Staff Report

To: City Council
From: Planning & Building Staff
Report Date: August 26, 2026
Meeting Date: September 1, 2026
Project: Corona Valley Ph 1 Preliminary Plat Application & Master Plan
File No.: SUB25-3
Future Routing: Public Meeting with City Council for any Final Plats

ACTION REQUESTED: ☐ Ordinance ☐ Permit ☒ Motion ☐Discussion ☒Public Hearing

OWNER: Ruben Corona / LLKM PROPERTIES LLC
APPLICANT: Connect Engineering & Survey
PROJECT DESCRIPTION: Full Plat Subdivision Application
PARCEL NUMBER: RPA5N45E254200
CURRENT ZONING: RS-7 Single & Two Family
PREVIOUS APPLICATIONS: SUB21-4 Rivers West (Denied, statement of decision 4/19/22) and AP22-1 Rivers West (Appeal Denied)
PROJECT SIZE: 38.803 Acres, 5 Phases
NUMBER OF UNITS: 180 Units Total, 48 in Ph 1
APPLICATION TYPE: Full Plat Subdivision Preliminary Plat Application
DEVELOPMENT NAME: Corona Valley
ZONING OVERLAYS: Big Game Migration Corridor and Seasonal Range (County), Airport Traffic Pattern Area



PROPERTY HISTORY:
This property is among several in the area with subdivision applications currently in progress. To the North of this property, Bear Run Subdivision and Belle Vue Subdivisions are being developed and to the East, Shoshoni Plains continues to develop to its master plan. The northern boundary of this property is a ROW for future Dalley Avenue and is addressed in this application. This property had a subdivision application in April of 2021 with

a different owner and applicant for 166 lots designed for attached single family homes and up to 10 fourplex apartment building which would have required a zone map amendment or submittal as a PUD. In a pre-conference meeting with the current applicant, it was suggested that the applicant understand the staff analysis, planning commission decision, and public comments from the previous application and address these items for any new application. The applicant submitted a concept review for a full plat subdivision on April 22, 2025. After feedback from staff, comments from the neighborhood meeting, and review comments by PZC commissioners at a public meeting, the applicant submitted a preliminary plat application on January 9th, 2026 changing the location of the park to the north east corner, raising the unit count from 171 to 180, and eliminating driveways off of residential collectors among other smaller design changes. The application received a round of review and the applicant re-submitted the Preliminary Plat application materials in full on February 18th, 2026.

The preliminary plat application went to a public hearing with the Planning & Zoning Commission on March 11th, 2026. The Commission deliberated toward a decision, discussing the Traffic Impact Study, collector road requirements, parking and density, alignment of the proposal with the Land Development Code and Transportation Master Plan and ultimately the item was tabled to receive an updated traffic impact study, all in favor. The applicant submitted an updated application on April 16, 2026 and the Updated TIS Cost Allocations document by 3rd party reviewer Keller Associates was provided to the city on April 21, 2026. The applicant re-submitted items and was scheduled to be heard again on May 13th, 2026.

PZC RECOMMENDATION (Exhibit R): The Planning & Zoning Commission considered the application at a public hearing on 5/13/2026. Commissioner Marin made a motion to recommend approval of the proposed Corona Valley Subdivision Preliminary Plat to the City Council, based on the finding that the proposal as presented meets the criteria for approval, as listed in the associated Staff report and in Article 14.5.6 of the Driggs Land Development Code, so long as the following conditions are met:

1. All public works comments be confirmed addressed and acceptable before city council. *Public Works completed an additional technical review. Minor amendments requested, see below.* 8-12-26: Public works completed another round of review with no amendments requested. Addressed.
2. The developer will work with the city to improve cross walks to Shredmore Park and offsite restroom amenities. Mitigations to be captured in the development agreement. *Development agreement captures these offsite improvements.* 8-12-26:
3. Parking lot landscape median is shifted to ensure conformance with LDC 11.1.3.H.3. *Staff recommends a condition of approval as the applicant has added additional parking for the new soccer fields.* 8-12-26: Addressed.
4. Details for benches, picnic pavilions, & the relocated 10' walking path on Booshway be provided in improvement plans. *Details provided but one pavilion type is still needed. Recommended condition.* 8-12-26: Addressed.
5. Photometrics Plan will be provided and approved before City Council. *Provided.* 8-12-26: Addressed and conforms.
6. Grand Teton Canal Company provide approval on project interface with the canal prior to City Council approval. *Phasing plan has shifted, so no ditch modification is required with Phase 1. Future phases will require formal modification agreements. GTCC has given general approval of the master plan at this time.* 8-12-26: No changes.
7. An avigation easement agreement be executed and referenced on the final plat. *Condition of approval.*
8. The water system was modeled and shows that only Phase I of the master plan can be served at this time. If the applicant wishes to plat additional phases, they will need to install offsite upgrades to the city system or wait until the system performs offsite upgrades. *Captured in the development agreement.* 8-12-26: No Changes.

9. Snow removal by the City on Cowboy Trail. *PZC recommended that the City pursue additional snow removal on sidewalks/pathways along Cowboy Trail to ensure safe access to schools. City Council to deliberate.* 8-12-26: Listed as a recommended condition of Approval.

Commissioner Hertz seconded the motion. A roll call vote was taken: Commissioner Van Arsdell-aye, Commissioner Kirkpatrick-aye, Commissioner Marin-aye, Commissioner Hertz-aye, Commissioner Smith-nay, noting lack of conformance of code related to public safety. The motion carried.

PROJECT SUMMARY: The applicant is proposing a 180-unit residential subdivision consisting of 22 single-family detached units and 158 attached single-family units (total of 180 dwelling units) on 38.803 gross acres. The resulting gross density is 4.64 dwelling units per acre. The project will be constructed in five phases, each designed to be fully independent with respect to streets, water, sewer, stormwater, and emergency access.

This master plan proposes 10 new internal public roads. Access from the South is via Ross Ave, access from the East is via Booshway St, and access from the North is through Cowboy Trail via LeGrand Pierre. Comanche Avenue and Cowboy Trail will be 60-ft ROW residential collector streets and all other internal streets are 54-ft ROW local streets. The applicant has provided park space for a full size, and youth size soccer/sports field with parking, benches, landscaping, and picnic pavilions. The preliminary plat is reviewing the entire master plan for the development. The first final plat, if preliminary plat approval is granted, would be for Phase I of the development which would constitute roads, park space and 14 SFD lots and 34 attached home lots.

NEIGHBORHOOD MEETING: The meeting was held 11/17/25 where the applicant, city staff, and 23 members of the community were present to ask questions of the Concept Plan. Key topics raised during the meeting included: Traffic and Access, parking & snow storage, street design and ROW widths and alignment of Cowboy Trail, and project density.

Since the meeting, the applicant worked with city staff to incorporate refinements that respond to the neighborhood concerns while maintaining compliance. Driveways have been eliminated from collector roads as much as possible to ensure that Cowboy Trail is a high functioning collector of traffic for the area. Per comments from Public Works and Staff, on-street parking was eliminated to increase the function as a residential collector street, improve visibility, and create protected bike lanes.

APPLICABLE CODE: The code effective at time of submission (1/9/26) of the complete preliminary plat application are: The Land Development Code adopted by Ordinance 492-25, Effective 11/26/25, the 2020 Comprehensive Plan, and the 2025 Transportation Plan.

REVIEW PROCESS: The Developer is proposing lots for single family and attached single family homes homes that would create 180 units, dedicate public roads, and require extension of water and sewer mains. This application will be processed through the Full Plat Subdivision process (Art. 14.5.6) and considered a Large-Scale Subdivision (Art. 14.5.11) The proposed phases of the subdivision are a part of a larger area intended for Development, so the Master Plan will be considered alongside the application.

LARGE SCALE DEVELOPMENT SUBDIVISION:

This proposal is considered a large-scale subdivision as per LDC 14.5.11 and will be required to submit the following information with the Preliminary Plat:

1. A quantified analysis of impacts on public services that would be provided to the development, including a traffic impact analysis.
2. Estimate public service costs to provide adequate service to the development.
3. Estimate the tax revenue that will be generated from the development.
4. Suggested means of financing the services for the development if the cost for the public services would not be offset by tax revenue received from the development.

Preliminary Plat approval comes from the City Council, after recommendation from the Planning and Zoning Commission. Final Plat approval is granted from the City Council after all improvements have been installed and inspected. All recommendations and approvals require public hearings except for the Final Plat. See Article 14.1, Summary of Review Authority. For phased development, the Master Plan of future phases must be submitted with the first phase. Each phase must obtain Preliminary Plat and Final Plat approval independently. This preliminary plat application is for phase 1.

ZONING ANALYSIS: For a detailed analysis of the application in regards to conformance with the Land Development Code see **Exhibit V.**

PLANNING ANALYSIS:

COMPREHENSIVE PLAN: The Preliminary Plat has been reviewed for its consistency with the Comprehensive Plan (Res 379-20). The Future Land Use Map (FLUM) indicates an area, which includes the subject property, as being appropriate for single-family and two-family Residential (2 to 5 units per acre). The single-family and two-family residential future land use designation is described as:
The Single-Family and Two-Family Residential category should be developed or maintained as quality neighborhoods with architectural features that support a cohesive but not identical character. They should be accessible to Downtown through pathways and sidewalks and support a diversity of park types and other amenities.…

More specifically, the FLUM includes the following description for this area:
ST2: This recently annexed area has the ability to infill existing great neighborhoods with easy access to trails, Downtown, and schools

The Comp Plan stresses the importance of pathways and sidewalks, easy access to trails, downtown, and schools, and supporting a diversity of parks and other amenities. Additionally, the Comp Plan emphasizes goals in the Transportation Plan including future connections. The Comp Plan recommends a multi-use pathway along the irrigation canal, which the applicant has included access to in their plans. The Comp Plan echoes the Transportation Plan in calling for road connections between Ross and LeGrand Pierre, which this application does in its master planning through Cowboy Trail.

GOAL 2.1.3: Meet the housing needs of the community while optimizing City services and amenities. The application may meet this goal.

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

The proposal supports these visions for our residents by providing smaller lot sizes, with a variety of housing types such as medium density single family and attached single family homes outside of the downtown core but near services via public infrastructure, and trails to downtown, schools, and recreation. The unit proposal is an appropriate amount over the base density, providing deed restricted workforce housing units for the QWHIP program but not out of character of the surrounding neighborhoods that are also single family and twin home. The proposal utilizes existing zoning, creates connected parks and open spaces, and provides a collector street between Ross and LeGrand Pierre.

TRANSPORTATION PLAN:
Both the 2019 and 2025 Transportation Master Plans identify two future new roads affecting this property, specifically the extension of Cowboy Trail as the North-South connection to existing neighborhoods, and out to LeGrand Pierre and/or Ross and Hwy 33. The Preliminary Plat application proposes the extension of Cowboy Trail and has a portion of Dalley Ave (see 2025 TMP as the East-West connection between the schools and to LeGrand Pierre) shown to be built out to connect with future development between Belle Vue and Bear Run Subdivisions. The 2025 TMP shows Cowboy trail as a recommended Minor Residential Collector, where the planning team and public works recommend minimizing driveway accesses. The 2025 TMP also shows a local street connection from Booshway St to Cowboy Trail which the applicant has proposed as an extension of Comanche Way. Once Cowboy Trail is constructed, Booshway St would then no longer contemplated as a residential collector.

Additionally, the Transportation Plan advocates for the continuance of the City's grid system. The proposed streets are grid-like in nature, and suites the surrounding future and platted streets in other surrounding subdivisions to create direct movement with residential collectors while preserving neighborhood feel with several local roads, sidewalks, and trails.

Fig 3.2 from 2019 TMP

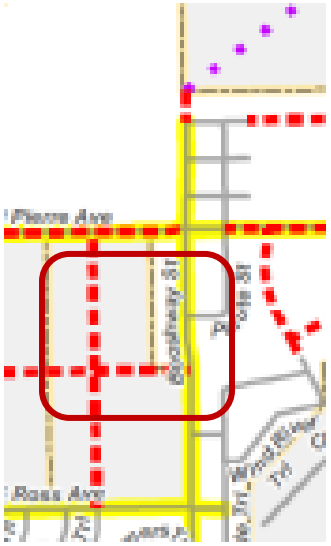
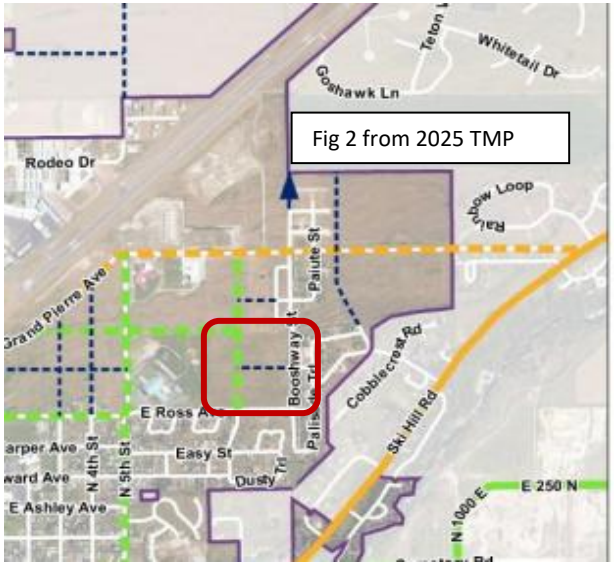


Fig 2 from 2025 TMP



QUALIFIED WORKFORCE HOUSING (Exhibit L): The Applicant submitted a QWHIP Developer Checklist on 1-6-26 and a revised submission based on review comments from the Director and Administrator. There are 180 proposed units on 38.8 acres. The request of 45 bonus units means that 9 units need to be reserved for the QWHIP. The applicant is proposing all 9 units be satisfied by on-site deed restrictions for ownership units (120% AMI). The proposed phasing includes the use of attached and detached residential equally throughout the development's phases. **The applicant is not requesting a water rights waiver for the 9 deed restricted units.**

The updated density bonus code provisions for the QWHIP would reduce the number of required QWHIP units. The base density would be 4 units per acre, which results in 155 units. 180 proposed units – 155 units = 25 bonus units. 5 units would be required to be deed restricted to the QWHIP program. Applicant has proposed 9 deed restricted units, as the previous density bonus code provision would have required using the FLUM to calculate base density.

PARKS & RECREATION COMMITTEE: On January 9th, 2026 the parks & recreation committee reviewed the preliminary plat proposal in relation to its park spaces provided. The committee generally discussed the desire to ensure adequate parking for the fields, and recommended the following:

1. Restroom facility - *Staff note: Planning & Public Works would rather propose the applicant to make improvements on safety and cross walks to access the existing restroom in Mt Shredmore Park ~100 yards away to the East of the proposed playing field. This will save the City on Maintenance costs. The updated submittal indicates the applicant is willing to provide cross walk, safety, and existing facility improvements. Planning & PW to determined offsite mitigations and included in Development Agreement.*
2. Benches and shade structure *Staff Note:2/18/26 submittal shows 3 picnic pavilions, benches, shade structures & bleacher seating.*
3. Consider shifting the sports field to the east for adequate run off space between the parking lot and field. *Staff Note: 2/18/26 submittal indicates the field has been moved to the east.*
4. Pathway connections from parking lot to other paths. *Staff Note: 2/18/26 submittal shows pathway from parking lot to other paths.*
5. Buffer by means of plantings or fencing etc. between field and Booshway. *Staff Note: this has been provided on the landscape plan.*

PUBLIC COMMENT (EXHIBIT Y & Z): By the Monday August 24, 2026 written public comment deadline, 32 public comments were received. A majority of the opposing comments express the desire for the Cowboy Trail ROW to be widened to a straight 82.5' ROW and the TIS from 2022 that was submitted with the application be updated. The number of units being too dense was also expressed as well as the current level of traffic on Booshway St, access to Hwy 33, and other junctions near the schools. See **Exhibit Y** for Public Comments for the 9/1/26 Public Hearing and **Exhibit Z** for all previous Public Comments.

SERVICE PROVIDER COMMENTS:

Fire District: as of 8/24/26: Comments were addressed.

Grand Teton Canal Company: Applicant is working with Grand Teton Canal Company. *Staff note: The phasing plan of the development shifted, so Phase 1 does not require any ditch modifications. Future phases will require a formal ditch modification approval letter. GTCC has given general approval of the master plan and future interface. Details are captured in the development agreement.*
RAD: individual service bins
USPS: 7/13/26 Locations should be fine. Only thing to add is the normal safe place for us to park next to them without having to back up. Protection from the elements for residents to access mail and keep boxes from freezing shut. And plenty of parcel lockers for residents.

Public Works (EXHIBIT W): Comments from Public Works are included as Exhibit W.

Environmental Impact Study (EIS) (EXHIBIT F): Prepared by Connect Engineering *"This Environmental Impact Statement evaluated potential environmental effects associated with the proposed Corona Valley subdivision in the City of Driggs, Idaho. The subject property consists of previously disturbed agricultural land within an urbanizing area and does not contain wetlands, riparian areas, stream channels, migration corridors, or other sensitive environmental features. Field observations and review of available agency data did not identify regular wildlife use or habitat suitable for federally listed threatened or endangered species."*

> *"Based on the findings of this Environmental Impact Statement, the proposed Corona Valley preliminary plat will not have a significant effect on the environment. No mitigation measures beyond standard regulatory compliance and adherence to applicable development standards are required."*
>
> Staff Comment: The developer has not suggested any impact mitigations in the application.

IMPACT & FISCAL ANALYSIS (EXHIBIT I & J):
A Fiscal Impact Analysis (FIA) is required for all large-scale development. The full FIA by Thomas Lee of DOBE LLC is included in this report as **Exhibit I** and an updated Addendum submitted on 8-12-26 as **Exhibit J**.

Art 14.5.11 Large Scale Development Subdivision

A. Required Information

Due to the impact that a large-scale development would have on public utilities and services, the developer shall submit the following information along with the preliminary plat:

1. A quantified analysis of impacts on public services that would be provided to the development, including a traffic impact analysis.
2. Estimate public service costs to provide adequate service to the development.
3. Estimate the tax revenue that will be generated from the development.
4. Suggested means of financing the services for the development if the cost for the public services would not be offset by tax revenue received from the development.

The applicant has submitted a Fiscal Impact Analysis. The report is summarized in the following sections, and staff comments are provided.

- **Public Road Construction and Maintenance:**
  - Applicant analysis: The proposed subdivision fronts Ross Ave and Booshway St, and the internal roads are proposed to be public. A Traffic Impact Study was submitted in 2022 and was reviewed, approved and accepted by the City. In lieu of an update, the City requested the applicant allow the City to pass-thru modelling the development in the Transportation Master Plan model created by the City's consultants in 2025 to confirm the 2022 findings and update any mitigations and proportionate shares.
  - *Staff comment: All interior roads are proposed to be dedicated to City of Driggs, per the draft development agreement provided. A traffic impact study was conducted for the development and additional review with the TMP model. Discussion under the Development Agreement section references the proportionate share of costs associated with necessary improvements to intersections. The applicant states proportionate capital investment is structured to maintain the existing level of service for city pathway infrastructure and roadway facilities.*
- **Schools:**
  - Applicant analysis: Based on 180 units, estimates of 137 new students will be added to the school district. This would generate a total of **1,621,806** per year in combined state, federal, and local school revenues. The development is expected to fully offset its proportionate share of educational service costs.
  - *8-12-26 submission: The developer is offering to fund the District's Growth Contribution fund at $45,988 for Phase 1 and $158,852 at full buildout, paid by phase. Staff recommends this be captured in the Development Agreement.*
- **Fire:**
  - Applicant analysis: Fire impact fees are collected by the City of Driggs on behalf of the Teton County Fire Protection District under the adopted 2022 Fire & Rescue Impact Fee Study. Using the established per-unit rate of $1,800 per dwelling, the total fire and rescue impact fee for Corona Valley is: 180×1,800=**324,000** in one-time fire protection impact fee revenue. This funding is dedicated exclusively to expanding fire protection infrastructure needed to maintain service levels as the community grows.
  - *Staff comment: The per-unit rate is for expanding fire protection infrastructure needed to maintain the current service levels.*

- **Police Protection:**
  - Applicant analysis: The City of Driggs contributes funding to the Teton County Sheriff's Office through an annual contract with Teton County for the provision of law enforcement services. Using the Code Area 1-0000 levy rate for Teton County (District 020), each home within Corona Valley is projected to contribute approximately $729.68 per year toward County general-fund services, including sheriff operations. At full build-out of 180 homes, the total annual revenue attributable to law enforcement services is: 180×729.68=**131,342.40** This revenue represents the development's proportional contribution to the Sheriff's Department, which includes patrol operations, investigations, emergency response, dispatch support, and administrative functions. Based on the current levy structure and existing service capacity, this annual funding level is considered adequate to offset the incremental policing demands generated by Corona Valley. No additional capital investment or staffing expansions have been identified as necessary specifically due to this project.
  - *8-12-26 submission: The Developer has offered $45,000 annually for five consecutive years ($225,000 total) to fund supplemental public-safety services. The annual amount matches the City's current identified Teton County Sheriff contract benchmark. The term begins with the first Phase I building permit, subject to execution of the supplemental-service agreement described below.*

The funds must purchase additional, measurable service and may not replace the City's existing contract payment or the County's baseline, levy-supported service.
  - *Staff would suggest this be incorporated into the Development Agreement and a separate Instrument with involved parties.*

- **Central Water and Sewer:**
  - Applicant analysis: The Corona Valley development proposes connection to the City of Driggs' central water system. The connection fee for a 1-inch residential water line is based on the City's published fee schedule and is broken into four components: the 1-inch line connection cost of $11,690, the 1-inch water meter fee of $300, the MXU fee of $210, and the installation charge of $158. The total connection cost for a standard 1-inch residential service is therefore $12,358 per home. For the 180-lot Corona Valley subdivision, the total one-time water connection revenue is: 180×12,358=$**2,224,440**
  - *Staff comment: The development agreement includes a requirement that the transfer of water rights needed to service the development at 0.85 gpm/EDU is required to offset impacts to the City's Water System. This transfer to occur prior to the recordation of the final plat of each phase. Applicant not requesting water rights waiver for any deed restricted units.*
    - *Applicant comment: Each phase will meet all requirements and processes of the LDC. Per the Keller Technical Memorandum (March 5, 2026), the water system was modeled based on the phasing in effect at that time. The original Phase I (approximately 80+ lots) has since been refined and is now reflected as Phases 1 and 2 of the current five-phase master plan. Modeling confirms that Phases 1 and 2 can be fully served by the existing system without off-site improvements. Any development beyond Phase 2 will require the off-site water system upgrades identified in the Keller memorandum (including the recommended transmission improvements) prior to final plat approval of those later phases.*

- **Parks and Open Space:**
  - Applicant analysis: The developers of Corona Valley intend to dedicate approximately 6.9-acres of park space to the City with the platting phase 1. Using impact fees for average single-family homes, the developer is assuming 187 proposed residences to generate 276,012 in revenue. In addition to on-site facilities, the development will contribute directly to the City's parks and recreation system through the Parks & Recreation levy (District 770). Under the current Code Area 1-0000 levy structure, each home contributes approximately $199.65 per year toward this fund. At full build-out of 180 homes, Corona Valley will generate an estimated: 180×199.65=$**35,937.00** in annual dedicated funding for parks and recreation services. These revenues help support the City's maintenance, programming, and capital improvements for the broader parks system.
  - *Staff Comment: Per the City of Driggs LDC Ch 12.4.2, 0.028-acres per dwelling unit is required, meaning that the required acreage for the development is 5.04-acres.*

- **Libraries, Recreation & Hospitals:**
  - Applicant analysis: Using the City's adopted impact fee matrix and the established per-unit rate of $700 per home, the total pathways impact fee for Corona Valley is: 180×700=**126,000**
  - The Parks and Recreation impact fee is applied on a per-unit basis. Using the previously stated per-unit assumption of $1,800 per dwelling, the total impact fee for the Corona Valley development is: 180×1,800=**324,000**

- Library services for the area are funded through the library levy (District 700) applied within Code Area 1-0000. Using the current levy rate, each home within Corona Valley contributes approximately $75.93 per year in dedicated library revenue. At full build-out of 180 homes, the development will generate:180×75.93=**13,667.40** per year for the regional library system.

Summary of FIA Findings: Staff finds that the subdivision is able to mitigate the costs to the City via the various impact fees, revenues, and dedications.

Traffic Impact Study: Because this proposal constitutes large scale development (Art. 14.5.11), a Traffic Impact Study (TIS) is required. (**EXHIBIT H.)** *The TIS was conducted in 2022 with several other development projects as a cumulative study. It was reviewed by a third-party consultant (Keller) and accepted by the City after some minor revisions (in 2023). The first of the five developments to receive approval was the Flats at Teton Peaks.*

As part of the preliminary plat application for SUB25-3 Corona Valley, in lieu of the applicant submitting an individual TIS updated or addendum, the City contracted Keller to model the development in the transportation model created for the TMP **(EXHIBIT O).** This is a pass thru cost to the applicant. The scope of the model review was to confirm the original findings of the HLE combined study, update unit counts, completed projects and project type changes identified by the updated TMP, and ensure the proportionate share is accurate based on updated costs and unit counts. All final mitigations will be required to be captured in the development agreement. The proportionate share of this project is $271,800.43. The following were the mitigation areas identified:

Main/LeGrand Pierre (signal); Main/Ross (turn lanes); Main/Harper (turn lanes); Main/Howard (turn lanes); 1st/Little (turn lanes); 5th/Little (roundabout); 5th/Ross (roundabout)

A Narrative Memorandum (**EXHIBIT P**) was provided by the applicant on 8-12-26 at the direction of the City Council Motion on 8-4-26 to explain the relation between the prior multi-development TIS and the current Keller Associates analysis, why the 2026 Keller update is the appropriate basis for providing mitigations and how the updated proportionate-share recommendations have been incorporated into the improvement plans and will be addressed in the Development Agreement.

DEVELOPMENT AGREEMENT (DA) (EXHIBIT N): A draft Development Agreement was submitted by the applicant**.** Staff recommends the Development Agreement capture all mitigation requirements for the development, which will occur with City's review and approval.

The DA will outline all mitigations including impact fee collection, TIS proportionate shares, offsite improvements to crosswalks and Shoshoni plains Shredmore park, park and open space maintenance, water rights mitigation at .85 gpm per ERU, CC&RS creation of an HOA, and any other impacts that must be mitigated (per Approval Criteria #5).

Additional Mitigations to be outlined in the DA proposed by the Applicant in the 8-12-26 submittal are:

1. The developer will not seek the QWHIP's incentive for fee exemption or water-right waiver for the nine (9) work force housing units.
2. The developer is offering to fund the school district at $45,988 for Phase 1 and $158,852 at full buildout, paid by phase.

3. The Developer is offering $45,000 annually for five consecutive years to fund supplemental public-safety services.

The voluntary commitments will become enforceable when incorporated into the final Development Agreement or another written agreement executed by the authorized parties.

CC&RS: These have not been provided by the applicant yet, but will be required for the maintenance of open spaces not dedicated to the city. This will need to be provided by the final plat application, as preliminary plat approval by City Council will confirm dedicated park spaces.

APPROVAL CRITERIA & DISCUSSION OF MAIN POINTS: As stated above, this project follows the review process for a Full Plat Subdivision (LDC Art. 14.5.6), which requires a public hearing by the P&Z Commission and approval by City Council. The approval criteria (bold) for Preliminary Plat and staff comments (purple) are as follows:

1. **The plat has been created and stamped by a licensed land surveyor in the State of Idaho and includes the minimum requirements set out in Idaho Statutes Section 50-1304.**
   Plat will need to be updated to reflect final decisions. The final plat will be reviewed by the Teton County survey reviewer for technical review after City Council's approval of the final plat.

2. **The plat contains an Owner's Certificate specifying ownership and maintenance responsibilities acceptable to the city for roads, parks, open space and other public or common facilities or areas.**
   Plat indicates streets will be dedicated to the public. Dedication and maintenance responsibilities will be updated on the plat to reflect final decisions.

3. **The Improvement Plans have been approved by City Public Works, City Engineer, Teton County Fire Protection District, Idaho DEQ and any other agency or department having jurisdiction over the improvements or land thereon.**
   Public Works has completed a technical review of improvement plan. DEQ will review the plan set once a will-serve letter is issued for the development, which occurs after City Council approval of a project.

4. **Any proposed phasing is clearly shown on a development master plan and provides for orderly development of the land conforming at all times to this Land Development Code.**
   The proposed phasing is clearly shown on the development master plan and aligns with staff's recommendation. This phasing approach also supports the City's long-term transportation objectives by facilitating street build out of residential collector Cowboy Trail in the first phase as well as the park space. The water modeling technical review memo indicates that Phase I can occur without any offsite mitigations but completing Phases 2-4 may require a new transmission line, which can be addressed in the development agreement for future phases.

5. **The Development Agreement and subdivision design satisfactorily mitigate for the effects from the development and phasing timelines on the ability of political subdivisions of the state, including school districts, to deliver services without compromising**

quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate the proposed subdivision. Delivered services include, but are not limited to transportation systems, public utilities, highway jurisdictions, law enforcement and emergency services, solid waste, health care, affordable housing, education, economic development, and environmental protection. Subdivision and offsite improvements may be required for any of the above, in proportion to the impact made by the development.

The impacts of the Corona Valley development are proposed to be mitigated through the following measures:

- Collection of applicable impact fees, including parks, fire and rescue, and transportation.
- Dedication of appropriate park space and amenities to the City of Driggs as well as offsite cross walk safety access improvements to restroom facilities and any additional offsite restroom amenities, as recommended and approved by City Council.
- Water rights mitigation at 0.85 gallons per minute per equivalent residential unit (ERU), required to be transferred prior to recordation of any final plat, including the deed restricted units. No waiver is requested.
- Participation in the QWHIP or the Density Bonus program, providing 9 units for deed restricted workforce housing.
- The TIS impact mitigations (proportionate share) for off-site improvements identified in the Traffic Impact Study (TIS) should be collected prior to final plat recordation. These mitigation requirements will be incorporated into the Development Agreement.
    - $271,800.43 as proportionate shares for Main/LeGrand Pierre, Main/Ross turn lanes, Main/Harper turn lanes, Main/Howard turn lanes, 1st/Little turn lanes only, 5th/Little roundabout, 5th/Ross roundabout.
    - Off-site improvements including crosswalk improvements to Mt. Shredmore Park, an additional bathroom facility at Mt. Shredmore Park, fixing the 5th & Ross "dip" and curb bulb-outs south of Ross Avenue on Cowboy Trail as a traffic calming measure.
- The developer is offering to contribute to the School District's Growth Contribution Fund using the unit calculations within the study: $45,988 for Phase 1 and $158,852 at full buildout, paid by phase.
- The Developer is offering $45,000 annually for five consecutive years to fund supplemental public-safety police & Sheriff services for additional, measurable services that will be outlined in the Development Agreement and further an Instrument accepted by all parties.

Legal Counsel had no comments on the development agreement.

6. **The plat and development plans substantially conform with the underlying zoning and applicable provisions of this Title and conform with the City's Comprehensive Plan and other applicable plans and policies, such as the Transportation Plan and Recreation Master Plan.**

A detailed zoning analysis is attached as **Exhibit V.** An analysis of adopted plans is included above as well. The zoning analysis indicates that the application conforms with the underlying zoning, applicable provisions, and other City plans and policies.

8/4/26 City Council Public Hearing:

Council Member Michalski moved to amend a motion previously adopted, **motioning to table the item** until the City Council meeting on September 1st to further consider public comment and also request more information:

1) regarding finding number 3: updated improvement plans that are stamped and fully accepted by Public Works and incorporate recommendations from Keller regarding water.
2) related to finding number 4: proposed phasing is clearly shown with more clarity and consistency in phasing plans.
3) regarding finding number 5: need more information on satisfactory mitigation measures.

Council Member Knowles seconded the motion. A roll call vote was taken: Council Member Michalski—aye, Council Member Popilsky—aye, Council Member Knowles—aye, Council Member Johnston—aye. The motion carried with all in favor.

RECOMMENDATION: City Council should consider the additional materials submitted by the applicant, hold a public hearing and deliberate on the application.

The PZC, in their recommendation, suggested City Council deliberate on City sidewalk snow removal for Cowboy Trail.

If the City Council is ready to make a motion, Staff would recommend including the following conditions:

1. All remaining technical public works comments be addressed and resubmitted in the improvement plans prior to submission to DEQ for review. *Public Works to confirm all comments are addressed.*
2. An avigation easement agreement be executed and referenced on the final plat.
3. Developer to provide 1 additional ADA parking slots to be ADA compliant for the park space.
4. *Staff incorporate the additional mitigations measures into the development agreement:*
    a. *Developer agrees to voluntarily contribute $158,852 to offset direct capacity impacts to Teton County School District. This will be proportionate by phase/unit and paid to the school district prior to recordation of each phase's final plat.*
        i. *Phase 1 Units: (14 detached + 34 attached) = $45,988*
        ii. *Phase 2 Units: (36 attached) =$29,808*
        iii. *Phase 3 Units: (8 detached and 24 attached) =$30,064*
        iv. *Phase 4 Units: (32 attached) = $26,496*
        v. *Phase 5 Units: (32 attached) =$26,496*
    b. *Developer agrees to contribute $45,000 annually for five years from the first building permit to the Teton County Sheriff Department. A separate agreement will be negotiated and executed.*

MOTIONS:

APPROVAL: I motion to approve the proposed Corona Valley Subdivision Preliminary Plat Ph 1 and Master Plan, based on the finding that the proposal as presented meets the criteria for approval, as listed in the Staff report and in Article 14.5.6 of the Driggs Land Development Code [with the following conditions…]

TABLE or CONTINUE: I move to TABLE (*or continue to specific date*) the application for the proposed Corona Valley Subdivision Preliminary Plat Ph 1 and Master Plan for up to twelve (12) months from this meeting date to receive the following updated materials….

DENY: I motion to deny the proposed Corona Valley Subdivision Preliminary Plat Ph 1 and Master Plan, based on finding the proposal as presented does not meet the criteria for approval as listed in the Staff report and in Article 14.5.6 of the Driggs Land Development Code [*for the following specific criteria…*]

ATTACHMENTS

A. Narrative
B. (NEW) Improvement Plans Ph 1
C. (NEW) Improvement Plans Master Plan
D. Landscape Plan
E. Preliminary Plat
F. Environmental Impact Study
G. (NEW) Stormwater Management Plan
H. Joint Traffic Impact Study TIS 10.31.2022 Revised 6.5.2023
I. Fiscal Impact Analysis
J. (NEW) Fiscal Impact Revision 2 Addendum
K. Water Rights Mitigation Plan
L. Qualified Workforce Housing Plan
M. (NEW) Photometrics Plan
N. Draft Development Agreement
O. Updated TIS Cost Allocations 2026-04-20, Letter Memo (Keller)
P. (NEW) Keller TIS Narrative Memo 08.12.26
Q. Water System Tech Memo (Keller)
R. SUB25-3 Corona Valley PZC to CC Statement of Rec
S. APPROVED 5.13.26 PZC Minutes
T. Public Improvement Cost Estimate- Phase 1
U. (NEW) Mitigation Narrative Criteria #5
V. Zoning Analysis (City Staff Review)
W. Public Works Comments (City Staff Review)
X. (NEW) Engineering Response from Applicant
Y. New 9/1/26 Public Comment
Z. Previous Public Comment (Concept through previous CC Meeting)