

- c) The Community has identified the reduction of wildlife and vehicle collisions as a priority for traffic planning. The proposed amendment will reduce the peak traffic volume and daily traffic volumes, thereby minimizing the probability of wildlife collisions.

**4) Is consistent with the other adopted County Resolutions.**

- a) With the recently approved rural zones and new Zoning Map the proposed amendment is consistent with these recent resolutions and future anticipated revisions to the LDRs because it was not included in the Rural re-zone. The current NC zoning is a holdover from previous zoning and is not consistent with the recognized special project Master Plan or the Teton County Comprehensive Plan.
- b) Exceeds the requirements for affordable workforce housing helping to restore the 65% goal.

**BAR J CHUCKWAGON MASTER PLAN AMENDMENT: SUMMARY**

**Goal:** | The intent of this proposal is to amend the existing Bar J Commercial zoning Master Plan which currently has the ability to significantly increase both the size and duration of operations to year-round, to a Residential development with accompanying affordable housing to meet the needs of the west bank community. This affordable housing component also has the ability to directly satisfy the needs for Teton County Protective Service operations and personnel lodging. And in addition the Residential option also will reduce the traffic, noise and other intensity issues with respect to the adjacent neighborhoods.

**Background:** Bar J property is located on 21.22 acres along the Moose Wilson Road Highway 390 Corridor immediately adjacent to the Teton County Fire/EMS site.

The Bar J Chuckwagon Masterplan was first approved in 1977 pre-dating virtually all of the commercial development in the area. The approved commercial development area is approximately 14 acres (70%).

The existing Bar J facility has been a cornerstone of the western entertainment flavor of Jackson for four decades. The Bar J opening during the prime tourist season (120 days in the summer) creates a substantial amount of traffic on the two-lane Moose Wilson Road during late afternoon and mid-evening peak travel time. The potential increase in the existing commercial development option would create a very significant multiple of the very sizeable amount of traffic the Bar J currently generates.