

SE BLOCK POTENTIAL PARKING SUPPLY			
	Low	High	NOTES
On-Street	111	129	
Main Street	23	41	parallel or angled
Little	16	16	parallel
Short	35	35	angled
First	37	37	angled
Private	239	239	surface lots
Public Facility	114	330	1-3 levels
TOTALS	464	698	